Attachment 1

COUNTY OF LOS ANGELES DEPARTMENT OF PARKS AND RECREATION

FORD THEATRES PROJECT
Final Environmental Impact Report
State Clearinghouse No. 2014021013

Prepared for
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I. Final EIR Executive Summary

1. Introduction

In accordance with California Environmental Quality Act (CEQA) Guidelines Sections 15088, 15089, and 15132, the County of Los Angeles, as Lead Agency, has prepared this Final Environmental Impact Report (Final EIR) for the Ford Theatres Project (Project).

As described in Sections 15089 and 15132 of the CEQA Guidelines, a lead agency must prepare a Final EIR before approving a project. The purpose of a Final EIR is to provide an opportunity for the lead agency to respond to comments made by the public and agencies regarding a project's Draft EIR. Pursuant to CEQA Guidelines Section 15132, this Final EIR includes a revised summary, corrections and additions to the Draft EIR, a list of persons, organizations, and agencies that provided comments on the Draft EIR, and responses to comments received regarding the Draft EIR.

This Final EIR constitutes the second part of the EIR for the Project and is intended to be a companion to the Draft EIR. The Draft EIR for the Project, circulated for public review and comment from June 23, 2014, through August 8, 2014, constitutes the first part of the EIR and is incorporated by reference and bound separately. (Refer to Volumes I through IV of the Draft EIR). This Final EIR is organized into four main sections as follows:

Section I. Executive Summary—This section provides an overview of the Project and its potential impacts. Also included in this section are areas of controversy and issues to be resolved, an overview of the public review process that was completed for the Project, and a summary of the alternatives to the Project.

Section II. Clarifications and Additions to the Draft EIR—This section provides a list of revisions that have been made to the Draft EIR for the Project, based on comments received from the public and agencies, and other items requiring updating and/or clarification.

Section III. Responses to Comments—This section presents a matrix of the parties that commented on the Draft EIR and the issues that they raised. This matrix is

followed by verbatim numbered copies of the comments followed by numbered responses to each of the written comments on environmental issues made regarding the Draft EIR for the Project for the convenience of the reader. Copies of the full original comment letters also are provided in Appendix FEIR-A of this Final EIR.

2. Project Purpose and Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines states that the project description shall contain "a statement of the objectives sought by the proposed project." Section 15124(b) of the CEQA Guidelines further states that "the statement of objectives should include the underlying purpose of the project." The underlying purpose of the Project is to enhance on-site programs that support the work of County of Los Angeles artists and arts organizations by offering programs that meet the specialized needs of a broader cross section of the regional arts community, including emerging theatre, dance, and music ensembles and multi-disciplinary collaborations; to expand opportunities for diverse County residents to come together by creating new spaces and programs that better serve the community; and to ensure the future of the Amphitheatre as an active and relevant historic resource. The Project's specific objectives are as follows:

Historic Rehabilitation of the Amphitheatre

- Preserve the historic integrity of the Amphitheatre by providing improvements necessary to respond to damage from water intrusion, soil erosion, and structural decay, and ensure its future viability as a cultural and historical resource for the communities of Los Angeles County.

- Provide operational improvements for the historic outdoor Amphitheatre that includes modern technical infrastructure and performing arts technology and amenities to support world class theatrical and cultural experiences for patrons and program participants while providing improved access to the Ford Theatres and its canyon park setting as a public cultural and recreational destination.

Additional Artist and Patron Site Enhancements

- Support the development of Los Angeles County-based artists, arts organizations and arts producers that represent diverse performing arts genres, disciplines, and communities by providing an on-site natural progression of appropriately-sized enclosed rehearsal and performing arts spaces which can be used at the same time to expand creative capacity, create new work, and increase audiences.

- Repurpose the areas of the Ford Theatres currently used for on-grade parking to meet existing critical program needs of the regional arts ecosystem, including a much needed mid-size theatre space and low- to no-cost, accessible flexible spaces for rehearsals and performances year-round for artists, particularly dance and theatre groups, which do not have sufficient right-sized rehearsal and performance spaces in Los Angeles County.

- Enhance patron pre-show and post-show experience by providing plaza areas and support functions for meeting, dining and picnicking, while enabling visits of variable lengths by the creation of non-stacked parking to ease ingress and egress.

- Further the Ford's capacity for community building by creating new small and medium interstitial spaces and opportunities for artists, audiences, and the public to interact, dialogue, and find meaning and expression through the arts on the Project Site.

- Create pedestrian and vehicular circulation access that is integrated with a transit center and sufficient on-site parking so as to provide for improved and safer patron arrival and departures.

- Enhance the Ford Theatres' role as a County Regional Park by increasing public access to the entire site, integrating passive recreational opportunities, and encouraging visitors to experience the natural landscape and views of surrounding iconic landmarks from a formal trail within the park boundary.

- Mitigate noise pollution from the adjacent Hollywood Freeway to provide a more pastoral experience focused on the stage and preserve audience views of the natural landscaped canyon from inside the Amphitheatre.

- Provide for improved operation and maintenance relating to stage logistics including set loading and unloading and set staging areas in close proximity to the Amphitheatre.

- Provide on-site accessible modern office space to accommodate daily personnel and improve communication and interaction of staff with the arts community.

- Provide site improvements that are focused on areas of the site that have been previously developed and preserve the canyon setting of the Project Site.

3. Description of the Project

a. Overview of the Proposed Development

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 plaza deck featuring a restaurant, a 299-seat theatre, a new box office, a conference room, and offices and visitor amenities; (4) the Transit Center, which would include a designated area for bus and valet drop-off, a new three-level parking structure, an event space, and a maintenance facility; and (5) a 0.75-mile hiking trail.

(1) Amphitheatre Rehabilitation Improvements

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. 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 could measure up to 48 feet in height. In addition, a retractable shade structure would provide cover for the Amphitheatre during day time performances.

(2) Ford Terrace

North of the Amphitheatre, the existing circular driveway and disabled parking adjacent to the secondary entrance 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. 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 secondary entrance. Disabled parking currently located adjacent to the secondary entrance would be accommodated within the parking structures proposed as part of the Project.

In addition, 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 repurposed as a self-serve food marketplace area and provide space for storage. New ADA-accessible restrooms would also be provided at the lower level.

(3) Ford Plaza

West of the Amphitheatre, generally within the existing south surface parking area, the Project proposes the Ford Plaza. The Ford Plaza would include a three-level parking structure, which would provide approximately 250 parking spaces. A plaza deck providing approximately 45,000 square feet of outdoor plaza areas would be created above the parking structure. As part of the Ford Plaza, the existing 365-square-foot box-office 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. In addition, 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. At the southern boundary of the Ford Plaza, an approximately 1,000-square-foot conference room would be built to support the adjacent office space. 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 and a 2,600-square-foot indoor seating area. An approximately 1,000-square-foot outdoor seating area would also be included. 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 and full theatrical lighting and rigging that would be able to accommodate multi-disciplinary performances. Backstage spaces within the new venue would include performer restrooms, dressing rooms, and a prep area for special events.

(4) Transit Center

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.

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. At the upper deck of the parking structure, an approximately 6,300-square-foot maintenance area consisting of office, storage, garage, and yard areas would 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 as office space for Ford Theatre Foundation, Los Angeles County Arts Commission, and Philharmonic staff.

(5) Hiking Trail

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, where required or necessary, and cut-in granite steps where areas of steep terrain are proposed. Hand-railing may also be provided at the steps. The trail alignment may utilize portions of existing user-established informal trails. The hours of operation for use of the trail would observe standard park hours of sunrise to sunset.

Overall, 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.

b. Project 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. The Project is also designed to minimize building footprints and remain primarily within the developed areas of the Project Site. Specifically, upon buildout of the Project, approximately 4.3 acres of the 32-acre Project Site would comprise developed area, an increase of 0.8 acre. The remaining approximately 27.7 acres would comprise undeveloped open space.

In addition, to reduce the massing, 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®) or equivalent green building standards. In addition, the Project would be designed to meet the County's green building requirements.

c. 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 on-site 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 of 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 existing main entrance. In addition, new pedestrian pathways would be provided for access to the new areas. As described above, the existing circular driveway at the secondary entrance 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 within two parking structures and a net increase of approximately 120 to 150 parking spaces, including additional ADA parking spaces. Parking would also continue to be available at the Universal City/Studio City Metro Red Line Station. A shuttle would continue to be provided to and from the Ford Theatres during evening events. In addition, use of the Ford Theatres parking facilities by the Hollywood Bowl may continue.

d. 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 146 trees, including cypress, pine, palm, eucalyptus, ficus, sycamore, oak, and olive trees. This number includes the trees proposed to be removed as part of the approved Amphitheatre improvements. The Project would also relocate approximately 20 trees throughout the Project Site. As part of the Project, trees to be removed would be replaced on a minimum 1:1 basis.

e. 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. Light fixture control devices could be implemented, as necessary, to minimize glare.

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. In addition, a large sign identifying the Ford Theatres would be placed along the proposed sound wall. This sign is anticipated to be illuminated. The proposed sound wall and sign would replace the existing wall and sign along the top of the Amphitheatre wall. 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.

f. 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. Alternatively, the Project could provide a decentralized air-cooling 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 new natural gas service, sewer and water connections, and drainage improvements. The Project would also integrate and relocate the existing cell towers and associated structures to allow construction of the Transit Center.

g. Fire Protection and Security Features

As the Project Site is located in a Very High Fire Hazard Severity Zone, a fuel modification plan would be required to minimize the risk of wildfires. The fuel modification plan for the Project would set forth buffer zones around the proposed structures. The fuel modification plan would also specify requirements pertaining to landscape irrigation, thinning and removal of brush and dead plant materials, removal of non-native plant species, and maintenance of the buffer zones. A preliminary fuel modification plan has been prepared by the Project in consultation with the Los Angeles County Fire Department, and is included in Section IV.J.1, Public Services—Fire Protection, of the Draft EIR. A final fuel modification plan would be submitted to the Los Angeles County Fire Department for approval prior to the issuance of Project construction permits.

The Project would also include an upgraded fire system, including the installation of on-site fire hydrants and new water connections. The enhanced fire system would be a dedicated separate fire service system with no shared connections to the domestic supply lines. The Project's design would also incorporate security features to provide for the safety of on-site employees and visitors. These features would include high-definition surveillance cameras, and signage along the hiking trail. Entryways, lobbies, and parking areas would also be well illuminated and designed to eliminate areas of concealment.

h. Project Construction and Scheduling

The Project could be implemented in several phases to provide flexibility to continue operating the Ford Theatres during construction. Construction of the Project may be completed as early as 2020. In the event construction of the Project occurs as one phase, or in consolidated phases, the Ford Theatres would be expected to close and no events would be held until buildout of the Project or completion of the phase(s) under construction. It is estimated that the Project would require approximately 107,094 cubic yards of export. Based on the proximity of the Hollywood Freeway to the Project Site, it is anticipated that haul trucks and delivery trucks would access the Project Site traveling northbound on Cahuenga Boulevard East from the Hollywood Freeway (US-101) and would exit the Project Site onto Cahuenga Boulevard East and travel northbound on Cahuenga Boulevard East to the Hollywood Freeway.

As part of the Project, a Construction 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. Construction worker parking and construction staging would be accommodated on-site. Construction activities would comply with Section 12.08.440 of the Los Angeles County Code, which prohibits noise-generating construction activities between the hours of 7:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, and anytime on Sundays or legal holidays in the absence of certain emergencies.

3. Necessary Approvals

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

4. Public Review Process

In accordance with CEQA, the environmental review process for the Project commenced with solicitation of comments from identified responsible and trustee agencies, and also included early consultation with the public on the scope of the Draft EIR, through a Notice of Preparation (NOP) process. The County Department of Parks and Recreation prepared an Initial Study and circulated an NOP for public comment to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties on February 7, 2014, for a 30-day review period. In addition, a public scoping meeting was conducted on February 18, 2014, at the Project Site. The public scoping meeting provided the public with the opportunity to receive information regarding the Project and to provide input regarding issues to be addressed in the Draft EIR. The Initial Study, NOP, and NOP comment letters are included in Appendix A of the Draft EIR.

Consistent with the requirements of Sections 15087 and 15105 of the CEQA Guidelines, the Draft EIR was submitted to the State Clearinghouse, Office of Planning and Research, and was circulated for a 45-day public review and comment period beginning on June 23, 2014, and ending on August 8, 2014. In addition, a public meeting was held on July 14, 2014. The public meeting provided an overview of the findings of the Draft EIR and provided the public an opportunity to submit comments regarding the Draft EIR. Following the Draft EIR public comment period, this Final EIR has been prepared that includes responses to the environmental comments raised regarding the Draft EIR.

5. Areas of Controversy/Issues to be Resolved

Potential areas of controversy and issues to be resolved by the County's decision-makers may include those environmental issue areas where the potential for significant

impacts has been identified. As evaluated in the Draft EIR and summarized below, with the incorporation of project design features and mitigation measures, the Project would not result in significant and unavoidable impacts with regard to the environmental topics presented in the Draft EIR. Based on the NOP comment letters provided in Appendix A, issues known to be of concern in the community included, but were not limited to traffic, noise, and wildfire risk. Refer to Appendix A of the Draft EIR for copies of the NOP comment letters.

Based on the comment letters received regarding the Draft EIR, which are included in Appendix FEIR-A of this Final EIR, issues known to be of concern include, but are not limited to, traffic, historic resources, and wildfire risk. As shown in Table III-1, Matrix of Comments Received in Response to the Draft EIR, provided in Section III, Responses to Comments, of this Final EIR, comments were also provided regarding other environmental topics addressed in the Draft EIR. Copies of the comment letters submitted regarding the Draft EIR are included in Appendix FEIR-A of this Final EIR.

6. Summary of Alternatives

The Draft EIR for the Project examined three alternatives to the Project in detail, which include: No Project/No Build; Reduced Project; and Simultaneous Event Schedules. A general description of these Alternatives is provided below. The Draft EIR also identified two alternatives that were considered for analysis but rejected as infeasible. These alternatives included an Alternative Site and an Improved Parking Only Alternative, which was suggested during the NOP Process. The Alternative Site Alternative considered the development of the Project in a different location and the Improved Parking Only Alternative considered the development of only the parking improvements proposed as part of the Project wherein the two existing surface parking lots would be replaced with new parking structures for 500 cars. These two alternatives were rejected in the Draft EIR for failing to meet most of the Project objectives. Refer to Section V, Alternatives, of the Draft EIR for a more detailed description of the alternatives considered and rejected as well as a description of the alternatives evaluated in detail and a comparative analysis of the impacts of these alternatives with those of the Project.

Alternative 1: No Project/No Build Alternative

Alternative 1, the No Project/No Build Alternative assumes the Project would not be approved and the existing environment would be maintained, with the exception of the previously approved Amphitheatre improvements and other on-going routine interior and exterior maintenance improvements. The previously approved Amphitheatre 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 previously approved Amphitheatre improvements will occur internal to the Project Site, within the boundaries of the existing Amphitheatre. This Alternative would not result in any changes to the existing operations at the Ford Theatres. The site plan under this Alternative would resemble existing conditions, as illustrated in Figure II-2 in Section II, Project Description of the Draft EIR.

Alternative 2: Reduced Project Alternative

The Reduced Project Alternative would develop the Project Site similar to the Project and would include the same components as the Project as follows: rehabilitation of certain portions of the existing Amphitheatre, the Ford Terrace, the Ford Plaza, the Transit Center, and a 0.75-mile hiking trail. However, the Reduced Project Alternative would not include development of the 299-seat theatre within the Ford Plaza. In addition, under this Alternative, the 99-seat Flex Space proposed within the Transit Center would be relocated to the area of the 299-seat theatre as proposed by the Project. With the relocation of the Flex Space from the Transit Center to the Ford Plaza under this Alternative, the footprint of the Transit Center would be reduced but would continue to feature a designated area for bus and valet drop-off, a three-level parking structure, and a maintenance facility. All other components and features of the Project as described in Section II, Project Description, of the Draft EIR would be maintained under the Reduced Project Alternative. Further, under Alternative 2, building heights and architectural features would be similar to the building heights and architectural features of the Project.

Overall, implementation of this Alternative would result in approximately 39,550 net new square feet compared to the Project's approximately 47,550 net new square feet of development. As such, this Alternative would reduce the proposed net new development by approximately 8,000 square feet or approximately 17 percent. Additionally, this Alternative would provide for 12 net new seats within the Project Site in comparison to the Project's 311 net new seats. In addition, while this Alternative would not provide the 299-seat theatre, the number of annual events and attendees would increase but would be reduced when compared to the Project.

Alternative 3: Simultaneous Event Schedules Alternative

The Simultaneous Event Schedules Alternative would include the development of the same components as the Project but with long term flexibility in the scheduling of events within the Amphitheatre and proposed 299-seat theatre. Specifically, under Alternative 3, events held in the Amphitheatre, the 299-seat theatre, and the Flex Space would be able to have simultaneous events with concurrent start times whereas under the Project, events held in the Amphitheatre and the 299-seat theatre would have staggered

start times of at least 45 minutes after 6:00 P.M. on weekday evenings to avoid potentially significant traffic impacts.

As with the Project, Alternative 3 would comprise the following: (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 Center, which would include a designated area for bus and valet drop-off, a new three-level parking structure, 99-seat Flex Space, and maintenance facility; and (5) a 0.75-mile hiking trail. These components would be developed within the Project Site in the same manner as proposed under the Project described in Section II, Project Description, of the Draft EIR. The estimated increases in annual events and attendance projected to occur under the Project would also remain under this Alternative.

7. Summary of Environmental Impacts and Mitigation Measures

Table FEIR I-1 on page I-15 provides a summary of the environmental impacts of the Project. As summarized therein, implementation of the Project would not result in significant impacts to any of the environmental issues evaluated in the Draft EIR which could not be reduced with compliance with regulatory requirements and the implementation of project design features and mitigation measures.

Table FEIR I-1
Summary of Impacts Under the Project

Environmental Issue	Project Impact
A. AESTHETICS, VIEWS, LIGHT, AND GLARE	
Aesthetics	Less Than Significant
Views	Less Than Significant
Light	Less Than Significant
Glare	Less Than Significant
B. AIR QUALITY	
Construction–Regional Emissions	Less Than Significant
Construction–Localized Emissions	Less Than Significant
Operational–Regional Emissions	Less than Significant
Operational–Localized Emissions	Less than Significant
Toxic Air Contaminants	Less than Significant
Odors	Less than Significant
C. GREENHOUSE GAS EMISSIONS	Less than Significant
D. BIOLOGICAL RESOURCES	Less Than Significant with Mitigation
E. CULTURAL RESOURCES	
Historic Resources	Less Than Significant with Mitigation
Archaeological Resources	Less Than Significant with Mitigation
Paleontological Resources	Less Than Significant with Mitigation
F. GEOLOGY AND SOILS	Less Than Significant with Mitigation
G. HYDROLOGY, SURFACE WATER QUALITY, AND GROUNDWATER	
Surface Water Hydrology	Less Than Significant
Surface Water Quality	Less Than Significant
Groundwater	Less Than Significant
H. LAND USE AND PLANNING	Less Than Significant
I. NOISE	
Construction Noise	Less Than Significant
Construction Vibration	Less Than Significant
Operational Noise	Less Than Significant
J.1. PUBLIC SERVICES–FIRE PROTECTION	Less Than Significant
J.2. PUBLIC SERVICES–POLICE PROTECTION	Less Than Significant
K. TRAFFIC, ACCESS, AND PARKING	
Traffic	Less Than Significant
Congestion Management Program	Less Than Significant

Table FEIR I-1 (Continued)
Summary of Impacts Under the Project

Environmental Issue	Project Impact
Access and Circulation	Less Than Significant
Parking	Less Than Significant
L.1. UTILITIES AND SERVICE SYSTEMS—WATER	Less Than Significant
L.2. UTILITIES AND SERVICE SYSTEMS—ENERGY AND ENERGY CONSERVATION	Less Than Significant

A. Aesthetics, Views, Light, and Glare

a. Analysis of Project Impacts

(1) Aesthetics

(a) Construction Impacts

The removal of on-site structures, surface parking areas, and landscaping would not cause the loss of unique visual resources (i.e., the surrounding hillsides and historic Amphitheatre) or prominent existing features that contribute positively to the existing visual character and quality of the Project Site. As such, the Project's construction activities would not substantially degrade the existing visual character of the Project Site or the surrounding area. Therefore, aesthetics impacts associated with construction would be less than significant.

(b) Operational Impacts

The Project would provide new performing arts and support facilities that would be consistent with and build on the existing uses on the Project Site and in the surrounding community. Implementation of the Project would result in the removal of the existing former motel building currently used as office space; the projection booth and control room, which is not a primary character-defining feature of the historic Amphitheatre and is not visible from off-site public vantages; the concessions building, which is also not a primary character-defining feature of the historic Amphitheatre and is not visible from off-site public vantages; and surface parking areas and landscaping. As illustrated in the conceptual site plans provided in Section II, Project Description, of the Draft EIR, the Project would develop new structures and landscaping that would be primarily confined to areas of the Project Site that have already been developed.

While the presence of new development would invariably alter the aesthetic character of the Project Site, the Project would employ a cohesive site design in part by ensuring architectural compatibility and integration with the surrounding environment. The Project would also rehabilitate the existing historic Amphitheatre and would not result in the removal or alteration of existing features that contribute positively to the visual character of the Project Site and surrounding area. Overall, 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. Similarly, Project grading would be designed to retain the integrity and natural grade elevations of the landforms that influence the visual quality of the Project Site. As such, the Project would not substantially degrade the existing visual character or quality of the Project Site or surrounding area. Impacts related to aesthetics would be less than significant.

(2) Views

Overall, while Project implementation would modify existing public views along Cahuenga Boulevard, Pilgrimage Bridge, and the Hollywood Freeway, the proposed structures would not dominate the viewshed along Cahuenga Boulevard. Rather, the Project has been intentionally designed to limit the building footprint within areas already developed so as to preserve the natural setting of the Project Site. Accordingly, public views of the Project Site would continue to feature a semi-urban environment with a background of rolling hills, pockets of trees, and landscaping. Thus, the Project would not have a substantial adverse effect on a scenic vista, and view impacts would be less than significant.

(3) Light

(a) Construction Impacts

Substantial lighting is not anticipated during construction within the Project Site as most construction activities would occur during daylight hours. However, the Project may include lighting for construction activities occurring in the early evening during the winter season. Outdoor lighting sources such as floodlights, spot lights, and/or headlights associated with construction equipment and hauling trucks would typically accompany construction activities during this period. To the extent evening construction includes artificial light sources, such use would be temporary and would cease upon completion of proposed Project construction. Further, construction-related illumination would be used for safety and security purposes only. Additionally, as set forth in Project Design Feature A-1, construction lighting would be shielded and/or aimed so that no direct beam illumination would fall outside of the Project Site boundary. Construction lighting, while potentially bright, would be highly focused on the particular area undergoing work. Therefore, given

that the majority of construction activities for the Project would be primarily confined to areas of the Project Site that have already been developed, which are separated from residential uses to the north, east, and south by open space and intervening topography, the surrounding uses would not be anticipated to be substantially affected by construction lighting. Thus, light impacts associated with proposed construction activities would be less than significant.

(b) Operational Impacts

Based on visual simulations provided in Section IV.A, Aesthetics, Views, Light, and Glare, of the Draft EIR, lighting associated with the proposed light boxes would be the most distinguishable light source as viewed from Cahuenga Boulevard, Pilgrimage Bridge, and the Hollywood Freeway. However, as illustrated, the light boxes would not feature so prominently such that the light boxes would emanate light that would be inconsistent with the existing light sources in the vicinity of the Project Site. In addition, there are no residential properties or other sensitive uses immediately surrounding the Project Site, and any light emanating from the proposed Project lighting would be directed within the Project Site. Further, lighting associated with the proposed theatrical lighting would be consistent with the existing lighting within the Amphitheatre. Also, in accordance with Project Design Feature A-2, Project lighting, where applicable, would incorporate shielding and aiming to prevent glare and light spill and the upward emition of light and Project lighting would not exceed 2 foot-candles outside of the Project Site boundary. Therefore, due to the types of proposed lighting and measures employed to minimize light pollution, the Project would not create a new source of substantial light that would adversely affect day or nighttime views in the area. Thus, impacts related to Project lighting would be less than significant.

(4) Glare

(a) Construction Impacts

Daytime glare could potentially accompany construction activities if reflective construction materials were positioned in highly visible locations where the reflection of sunlight could occur. However, any glare would be highly transitory and short-term, given the movement of construction equipment and materials within the construction area and the temporary nature of construction activities within each area of the Project Site. In addition, large, flat surfaces that are usually required to generate substantial glare are not typically an element of construction activities. Furthermore, the potential for nighttime glare associated with construction is unlikely as most construction activities would occur during the day, and any construction activities occurring in the early evening during the winter season would be limited and temporary. As such, the Project would not result in a significant impact related to construction glare.

(b) Operational Impacts

Building materials for the Project would likely include plaster, concrete, metal panels, fritted glass, and cement board. In accordance with Project Design Feature A-3, exterior windows, glass, and metal used on building surfaces would be non-reflective or treated with a standard low-reflective or non-reflective glazing. As such, sunlight reflected from the surfaces of proposed structures would not be expected to generate substantial daylight glare. The replacement of existing surface parking areas with structured parking would also reduce the potential for daytime glare from windows of parked vehicles. Overall, the Project would not create a new source of substantial glare which would adversely affect day or nighttime views. Therefore, glare impacts would be less than significant.

b. Cumulative Impacts

(1) Aesthetics

None of the related projects are located sufficiently close to the Project Site to enter the same field of view as the Project. Specifically, the nearest related project (Related Project No. 22) to the Project Site is located approximately 0.8 mile southwest of the Project Site. Therefore, given its location and distance from the Project Site and intervening development, Related Project No. 22 would not be within the same field of view as the Project. Notwithstanding, similar to the Project, future developments would be expected to occur in accordance with adopted plans, regulations, and guidelines such as height limits, density, and setback requirements, and would be reviewed by the County or City to ensure consistency with adopted guidelines and standards that relate to aesthetics. Further, many of the related projects in the area represent infill development that is not expected to be out of scale or character with the existing visual environment, as ensured through the County's and the City's environmental review processes. Therefore, cumulative impacts relative to aesthetics would be less than significant.

(2) Views

Based on the distance of the related projects and intervening development, none of the related projects would affect views along Cahuenga Boulevard in the area of the Project Site or block views of the hillsides surrounding the Project Site. As such, future development in the Project area would not be expected to cumulatively obstruct public views of valued visual resources within and in the immediate vicinity of the Project Site and cumulative impacts relative to views would be less than significant.

(3) Light

Development of the Project, as well as the other related projects in the area, would introduce new or expanded sources of artificial light. Consequently, ambient light levels in the Hollywood area may increase overall. However, given the proximity of the related projects to the Project Site, the additional artificial light sources introduced by these projects would not significantly alter the existing lighting environment that currently exists in the immediate Project area. In addition, each of the related projects would be required to comply with regulatory requirements which address light spill and brightness. As a result, cumulative impacts relative to light would be less than significant.

(4) Glare

With regard to glare, only related development immediately adjacent to Project structures would have the potential to create glare that could collectively pose impacts affecting a given off-site use, property, or activity. Due to the distance of the related projects from the Project Site, it is unlikely that glare could have a combined effect from a particular vantage point. In addition, it is anticipated that the related projects in the vicinity of the Project Site would be subject to discretionary review to ensure that building materials to be used would not create significant sources of glare. Further, since the Project's glare impacts would be less than significant, the Project would not contribute to any cumulative increase in glare in combination with the related projects. As such, cumulative glare impacts would be less than significant.

c. Project Design Features

Project Design Feature A-1: During construction, lighting shall be shielded and/or aimed so that no direct beam illumination would fall outside of the Project Site boundary.

Project Design Feature A-2: Project lighting shall incorporate shielding and aiming to prevent glare, light spill, and the upward emition of light and shall not exceed 2 foot-candles outside of the Project Site boundary.

Project Design Feature A-3: Exterior windows, glass, and metal used on building surfaces shall be non-reflective or treated with a standard low-reflective or non-reflective glazing.

d. Mitigation Measures

With the implementation of project design features, impacts related to aesthetics, views, light, and glare would be less than significant. No mitigation measures would be necessary.

e. Conclusion

Project-level and cumulative impacts related to aesthetics, views, light, and glare would be less than significant.

B. Air Quality

a. Analysis of Project Impacts

(1) Construction Impacts

(a) Regional Construction Impacts

Construction of the Project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Project Site. In addition, fugitive dust emissions would result from demolition and construction activities. Mobile source emissions, primarily NO_X, would result from the use of construction equipment such as dozers, loaders, and cranes. During the finishing phase of a building, paving operations and the application of architectural coatings (e.g., paints) and other building materials would potentially release VOCs. The Project's maximum regional emissions associated with construction would not exceed any of the daily significance thresholds set forth by the South Coast Air Quality Management District (SCAQMD). Therefore, regional emissions during construction of the Project would result in a less than significant air quality impact.

(b) Localized Construction Impacts

Maximum localized construction emissions for off-site sensitive receptors would not exceed any of the SCAQMD-recommended localized screening thresholds. Therefore, localized emissions during construction of the Project would result in a less than significant air quality impact.

(c) Toxic Air Contaminants

The greatest potential for toxic air contaminant (TAC) emissions during construction would be from diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. Because the construction schedule estimates that the phases which require the most heavy-duty diesel vehicle usage, such as site grading/ excavation, would last for a short duration (e.g., approximately six months), construction of the Project would not result in a substantial, long-term (i.e., 70-year) source of TAC emissions. In addition, there would be no residual emissions or corresponding individual

cancer risk after construction. As such, Project-related TAC impacts during construction would be less than significant.

(d) Odors

During construction of the Project, activities associated with the operation of diesel-powered construction equipment, asphalt paving operations, and the application of architectural coatings and solvents may produce perceptible odors. The Project would comply with applicable regulatory requirements regarding construction activities and odors. With compliance with applicable rules and regulations, impacts associated with objectionable odors during Project construction would be less than significant.

(2) Operational Impacts

(a) Regional Operational Impacts

Regional emissions resulting from operation of the Project would not exceed any of the SCAQMD's daily regional operational thresholds. Therefore, air quality impacts from Project operational emissions would be less than significant.

An analysis of daily operational emissions of existing conditions without the Project versus with the Project (2014) was also conducted. The analysis shows that the net overall operational emissions associated with the Project under existing conditions (2014) would be higher than the estimated emissions at Project build-out (2020). This increase is exclusively a function of the change in default CalEEMod emission factors from 2020 to 2014 (i.e., vehicular fleet mix is cleaner in subsequent years as a result of cleaner newer vehicles). As with the Project buildout (2020) analysis year, the Project (2014) analysis would not exceed any of the established SCAQMD daily regional operational thresholds. Therefore, air quality impacts from Project operational emissions would be less than significant.

(b) Localized Operational Impacts

Operation of the Project would not introduce any major new sources of air pollution within the Project Site. As such, on-site operational emissions would not exceed any of the localized significance thresholds.

An analysis of daily operational on-site emissions of existing conditions without the Project versus with the Project (2014) was also conducted. The analysis shows that the net overall operational on-site emissions associated with the Project under existing conditions (2014) would be similar to the estimated emissions during Project build-out (2020). As with the Project build-out (2020) analysis year, on-site operational emissions

under existing conditions would not exceed any of the localized significance thresholds. Therefore, localized impacts from on-site emission sources would be less than significant.

In addition, the Project would not cause any new or exacerbate any existing CO hotspots, and, as a result, impacts related to localized mobile-source CO emissions would be less than significant.

(c) Toxic Air Contaminants

The primary sources of potential air toxics associated with Project operations include diesel particulate matter from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets). Although there would be an increase in the total Project Site square footage and presumably a slight increase in the number of delivery trucks, compliance with applicable rules and regulations would substantially limit potential emissions from deliveries. As such, the Project would not be considered a substantial source of diesel particulate matter and potential air toxic contaminant impacts would be less than significant.

Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. As such, the Project would not release substantial amounts of TACs, and no significant impact on human health would occur.

(d) Odors

The Project does not include any uses identified by the SCAQMD as being associated with odors. However, the Project does include a restaurant which would have the potential to emit odors through cooking and charbroilers. The Project would minimize the release of odors from the proposed restaurant with odor reducing equipment as necessary. Garbage collection areas for the Project would also be covered and situated away from the property line and sensitive uses. Good housekeeping practices would be sufficient to prevent objectionable odors from garbage collection areas. Therefore, potential odor impacts would be less than significant.

(3) SCAQMD CEQA Air Quality Handbook Policy Analysis

The determination of AQMP consistency is primarily based on the long-term influence of the Project on air quality in the Air Basin. Project development would not have a significant short-term or long-term impact on the region's ability to meet State and federal air quality standards. Also, the Project would be consistent with the goals and policies of the AQMP for the control of fugitive dust. The Project's long-term influence would also be

consistent with the goals and policies of the AQMP. Therefore, the Project is considered consistent with the SCAQMD's AQMP.

b. Cumulative Impacts

(1) Construction Impacts

According to the SCAQMD, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. Construction-related daily emissions at the Project Site would not exceed any of the SCAQMD's regional or localized significance thresholds. Thus, the Project's contribution to cumulative construction-related regional emissions would not be cumulatively considerable and therefore would be less than significant. Construction of the Project also would have a less than significant impact with regard to localized emissions. Therefore, the Project's contribution to cumulative air quality impacts due to localized emissions would also not be cumulatively considerable and therefore would be less than significant.

Similar to the Project, the greatest potential for TAC emissions at each related project would generally involve diesel particulate emissions associated with heavy equipment operations during demolition and grading/excavation activities. Construction activities at each related project would not result in a long-term (i.e., 70-year) substantial source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities which occur over relatively short durations. As such, cumulative toxic emission impacts during construction would be less than significant.

Also similar to the Project, via mandatory compliance with SCAQMD Rules, it is anticipated that construction activities or materials used in the construction of the related projects would not create objectionable odors. Thus, odor impacts from the related projects are anticipated to be less than significant individually, as well as cumulatively in conjunction with the Project.

(2) Operational Impacts

According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. Operational emissions from the Project would not exceed any of

the SCAQMD's regional or localized significance thresholds during Project build-out (2020) or under existing conditions (2014). Therefore, the emissions of non-attainment pollutants and precursors generated by Project operation would not be cumulatively considerable.

With respect to TAC emissions, neither the Project nor any of the related projects (which are largely residential, retail/commercial, and office uses), would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. As such, cumulative TAC emissions during long-term operations would be less than significant. In addition, the Project would not result in any substantial sources of TACs that have been identified by the California Air Resources Board's Land Use Guidelines, and thus, would not contribute to a cumulatively considerable impact.

With respect to potential odor impacts, neither the Project nor any of the related projects (which are primarily residential, retail, and office uses) have a high potential to generate odor impacts. Thus, potential odor impacts from related projects are anticipated to be less than significant. The Project would not result in odor impacts, and, thus, would not contribute to a cumulative odor impact.

c. Project Design Features

No specific project design features are proposed with regard to air quality.

d. Mitigation Measures

Project-level and cumulative impacts with regard to air quality would be less than significant. Therefore, no mitigation measures are required.

e. Conclusion

Project-level and cumulative impacts with regard to air quality would be less than significant.

C. Greenhouse Gas Emissions

a. Analysis of Project Impacts

Construction emissions are typically associated with demolition, site preparation, excavation, grading, and construction-related equipment and vehicular activity. Construction of the Project is estimated to generate a total of 1,442 metric tons of CO_2e.

As recommended by the SCAQMD, the total GHG construction emissions were amortized over the 30-year lifetime of the Project (i.e., total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate that can be added to the Project's operational emissions) in order to determine the Project's annual GHG emissions inventory.

The GHG emissions for the Project taking into consideration implementation of project design features included throughout the Draft EIR, the requirements set forth in the County of Los Angeles Green Building Standards Code, and full implementation of current State mandates demonstrates that the Project has incorporated sustainability design features to reduce vehicle miles traveled and the Project's potential impact with respect to GHG emissions. The Project's GHG emissions reduction of 16.4 percent compared to the "business as usual" (BAU) scenario constitutes an equivalent or larger break from BAU than has been determined by CARB to be necessary to meet AB 32's goals (i.e., 16-percent reduction). Therefore, the Project would not have a significant impact on the environment due to its GHG emissions. In addition, the Project would be consistent with CARB's *Climate Change Scoping Plan* for the implementation of AB 32 and would comply with the County of Los Angeles Green Building Standards. Therefore, the Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

b. Cumulative Impacts

Although the Project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. A project's GHG emissions typically would be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. Overall, implementation of project design features included throughout the Draft EIR, compliance with the requirements set forth in the County of Los Angeles Green Building Standards Code, and full implementation of current State mandates would contribute to GHG reductions. These reductions represent a reduction from BAU and support State goals for GHG emissions reduction. As such, the Project would support State goals for GHG emissions reduction and be consistent with AB 32. The Project also would comply with the County of Los Angeles Green Building Standards, which emphasizes improving energy conservation and energy efficiency, increasing renewable energy generation, and changing transportation and land use patterns to reduce auto dependence. The related projects would also be anticipated to comply with many of the same emissions reduction goals and objectives as the Project. In the absence of adopted standards and established significance thresholds, and given the Project's consistency with

State, regional, and local GHG emission reduction goals and objectives, the Project's impacts are concluded to be less than significant and not cumulatively considerable.

c. Project Design Features

No specific project design features beyond the Project improvements discussed in Section II, Project Description, of the Draft EIR are proposed with regard to greenhouse gas emissions.

d. Mitigation Measures

The Project would comply with applicable regulatory requirements, including the provisions set forth in the 2013 CALGreen Code that have been incorporated into the County of Los Angeles Green Building Standards Code. Impacts related to climate change would be less than significant, and no mitigation measures are required.

e. Conclusion

Impacts with regards to GHG emissions would be less than significant.

D. Biological Resources

a. Analysis of Project Impacts

(1) Potential Vegetation Community Impacts

No special-status plant communities are located in the Biological Study Area (BSA). Native plant communities that occur in the study area include chaparral scrub, which is common in undeveloped areas of southern California. As this native plant community is not listed as a special-status plant community, potential impacts to existing plant communities associated with the Project would be less than significant and no mitigation measures are required.

(2) Potential Regulatory Status Plant Species Impacts

The Project would include rehabilitation of portions of the existing Amphitheatre and development of new structures, including improvements to the exterior landscape and development of a hiking trail. Construction along the proposed hiking trail and within the existing landscaped areas would require vegetation removal. In addition, on a yearly basis, vegetation would be thinned up to 200 feet from all new structures in an effort to reduce fire risk in the area. Such activities could directly or indirectly impact identified special-status

plant species that occur within the BSA. With implementation of Mitigation Measures D-1 and D-2, potentially significant impacts to special-status plant species associated with the Project would be reduced to a less than significant level.

(3) Potential Regulatory Status Wildlife Species Impacts

(a) Construction

(i) Regulatory Status Bird Species

The coastal California gnatcatcher is identified as a species of concern by the California Department of Fish and Wildlife and would have the potential to occur in the BSA as the chaparral and sage scrub communities located in the BSA are suitable habitats for the coastal California gnatcatcher. While the potential for the coastal California gnatcatcher to occur in the BSA during construction is considered low, absence cannot be confirmed without additional surveys. As such, the Project could result in potentially significant direct impacts to the coastal California gnatcatcher. In addition, as this species is non-migratory, construction activities could result in indirect impacts on coastal California gnatcatcher species through noise disturbance and vegetation removal if they were to be in the BSA during construction. Annual vegetation thinning required out to 200 feet from all new structures would also reduce habitat for coastal California gnatcatcher. Implementation of Mitigation Measure D-3 would reduce potential impacts to a less than significant level.

Migratory birds and raptors also have the potential to occur in the BSA given the large areas of trees, vegetation, and buildings that could create the potential for migratory birds and raptors to nest. Construction activities could result in impacts on nesting birds through noise disturbance and vegetation removal if they were in the BSA during construction. Implementation of Mitigation Measure D-4 would reduce potentially significant impacts to migratory birds to a less than significant level.

(ii) Regulatory Status Small Mammal Species

The BSA includes undisturbed habitat that could be impacted as a result of construction activities. Sensitive wildlife species with the potential to occur within this habitat includes the coast horned lizard *(Phrynosoma blainvillii)* and the San Diego desert woodrat *(Neotoma lepida intermedia)*, both of which are considered species of concern by CDFW. Construction activities, including noise disturbance and vegetation removal could impact these species if they are present within the BSA during Project construction. With implementation of Mitigation Measure D-5, potential impacts to wildlife species would be reduced to a less than significant level.

(iii) Regulatory Status Bat Species

Four bat species have been identified with the potential to occur within the BSA. All species are identified as species of concern by the California Department of Fish and Wildlife with the exception of the hoary bat, which has a state rank of "S4." The BSA includes large trees, vegetation, and buildings that could provide roosting habitats for bats. Construction activities would result in noise disturbance and vegetation removal that could impact the bats if they are present during construction. Implementation of Mitigation Measures D-6 and D-7 would reduce potential impacts to bats to a less than significant level.

(b) Operation

Implementation of the Project would increase lighting, noise, and human activity within the Project Site, which could potentially deter wildlife occurring within the BSA from the area and reduce their ability to forage. In addition, the development of the proposed hiking trail would increase the risk for wildlife-human interactions within the Project Site. Furthermore, the fencing proposed to be installed along the lower trail alignments to keep people on the designated walking path and reduce further disturbance of the hillside may prevent wildlife access to foraging areas and reduce their ability to move through the area. With implementation of Mitigation Measures D-8 through D-10, potential impacts to wildlife species during operation of the Project would be reduced to a less than significant level.

(4) Oak Tree Impacts

During the tree survey conducted for the Project, one coast live oak was identified for removal as part of the previously approved Amphitheatre improvements and four coast live oak trees have been identified for potential relocation. The oak tree previously contemplated for removal as part of the approved Amphitheatre improvements measured 4 inches in trunk diameter at 4.5 feet above mean natural grade. The remaining oak trees proposed to be relocated within the Project Site measured 8, 10, 12, and 14 inches in trunk diameter at 4.5 feet above mean natural grade. In accordance with the Los Angeles County Oak Tree Ordinance, a permit would be required for the removal or relocation of oak trees measuring 8 inches in trunk diameter or greater. As such, a permit would be required for the relocation of the four oak trees. As these trees are proposed to be relocated within the Project Site, the Project would not result in the permanent loss of protected trees and potential impacts to oak trees would be less than significant. Mitigation Measure D-11, provided below, would ensure the relocation of the oak trees is consistent with the Los Angeles County Oak Tree Ordinance. Mitigation Measure D-11 further outlines the procedures to be followed should the oak trees be protected in place.

(5) Regional Connectivity/Wildlife Movement

There are no regional wildlife movement corridors within or adjacent to the Project Site. In addition, the BSA is not within a designated regional wildlife linkage area identified in the Los Angeles County General Plan. Notwithstanding, development of the Project would occur primarily within the already developed portions of the Project Site and, upon implementation of the Project, the Project Site would remain mostly undeveloped hillsides. As such, the Project would not be expected to result in an increased barrier to local wildlife movement. In addition, the proposed trail alignment would generally follow the alignment of existing user-created trails, which potential wildlife in the area would already be accustomed to. Furthermore, while implementation of the proposed hiking trail would increase human activity in the hillside areas, wildlife movement typically occurs during nighttime when access to the hiking trail would not be permitted. Additionally, in accordance with Mitigation Measure D-9 provided below, the fencing proposed to be installed along the lower trail alignments to keep people on the designated walking path would be designed to be lower in height with openings between posts and rails to allow wildlife to pass over or through the fence. Therefore, the Project is not anticipated to negatively impact wildlife movement within the open space areas of the Project Site and the open space areas to the north and east of the Project Site. Impacts with regard to wildlife movement would be less than significant and no mitigation measures would be required.

(6) Fire Hazard Areas

Given the Project Site's location and surrounding undeveloped hillsides, the potential for fire hazards would exist within the Project Site due to the presence of brush, increased human activity, and the potential for fires due to accidents or arson-related causes. Fires within the Project Site could result in potential impacts on existing vegetation communities, special status species, and wildlife if a fire were to spread beyond the developed areas of the Project. However, due to the Project Site's location within a Very High Fire Hazard Severity Zone, the Project would be required to comply with all applicable City and County requirements regarding construction, access, water mains, fire hydrants, fire flows, and brush clearance for this zone. In addition, the Project would implement a fuel modification plan that would identify buffer zones for the planting of specific vegetation and areas where routine landscape maintenance is required so as to create adequate defensible space around all potentially combustible structures. Routine landscape maintenance would be conducted in accordance with the County Fire Department's Fuel Modification Plan Guidelines and would include pruning; removal of plant litter, dead plants, and unwanted species; and regular inspection and repair of the irrigation system. Through compliance with applicable City and County requirements regarding wildfire risks, as well as approval and implementation of a fuel modification plan, impacts with respect to wildfire risk would be less than significant.

b. Cumulative Impacts

The related projects include mostly infill developments that contain limited native vegetation or suitable habitats for wildlife species. Due to their generally developed/ disturbed nature and lack of native vegetation and habitats, the related project sites do not contribute to the long-term sustainability of natural communities and, therefore, would not have a significant impact on biological resources on a cumulative basis In addition, as with the Project, any potential impacts to biological resources resulting from development of the related projects would likely be subject to mitigation as part of the environmental review process, thereby avoiding or minimizing potential impacts to biological resources. Therefore, the Project in combination with the related projects would not result in significant cumulative impacts to biological resources.

As previously discussed, the Project would not have a significant adverse effect on any designated regional wildlife movement corridors as there are no regional wildlife movement corridors within or adjacent to the Project Site. Based on the location of the related projects within highly urbanized areas and the proximity of the related projects to large expanses of open space, the related project sites do not provide the type of environment that would attract wildlife to those sites or use those sites to reach nearby open space areas where such wildlife are known to exist. Therefore, the Project in combination with the related projects would not result in significant cumulative impacts with regards to wildlife movement.

c. Project Design Features

No specific project design features are proposed with regard to biological resources.

d. Mitigation Measures

Special-Status Plant Species

Mitigation Measure D-1: Prior to construction, a qualified botanist shall conduct rare plant surveys throughout the Project area. In the event special status species are found during surveys, avoidance measures shall be implemented based on the recommendations of a qualified botanist. If avoidance is not feasible, appropriate mitigation shall be developed and implemented, in consultation with the United States Fish and Wildlife Service and/or the California Department of Fish and Wildlife, as applicable.

Surveys shall be conducted during the appropriate blooming period to the extent feasible. If surveys cannot be conducted within the appropriate blooming period, or if the presence for any species

cannot be ruled out for any other reason, avoidance measures shall be implemented based on recommendations of a qualified botanist. If avoidance is not feasible, appropriate mitigation shall be developed and implemented in consultation with the United States Fish and Wildlife Service and/or the California Department of Fish and Wildlife, as applicable.

Mitigation Measure D-2: If it is determined that special status plants would be directly impacted as a result of the Project, an on- or off-site restoration plan shall be prepared by a qualified botanist, in coordination with the United States Fish and Wildlife Service and/or the California Department of Fish and Wildlife, as applicable.

The restoration plan shall be implemented prior to the completion of the Project. The plan shall include the following: receiver locations; number of plants to be replanted and the methods of replanting; maintenance and monitoring requirements; and measures necessary for the establishment of self-sustaining populations in suitable open space areas to ensure the long-term survivability of the species in the vicinity.

Annual monitoring for at least five (5) years shall be required to ensure no-net-loss of acres of habitat for the species. The acreage ratio of lost special-status plant species habitat to habitat replaced shall be coordinated with the United States Fish and Wildlife Service and/or the California Department of Fish and Wildlife, as applicable, but shall be no less than 1:1.

Coastal California Gnatcatcher

Mitigation Measure D-3: Within a year prior to construction, protocol level surveys for the coastal California gnatcatcher shall be conducted within 300 feet of suitable habitat by a qualified biologist/ornithologist according to the United States Fish and Wildlife Service survey guidelines. The surveys shall include, at a minimum, a thorough examination of all suitable habitat within the Project area and vicinity for the coastal California gnatcatcher or its sign. The final survey methodology shall be determined in coordination with the United States Fish and Wildlife Service. A summary report shall be prepared upon completion of these activities and submitted to the United States Fish and Wildlife Service.

If, following protocol level surveys, no gnatcatchers are detected, but construction is delayed more than one year, additional surveys may be required, at the discretion of the United States Fish and Wildlife Service, to ensure that no gnatcatchers have moved into the area. If evidence of the coastal California gnatcatcher is found within the Project area during surveys, consultation with the United States Fish

and Wildlife Service shall be conducted, and any requirements of the regulatory agencies regarding protection of the species shall be implemented.

Migratory Birds and Raptors

Mitigation Measure D-4: The following measures shall be implemented during construction to minimize impacts on nesting birds and raptors:

a. Construction in areas that include trees, vegetation, or buildings that may provide nesting habitats for bird and raptors shall be reduced to the maximum extent feasible.

b. Trimming and removal of vegetation and trees shall be minimized and performed outside of the nesting season (February 15 to September 15) to the extent feasible.

c. In the event trimming or removal of vegetation and trees must be conducted during the nesting season, nesting bird surveys shall be completed by a qualified biologist no more than 48 hours prior to trimming or clearing activities to determine if nesting birds are within the affected vegetation. Nesting bird surveys shall be repeated if trimming or removal activities are suspended for five days or more.

d. In the event construction is scheduled during bird nesting season, nesting bird surveys shall be completed no more than 48 hours prior to construction to determine if nesting birds, raptors, or active nests are in or within 500 feet of the construction area. Surveys shall be repeated if construction activities are suspended for five (5) days or more.

e. In the event nesting birds or raptors are found in the construction area, appropriate buffers (typically 300 feet for songbirds and up to 500 feet for raptors) shall be implemented, in coordination with the California Department of Fish and Wildlife, to ensure that nesting birds and active nests are not harmed. Buffers shall include fencing or other barriers around the nests to prevent any access to these areas and shall remain in place until birds have fledged and/or is no longer active, as determined through coordination with the California Department of Fish and Wildlife.

Special-Status and General Wildlife Species

Mitigation Measure D-5: A qualified biologist shall complete pre-construction surveys no more than 48 hours prior to construction to determine the presence or absence of wildlife in the construction area. Surveys shall be repeated if construction activities are suspended for five (5) days or more. If any wildlife species are identified, appropriate

measures shall be developed and implemented to avoid impacts on these wildlife species, in consultation with resource agencies as applicable.

Bats

Mitigation Measure D-6: To the extent feasible, tree and building removal shall be scheduled during the non-breeding and active season for bats (typically October and November). Prior to construction, surveys shall be conducted by a qualified bat specialist to identify the presence of bats and any active or potential bat-roosting cavities. During the non-breeding and active season, any bats roosting in cavities in the area, either in trees or in structures, shall be safely evicted under the direction of a bat specialist and under consultation with the California Department of Fish and Wildlife.

Once it has been determined that all roosting bats have been safely evicted from roosting cavities, exclusionary devices approved by the California Department of Fish and Wildlife shall be installed and maintained to prevent bats from roosting in these cavities prior to and during construction. A summary report shall be prepared upon completion of these activities and submitted to the California Department of Fish and Wildlife.

Pre-construction bat surveys shall be conducted by a qualified bat specialist no more than seven (7) days prior to the removal of any trees within the Project area to confirm that exclusionary measures have been successful and there are not bats within the construction area. If no roosting bats are detected, no further surveys are required provided the tree removal is conducted within seven (7) days. If removal is delayed more than seven (7) days, additional surveys shall be conducted no more than seven (7) days prior to tree removal to ensure that no bats have moved into the area.

Mitigation Measure D-7: Surveys and exclusion measures are expected to prevent maternal colonies from becoming established in the Project area. In the event a maternal colony of bats is found in the construction area, the California Department of Fish and Wildlife shall be consulted, and no work shall be conducted within 100 feet of the roosting site until the maternal season is over or the bats have left the site, or as otherwise directed by the California Department of Fish and Wildlife. The site shall be designated as a sensitive area and protected as such until the bats have left the site. No clearing and grubbing shall be authorized adjacent to the site. Combustion equipment, such as generators, pumps, and vehicles, shall not to be parked nor operated under or adjacent to the roosting site. Construction personnel shall not enter into areas beneath the colony, especially during the evening exodus.

General Wildlife Species

Mitigation Measure D-8: Amphitheatre lighting shall be designed to focus downward on the developed areas of the Project area and minimize light spillover onto adjacent open space areas.

Mitigation Measure D-9: Fencing associated with the proposed hiking trail shall be designed to be low in height with openings between posts and rails to allow the movement of wildlife to pass over or through the fence.

Mitigation Measure D-10: Trash receptacles that are not accessible to wildlife shall be used along the proposed hiking trail and within open areas of the Project Site to discourage wildlife from entering the area and reduce the potential for wildlife-human interaction. Signage shall also be place along the trail to encourage hikers to stay within the designated trail boundary.

Oak Trees

Mitigation Measure D-11: The following measures shall be implemented to minimize impacts on oak trees:

a. Oak trees measuring 8 inches or more in diameter at 4.5 feet above mean natural grade shall be protected in place unless specifically permitted by the County of Los Angeles through the Los Angeles County Tree Ordinance.

b. Prior to construction, protection fencing shall be installed outside of the drip line of an oak tree to be protected in place during construction to minimize damage from equipment storage, debris dumping, parking, etc. within oak tree protected zones.

c. Oak trees that are relocated shall be done so in a manner consistent with the Los Angeles County Oak Tree Ordinance.

e. Conclusion

(1) Vegetation Communities

No special-status plant communities are located in the study area and impacts to vegetation communities would be less than significant.

(2) Regulatory Status Plant Species

Implementation of Mitigation Measures D-1 and D-2 would reduce potentially significant impacts to special status plants to less than significant levels.

(3) Regulatory Status Wildlife Species

(a) Regulatory Status Bird Species

Implementation of Mitigation Measures D-3 and D-4 would reduce potentially significant impacts to special status bird species to less than significant levels.

(b) Regulatory Status Small Mammal Species

Implementation of Mitigation Measure D-5 would reduce potential impacts to regulatory status small mammal species to a less than significant level.

(c) Regulatory Status Bat Species

Implementation of Mitigation Measures D-6 and D-7 would reduce potential impacts to regulatory status bat species to a less than significant level.

Additionally, with implementation of Mitigation Measures D-8 through D-10, overall potential impacts to wildlife species would be reduced to a less than significant level.

(4) Oak Tree Protection

In accordance with Mitigation Measure D-11, removal or relocation of any oak trees within the Project Site would adhere to the Los Angeles County Tree Protection Ordinance. Therefore, implementation of Mitigation Measure D-11 and compliance with the Los Angeles County Tree Protection Ordinance would reduce impacts to oak trees to a less than significant level.

(5) Regional Connectivity/Wildlife Movement

There are no regional wildlife movement corridors within or adjacent to the Project Site. In addition, the BSA is not within a designated regional wildlife linkage area identified in the Los Angeles County General Plan. Furthermore, development of the Project would occur primarily within the developed portions of the Project Site and, upon implementation of the Project, the Project Site would remain mostly undeveloped hillsides. Additionally, in accordance with Mitigation Measure D-9, the fencing proposed to be installed along the lower trail alignments to keep people on the designated walking path would be designed to be lower in height with openings between posts and rails to allow wildlife to pass over or through the fence. Therefore, Project impacts with regard to wildlife movement would be less than significant.

In conclusion, with implementation of the mitigation measures provided above, the Project would result in less than significant impacts to biological resources.

E. Cultural Resources

a. Analysis of Project Impacts

(1) Historical Resources

(a) Potential Impacts Related to Previously Approved Amphitheatre Improvements

In September 2013, the County of Los Angeles prepared and approved a Notice of Exemption pursuant to CEQA Guidelines, Article 19, Section 15331, Historical Resource Restoration/Rehabilitation (Class 31) for the rehabilitation of portions of the existing Amphitheatre consistent with the Secretary of Interior Standards for the Treatment of Historic Properties. These improvements will include hillside stabilization, stage reconstruction, disabled access and code compliance improvements, theatrical systems infrastructure improvements, and mechanical and electrical systems upgrades. These improvements were documented independently to be in compliance with the Class 31 exemption for historic resource rehabilitation consistent with the Secretary of Interior's Standards. Therefore, no significant impacts with regards to historic resources would occur as a result of implementation of the previously approved Amphitheatre improvements.

(b) Potential Impacts Related to Other Improvements

Overall, impacts with regards to historic resources associated with the Project have the potential to be significant as the specific design details of the Project have not been finalized. However, with implementation of Mitigation Measure E-1, provided below, such impacts would be reduced to a less than significant level.

(2) Archaeological Resources

The results of the records search indicate there are no known archaeological sites or isolates located within a 0.5-mile radius of the Project Site or within the Project Site. While the majority of the Project would be developed within areas that have been subject to disturbance in the past, some portions of the Project would extend to previously undisturbed areas. As such, there is the possibility that archaeological resources could be discovered. With implementation of Mitigation Measures E-2 and E-3, provided below, potential impacts related to archaeological resources would be reduced to a less than significant level.

(3) Paleontological Resources

As described in the paleontological records search, excavations in the igneous rocks exposed in much of the Project Site would not uncover any recognizable fossils. However, excavations in the Topanga Formation deposits intercalated with the igneous rocks may encounter significant vertebrate fossils. Therefore, the potential exists for paleontological resources to be uncovered during construction activities and impacts associated with paleontological resources could be potentially significant. With implementation of Mitigation Measure E-4, any potential impacts related to paleontological resources would be reduced to a less than significant level.

b. Cumulative Impacts

As previously evaluated, potential impacts to historic resources associated with the Project would be less than significant with implementation of Mitigation Measure E-1. Additionally, based on the unique use and features of the Project Site as well as the area of the related projects, it is not expected that the related projects would impact historic resources of the same character (based on context, building type, evaluation, and designation) as that which is present within the Project Site. In addition, due to the distance of the related projects to the Project Site, the closest of which is approximately 0.8 mile from the Project Site (Related Project No. 22), the related projects are not anticipated to impact the historic features within the Project Site. Therefore, cumulative impacts on historic resources would be less than significant.

As discussed above, potential impacts to archaeological and paleontological resources associated with the Project would be less than significant with implementation of Mitigation Measures E-2 through E-4. With regard to potential cumulative impacts related to archaeological and paleontological resources, the related projects area is urbanized and has been disturbed and developed over time. As with the Project, in the event that archaeological and paleontological resources are uncovered, each related project would be required to comply with applicable regulatory requirements. In addition, as part of the environmental review processes for the related projects, it is expected that mitigation measures would be established as necessary to address the potential for uncovering archaeological and paleontological resources. Thus, cumulative impacts associated with archaeological and paleontological resources would be less than significant.

c. Project Design Features

No specific project design features are proposed with respect to cultural resources.

d. Mitigation Measures

Mitigation Measure E-1: To ensure that the Project is consistent with the Standards and prior to the issuance of building permits for new construction, the final architectural plans shall be reviewed and approved by a qualified professional who satisfies the Secretary of the Interior's Professional Qualification Standards for History, Architectural History, or Architecture, pursuant to 36 CFR 61.

Mitigation Measure E-2: If a unique archaeological resource is discovered during Project construction activities, work in the area shall cease and deposits shall be treated by a qualified professional who satisfies the Secretary of the Interior's Professional Qualification Standards or History, Architectural History, or Architecture, pursuant to 36 CFR 61 in accordance with applicable federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. In addition, if it is determined that an archaeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 shall be implemented.

Mitigation Measure E-3: If human remains are encountered during construction, work in the affected area and the immediate vicinity shall be halted immediately. The construction manager at the Project Site shall be contacted, and shall notify the County Coroner. If the County Coroner determines the remains to be Native American, the archaeologist and Native American monitor shall then be contacted, if they are not on-site at the time, as well as the responsible lead agency of the discovery, who in turn shall notify the Native American Heritage Commission. Disposition of the human remains and any associated grave goods shall be in accordance with California Health and Safety Code Section 7050.5 and Public Resources Code Sections 5097.91 and 5097.98, as amended. The archaeologist and the Native American monitor, with the concurrence of the County, shall determine the area of potential impact and the timing when construction activities can resume.

Mitigation Measure E-4: A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities of the Project Site where excavations into the Topanga Formation may occur. The frequency of inspections shall be based on consultation with the paleontologist and shall depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. If

paleontological materials are encountered, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The paleontologist shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource, as appropriate. The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report, and a copy of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum and the Los Angeles County Department of Parks and Recreation. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist.

Mitigation Measure E-5: The Project shall include preparation of a Historic Structures Report by a historic preservation professional meeting the Secretary of the Interior's Professional Qualification Standards. The Historic Structures Report shall be prepared in compliance with National Park Service Preservation Brief No. 43: The Preparation and Use of Historic Structures Report. Pursuant to National Park Service Preservation Brief No. 43, the Historic Structures Report shall include recommendations for the treatment of the character-defining features, as well as guidance for complying with the Standards. The Historic Structures Report shall also include additional information about the history and physical features of the property. Preparation of the Historic Structures Report shall commence by the first quarter of 2015.

e. Conclusion

As evaluated above, potential impacts to the on-site historic resource would be reduced to a less than significant level with implementation of Mitigation Measures E-1. In addition, following implementation of the Project in accordance with the applicable Standards, the integrity of the Ford Theatres as a whole would be sufficient to convey its historical significance. Therefore, the Ford Theatres would continue to be eligible for listing in the National Register and the California Register and the significance of the historic resource would not be materially impaired by the Project.

With implementation of Mitigation Measures E-2 and E-3, as set forth above, impacts to archaeological resources would be reduced to a less than significant level. With implementation of Mitigation Measure E-4, potential impacts to paleontological resources would be reduced to a less than significant level.

F. Geology and Soils

a. Analysis of Project Impacts

(1) Strong Seismic Ground Shaking

As with any new development in the State of California, Project building design and construction would be required to conform to the current seismic design provisions of the California Building Code to minimize potential seismic impacts. In addition, construction of the Project would be required to adhere to the seismic safety requirements contained in the Los Angeles County Building Code. The Project would also be required to comply with the site plan review and permitting requirements of the County of Los Angeles Department of Public Works, Building and Safety Division, including the recommendations provided in site-specific geotechnical reports subject to Building and Safety Division's review and approval, as reflected in Project Design Feature F-1 and Project Design Feature F-2, above. Compliance with regulatory requirements and implementation of project design features would ensure Project construction adheres to the seismic safety requirements contained in the State and County Building Codes and that site-specific engineering recommendations are implemented in accordance with a design-level geotechnical investigation. Therefore, the Project would not expose people or structures to potential substantial adverse effects associated with seismic ground shaking, and impacts would be less than significant.

(2) Liquefaction and Lateral Spreading

Portions of the Project Site are located within an area that has been identified by the State as being potentially susceptible to liquefaction. Given the Project Site's location within an area potentially susceptible to liquefaction, significant impacts with regard to liquefaction and lateral spreading could occur. Accordingly, Mitigation Measure F-1 is provided below to require that Project construction involve a combination of ground modification (remedial grading) and/or structural enhancements that would address potential liquefaction hazards. In addition, Project construction would adhere to the seismic safety requirements contained in the California and County Building Codes applicable to liquefaction and lateral spreading. With compliance with regulatory requirements and incorporation of the recommended structural enhancements into the design and construction of the Project, the Project would not expose people or structures to potential substantial adverse effects related to liquefaction and lateral spreading, and potential impacts would be reduced to a less than significant level.

(3) Landslides and Slope Stability

Based on the Seismic Hazard Zone Map for the Hollywood Quadrangle, a portion of the Project Site is located within an area that has been identified by the State as being susceptible to seismically-induced landslides. Based on the site-specific conditions observed as part of the geotechnical investigations, the Project Site is primarily susceptible to shallow landslide events such as debris flows and rockfalls associated with the natural slopes of the Project Site. As such, the Project could result in potentially significant impacts with regard to landslides and slope stability. The results of the stability analyses indicate the Project Site would attain sufficient stability with minor surficial grading and the incorporation of slope reinforcement measures as specified in Mitigation Measure F-2. In addition, for protection against potential future rockfalls, Mitigation Measure F-2 also includes the installation of flexible barriers. Therefore, with implementation of Mitigation Measure F-2, the Project would not expose people or structures to potential substantial adverse effects related to landslides or slope failures, and impacts would be less than significant.

(4) Erosion

Sedimentation and erosion could potentially occur as a result of exposed soils during Project construction. However, construction activities would occur in accordance with erosion control requirements, including grading and dust control measures, imposed by the County pursuant to grading permit regulations. In addition, as part of the Storm Water Pollution Prevention Plan, Best Management Practices would be implemented during construction to reduce sedimentation and erosion levels to the maximum extent possible. The Project also would comply with South Coast Air Quality Management District Rule 403, which requires the implementation of best available fugitive dust control measures during active construction periods capable of generating fugitive dust emissions. With compliance with regulatory requirements and implementation of appropriate Best Management Practices, impacts with respect to soil erosion and the loss of topsoil associated with Project construction would be less than significant.

Project operations could result in a limited degree of soil erosion from vegetated areas. However, the Project would be required to have a Low Impact Development Plan in place during the operational life of the Project in compliance with National Pollutant Discharge Elimination System permit requirements. The Low Impact Development Plan would include Best Management Practices which would reduce on-site erosion from vegetated areas within the Project Site. With compliance with these regulatory requirements, impacts with respect to sedimentation and erosion during operation would be less than significant.

(5) Corrosive Soils

Corrosion testing performed suggests the soils within the Project Site could be corrosive to concrete and ferrous metals. Corrosion testing would be performed, as required by the County Building Code, and final recommendations for concrete would be made in accordance with the latest California Building Code requirements. With compliance with all regulatory requirements and implementation of the recommendations set forth in the Geotechnical Reports as well as any subsequent recommendations, as applicable, impacts related to corrosion would be less than significant.

b. Cumulative Impacts

Cumulative growth through 2020 (inclusive of the 27 related projects) would expose a greater number of people to seismic and other secondary hazards. However, as with the Project, related projects and other future development projects in the area would be subject to established guidelines and regulations pertaining to building design and seismic safety, including those set forth in the California Building Code and Los Angeles County Building Code (or City of Los Angeles Building Code requirements, as appropriate). Therefore, with adherence to such regulations, cumulative impacts with regard to geology and soils would be less than significant.

c. Project Design Features

Project Design Feature F-1: Prior to the issuance of a grading permit(s), the Applicant shall submit to the County of Los Angeles Department of Public Works for review and approval a final design-level geotechnical investigation report that complies with all applicable State and local code requirements based on final Project designs prepared by a registered civil engineer and certified engineering geologist. The geotechnical investigation report shall include recommendations for the specific building locations and design including those pertaining to site preparation, fills and compaction, foundations, etc. The geotechnical investigation report shall be prepared to the written satisfaction of the Los Angeles Department of Public Works—Building and Safety Division.

Project Design Feature F-2: Project design and construction shall comply with all applicable current building codes and standards, including those established by the California Geological Survey's "Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication No. 117"; the Uniform Building Code as adopted by the County of Los Angeles; State and County laws, ordinances and Code requirements; and the recommendations set forth in a final geotechnical investigation(s).

d. Mitigation Measures

Mitigation Measure F-1: Project grading shall include a combination of ground modification and/or structural enhancements in areas subject to liquefaction to reduce the risk to an acceptable level (as defined by the California Geological Survey in Special Publication 117a, Chapter 2). Ground modification shall consist of the removal and replacement of undocumented fill with engineered fill. Subsequently, foundations shall be supported on conventional shallow footing systems established on engineered fill or undisturbed bedrock.

Mitigation Measure F-2: In order to minimize, capture, and manage debris flows and rockfalls, the Project shall incorporate a combination of the following measures:

- Remove and recompact loose surficial material and remove rock fall accumulations;
- Construct storm drain and catch basins in swales above proposed retaining walls to provide an outlet for rainfall runoff and to catch eroded materials. Regular maintenance of catch basins to remove eroded materials shall be performed to preserve the basin and drain functionality;
- Install retaining walls; and
- Install flexible barriers or anchored mesh net.

e. Conclusion

With compliance with all regulatory requirements and implementation of the project design features and mitigation measures described above, Project-level impacts related to geology and soils would be less than significant. In addition, cumulative impacts with regard to geology and soils would be less than significant.

G. Hydrology, Surface Water Quality, and Groundwater

a. Analysis of Project Impacts

(1) Construction Impacts

(a) Surface Water Hydrology and Water Quality

Construction of the Project would require on-site demolition, grading, and excavation activities. Such construction activities would have the potential to temporarily alter existing

drainage patterns and flows within the Project Site by exposing the underlying soils and making the Project Site temporarily more permeable. Exposed and stockpiled soils could be subject to erosion and conveyance into nearby storm drains during storm events. In addition, construction activities, such as earth moving, maintenance/operation of construction equipment, and handling/storage/disposal of materials, could contribute to pollutant loading in stormwater runoff. On-site watering activities to reduce airborne dust could also contribute to pollutant loading in runoff. The main pollutant of concern during construction would be sediment or soil particles that would become detached by water and wind. In accordance with the requirements of the Construction General Permit, the Project would implement a Storm Water Pollution Prevention Plan that would specify best management practices (BMPs) to be used during construction to manage runoff flows and erosion and prevent pollution. BMPs would also be provided to target pollutants of concern and be designed to reduce runoff and pollutant levels in runoff during construction. Further, implementation of BMPs, such as sandbag barriers and other sediment barriers, would serve to maintain the existing drainage flow paths and discharge points during construction.

Through compliance with all NPDES Construction General Permit requirements, including the preparation and implementation of a Storm Water Pollution Prevention Plan, implementation of BMPs, and compliance with applicable County grading regulations, construction of the Project would not violate any water quality standards; substantially alter the existing drainage pattern of the Project Site and surrounding area or substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion or flooding on- or off-site; create or contribute runoff water which would exceed the capacity of the existing stormwater drainage system or provide substantial additional sources of polluted runoff and otherwise substantially degrade water quality. In addition, Project construction would not require or result in the construction of new stormwater drainage facilities which could cause significant environmental effects. As such, impacts to surface water hydrology and water quality during construction would be less than significant.

(b) Groundwater

No water supply wells are located at the Project Site or within one mile of the Project Site that could be impacted by construction, nor would the Project include the construction of water supply wells. In addition, as noted above, due to the relatively high topographical relief and the exposed or shallow bedrock throughout the majority of the Project Site, shallow groundwater is not expected to be encountered within the Project Site. Furthermore, groundwater was not encountered during recent on-site explorations conducted within the Project Site. Accordingly, it is not expected that groundwater would be encountered during construction that would require temporary or permanent dewatering operations. Therefore, Project development would not substantially deplete groundwater

supplies or interfere substantially with groundwater recharge. Additionally, compliance with all applicable federal, State, and local requirements concerning the handling, storage and disposal of hazardous waste, would reduce the potential for the construction of the Project to release contaminants into groundwater. As such, Project construction would not result in a significant impact with regard to groundwater.

(2) Operational Impacts

(a) Surface Water Hydrology

With implementation of the Project, the amount of impervious area would increase from approximately 11 percent to 13 percent. Accordingly, Project development would increase the amount of stormwater flow and volume. In addition, development of the Project would change existing drainage areas by bisecting existing tributary flows. With Project development, the total flow rate for the Project Site would increase from 119.92 cubic feet per second to 123.44 cubic feet per second and the total collected volume would increase from 381,586 cubic feet to 392,476 cubic feet. Although the runoff volume would increase as a result of an increase in impervious area, in accordance with NPDES and County requirements as set forth in Project Design Feature G-2, a Low Impact Development Plan would be prepared and implemented for the Project that would specify BMPs to promote bioretention or other functions to detain water on-site to manage post-construction stormwater runoff associated with a 0.75-inch, 24-hour storm event. In addition, the design runoff would be managed so as not to exceed the recommended and allowable runoff flows determined by the Los Angeles County Department of Public Works. Therefore, with compliance with regulatory requirements, the Project would not substantially alter the existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion or flooding on- or off-site, and would not 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, or require the construction of new stormwater drainage facilities. As such, operation of the Project would result in a less than significant impact on surface water hydrology.

(b) Surface Water Quality

As is typical of most urban developments, stormwater runoff from the Project Site has the potential to introduce pollutants into the stormwater system. As part of the NPDES and County requirements, a Low Impact Development Plan would be prepared for the Project which would outline the stormwater treatment measures or post-construction BMPs required to control pollutants of concern associated with storm events up to the 0.75-inch precipitation level. BMPs would include source control and treatment control BMPs to remove pollutants from stormwater discharges. As the Project Site currently does

not have structural BMPs for the treatment of stormwater runoff from the existing impervious surfaces, implementation of BMPs to capture and naturally filter stormwater from the Project Site would result in an improvement in surface water quality runoff from the Project Site compared to existing conditions. Therefore, with compliance with NPDES and County requirements which would require the implementation of BMPs that would serve to improve runoff from the Project Site, operation of the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality. Thus, operational impacts on surface water quality would be less than significant.

(c) Groundwater

As discussed in the Hydrology and Water Quality Report, the soils underlying the Project Site are not conducive to infiltration as they are underlain by bedrock. Notwithstanding, no water supply wells are located within the Project Site or within one mile of the Project Site and, due to the relatively high topographical relief and the exposed or shallow bedrock throughout the majority of the Project Site, shallow groundwater does not occur within the Project Site. Therefore, Project development would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Additionally, compliance with all applicable existing regulations at the Project Site would prevent the Project from affecting or expanding any potential areas affected by contamination. As such, operation of the Project would not result in significant impacts to groundwater.

b. Cumulative Impacts

(1) Surface Water Hydrology and Water Quality

The Project in conjunction with the cumulative growth in the Santa Monica Bay Watershed (inclusive of the related projects) through 2020 would cumulatively increase stormwater runoff flows and could possibly increase the amount of pollutants potentially resulting in cumulative impacts to surface water hydrology and water quality. However, as with the Project, cumulative growth in the Santa Monica Bay Watershed (inclusive of the related projects) would be subject to NPDES and local requirements, including implementation of Storm Water Pollution Prevention Plans, Standard Urban Stormwater Mitigation Plans, and Low Impact Development Plans with appropriate BMPs to manage stormwater runoff and water quality during construction and operation. Furthermore, the local jurisdiction would review each future development project on a case-by-case basis to ensure sufficient local and regional drainage capacity is available to accommodate stormwater runoff. Therefore, with compliance with applicable laws, rules and regulations, cumulative impacts on surface water hydrology and water quality would be less than significant.

(2) Groundwater

As described above, no water supply wells, spreading grounds, or injection wells are located within a one-mile radius of the Project Site. In addition, Project development would not involve the temporary or permanent extraction of groundwater from the Project Site or otherwise use the groundwater. Furthermore, while implementation of the Project would result in an increase in impervious surface area, per County requirements, the Project would implement BMPs to capture the first flush or first 0.75-inch of rainfall for any storm event and offset the potential reduction in percolation resulting from Project development. However, development of the related projects could result in changes in impervious surface area within their respective project sites which would decrease the potential for groundwater recharge. As the related projects are located in a highly urbanized area, any reduction in groundwater recharge due to the overall net change in impervious area within the related project sites would be minimal in the context of the regional groundwater basin. Additionally, compliance with all applicable existing regulations at the Project Site would prevent the Project from affecting or expanding any potential areas affected by contamination, increasing the level of contamination, or causing regulatory water quality standards at an existing production well to be violated, as defined in the California Code of Regulations, Title 22, Division 4, Chapter 15 and the Safe Drinking Water Act. As with the Project, the related projects would be unlikely to cause or increase groundwater contamination because compliance with existing statutes and regulations would similarly prevent the related projects from affecting or expanding any potential areas affected by contamination, or increasing the level of contamination, or causing regulatory water quality standards at an existing production well to be violated. Therefore, cumulative impacts to groundwater would be less than significant.

c. Project Design Features

Project Design Feature G-1: Prior to the issuance of a grading permit, the Applicant shall provide evidence to the County of Los Angeles Department of Public Works, as appropriate, that a Notice of Intent has been filed with the State Water Resources Control Board for coverage under the Construction General Permit and a certification that a Stormwater Pollution Prevention Plan has been prepared. Such evidence would consist of a copy of the Notice of Intent stamped by the State Water Resources Control Board or Los Angeles Regional Water Quality Control Board, or a letter from either agency stating that the Notice of Intent has been filed. The Stormwater Pollution Prevention Plan would include a menu of Best Management Practices to be selected and implemented based on the phase of construction and the weather conditions to effectively manage stormwater runoff and control erosion. Best Management

Practices to be implemented as part of the Project could include, but not be limited to, the following:

- Erosion Control BMPs to protect the soil surface and prevent soil particles from detaching. Selection of the appropriate erosion control BMPs would be based on minimizing areas of disturbance, stabilizing disturbed areas, and protecting slopes/channels;
- Sediment Control BMPs, which are treatment controls that trap soil particles that have been detached by water or wind. Selection of the appropriate sediment control BMPs would be based on keeping sediments on-site and controlling the site boundaries;
- Wind Erosion Control BMPs, which consist of applying water to prevent or minimize dust nuisance;
- Tracking Control BMPs, which consist of preventing or reducing the tracking of sediment off-site by vehicles leaving the construction area. These BMPs include street sweeping and vacuuming. The construction site would have a stabilized construction entrance to prevent off-site tracking of sediment and debris;
- Non-Stormwater Management BMPs, which are also referred to as "good housekeeping practices" involve keeping a clean, orderly construction site; and
- Waste Management and Materials Pollution Control BMPs consist of implementing procedural and structural BMPs for handling, storing, and disposing of wastes generated by a construction project to prevent the release of waste materials into stormwater runoff or discharges through the proper management of construction waste.

Project Design Feature G-2: Prior to issuance of a building permit, the Applicant shall prepare and submit for review and approval a Low Impact Development Plan that would include Best Management Practices and demonstrate compliance with Low Impact Development Ordinance requirements to the Los Angeles County Department of Public Works, Building and Safety, as applicable. Specific Best Management Practices to be implemented as part of the Low Impact Development Plan for the Project to manage post-construction stormwater runoff would include, but not be limited to, the following:

- Installation of catch basins, planter drains, and building roof drain downspouts throughout the Project Site to collect roof and site runoff and direct stormwater away from structures and to potential infiltration systems.

- Installation of filter inserts to catch basins to improve the quality of stormwater runoff from the Project Site.
- Promote evapotranspiration and infiltration, and the use of native and/or drought tolerant plants
- Promote bioretention through the use of underground retention tanks and/or rainwater harvesting;
- Design material storage areas and loading docks within structures or enclosures to prevent leaks or spills of pollutants from entering the storm drain system;
- Design post-construction structural or treatment control BMPs to infiltrate stormwater runoff. Stormwater treatment facilities and systems would be designed to meet the requirements of the LID Ordinance.

d. Mitigation Measures

The Project would result in less than significant impacts to surface water hydrology, water quality, and groundwater during construction and operation. No mitigation measures would be required.

e. Conclusion

Impacts to surface water hydrology, water quality, and groundwater would be less than significant.

H. Land Use

a. Analysis of Project Impacts

(1) Consistency with Local Plans and Applicable Policies

The Project would support policies of the County's General Plan, General Goals and Policies Chapter regarding the preservation of open space areas and cultural resources, encouraging cultural and social diversity, and environmental sustainability. The Project would also support various policies of the Conservation and Open Space Element by incorporating a variety of sustainability features and maximizing the preservation of the Project Site's existing open space areas, thus maintaining the natural and scenic character of the area. With regards to the Land Use Element, the Project would support compatibility with the existing development of the Project Site and the preservation of surrounding uses and open space. The Project would further support policies of the Transportation Element by providing a new traffic signal to allow for safer left turns from the southern (egress)

driveway to Cahuenga Boulevard East; providing one new driveway between the northernmost driveway and the main entrance to facilitate access and circulation with the proposed Transit Center; and reconfiguring the northernmost driveway to provide vehicles with direct access to the proposed maintenance facility and allow egress from the north parking structure, thereby improving the flow of vehicles within and adjacent to the Project Site. The Project would also encourage use of public transit by continuing to promote parking at the Universal City/Studio City Metro Red Line Station where a shuttle would continue to be provided to and from the Ford Theatres during evening events. Additionally, with the implementation of water conservation features and the provision of necessary utility improvements, the Project would support applicable policies of the Water and Waste Management Element. The Project would also support policies of the Safety Element and would coordinate with the County and City Fire Departments and implement recommended guidelines regarding wildland fire prevention to reduce fire hazards. Overall, the Project would be generally consistent with the intent and applicable policies of the County General Plan.

While development of the Project Site is governed by the County General Plan and the Los Angeles County Code, a consistency analysis with relevant policies of the City General Plan was also conducted. As detailed in Section IV.H, Land Use, of the Draft EIR, the Project would support policies of the General Plan Framework Land Use Chapter regarding the establishment of new open space opportunities to serve the needs of existing and future residents. In addition, as off-site residential uses would continue to be buffered from proposed on-site development by existing intervening undeveloped open space, the Project would be consistent with the goals, objectives, and policies of the General Plan Framework's Land Use Chapter regarding preservation of and compatibility with the scale and character of the City's residential neighborhoods. The Project would also be consistent with the relevant objectives and policies of the General Plan Framework's Urban Form and Neighborhood Design Chapter through the development and improvement of community facilities which would serve to meet the performing arts and recreational needs at a City- and County-wide level. Additionally, with the conservation of the majority of the Project Site's open space areas, the Project would be consistent with the goals, objectives, and policies of the General Plan Framework's Open Space and Conservation Chapter, which guides the provision, management, and conservation of the City's public open space resources. The Project would also provide for necessary infrastructure improvements and would therefore be generally consistent with the relevant goals, objectives, and policies of the General Plan Framework's Infrastructure and Public Services Chapter. Furthermore, with the continued use of the Project Site as a public regional park and performing arts center, the Project would be consistent with the Project Site's land use designation as a public facility as set forth by the Hollywood Community Plan and Hollywood Community Plan Update. In summary, the Project would be generally consistent with relevant policies of the City General Plan.

With regard to zoning, the Los Angeles County Planning and Zoning Code regulates development of unincorporated areas of the County through land use designations and development standards regarding allowable uses, density, height, and design. As the Project Site is not located within an unincorporated area of the County, land use and zoning designations have not been established by the County for the Project Site. However, since the Project Site is owned and operated by the County, the Project would be built in accordance with Los Angeles County Code building design requirements. The Project Site is located within the City of Los Angeles and is zoned per the City of Los Angeles Municipal Code. With implementation of the Project, the Project Site would continue to be used as a public regional park and performing arts center. As such, the Project would be consistent with the City of Los Angeles zoning of the Project Site for Public Facilities. In addition, while some of the proposed buildings and structures would exceed 30 feet in height, the Project has been intentionally designed to be compatible with the massing, size, and scale of the existing structures.

(2) Consistency with Regional Plans

As analyzed in Section IV.H, Land Use, of the Draft EIR, the Project would be generally consistent with the Southern California Association of Governments' 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy, Growth Vision Report, and Regional Comprehensive Plan. Additionally, as discussed in Section IV.B, Air Quality, of the Draft EIR, Project development would not have a significant long-term impact on the region's ability to meet State and federal air quality standards. The Project would therefore be consistent with the goals and policies of the SCAQMD's Air Quality Management Plan. Further, as discussed in Section IV.K, Traffic, Access, and Parking, of the Draft EIR, the Project would not conflict with the Congestion Management Program as it would not result in significant impacts to the nearby Congestion Management Program intersections or freeway monitoring locations.

(3) Conclusion Regarding Impacts Relative to Land Use Consistency

Based on the analysis provided above, the Project would be generally consistent with the adopted County and City General Plans and with relevant environmental policies in other applicable plans. As such, the Project's impacts related to land use consistency would be less than significant.

b. Cumulative Impacts

Future growth through 2020 (the Project's buildout year) as a result of related projects and general ambient growth would have the potential to alter the existing land use environment due to infill development at increased densities, conversions of vacant land to

new development, and/or conversions of land uses. However, future development projects would be subject to existing zoning and land use designations as well as environmental review by the County or City. Therefore, such future projects are not expected to fundamentally alter the existing land use relationships in the community.

The closest related project to the Project Site is Related Project No. 22, located approximately 0.8 mile southwest of the Project Site. Given its distance from the Project Site and intervening land uses, Related Project No. 22 would not combine with the Project to create any incompatibility with surrounding land uses. Additionally, as the Project would be compatible with existing surrounding land uses and would be generally consistent with applicable land use plans and policies, the Project would not contribute to significant cumulative land use compatibility or consistency impacts. The balance of the related projects would not cause cumulative land use impacts due to distance and/or existing intervening development. As such, cumulative impacts with regard to land use would be less than significant.

c. Project Design Features

No specific project design features beyond the project improvements discussed in Section II, Project Description, of the Draft EIR are proposed with regard to land use.

d. Mitigation Measures

Based on the above analysis, the Project would be generally consistent with applicable land use plans, policies, and regulations and no significant impacts with regard to land use would occur. Thus, no mitigation measures would be required.

e. Conclusion

Impacts related to land use would be less than significant.

I. Noise

a. Analysis of Project Impacts

(1) Construction Noise

(a) On-Site Construction Noise

Noise impacts from Project construction activities occurring within or adjacent to the Project Site would be a function of the noise generated by construction equipment, the

location of the equipment, the timing and duration of the noise-generating construction activities, and the relative distance to noise sensitive receptors. Construction activities would generally include demolition, grading and excavation, and building construction. Each stage of construction would involve the use of various types of construction equipment and would, therefore, have its own distinct noise characteristics. Noise from construction equipment would generate both steady-state and episodic noise that could be heard within and adjacent to the Project Site. The estimated construction noise levels at the nearest off-site receptors R1, R2, and R4 would be well below the existing daytime ambient noise levels. At receptor R3, the estimated construction-related noise levels would be consistent with the lowest measured ambient noise levels. The estimated construction-related noise levels would be below the Project significance threshold. Therefore, noise impacts associated with the Project's on-site construction activities would be less than significant.

(b) Off-Site Construction Traffic Noise

The major noise sources associated with off-site construction trucks would be associated with haul and delivery trucks. Based on an 8-hour workday and a uniform distribution of trips, there would be a maximum of 12 truck trips per hour during the peak construction period. The noise level generated by haul trucks during the peak construction period would be well below the existing daytime ambient noise level at the noise sensitive receptors along the haul routes. Therefore, noise impacts from off-site construction traffic would be less than significant.

(2) Construction Vibration

Project construction activities would generate ground-borne vibration during site demolition and excavation/grading activities when heavy construction equipment, such as large bulldozers, would be used. Vibration velocities from typical heavy construction equipment operations that would be used during construction of the Project would range from 0.003 to 0.210 PPV at 25 feet from the equipment. The estimated vibration velocity levels (from all construction equipment) would be well below the significance thresholds. Therefore, vibration impacts associated with potential building damage to off-site building structures during construction activities would be less than significant.

With regard to potential building damage to the on-site historic Amphitheatre, vibration velocities from typical heavy construction equipment operations that would be used during construction of the Project would range from 0.003 to 0.210 PPV at 25 feet from the equipment. Therefore, on-site vibration impacts associated with building damage could be significant. With implementation of Mitigation Measure I-3, which would require that construction activities in close proximity (within approximately 20 feet) of the existing Amphitheatre structure utilize smaller equipment, such as a small bulldozer and handheld

compactors, vibration levels would be reduced to less than 0.12 PPV. Therefore, with implementation of this mitigation measure, potential on-site vibration impacts with respect to building damage would be reduced to less than significant.

Relative to potential human annoyance impacts associated with the generation of on-site vibration, the estimated ground-borne vibration levels from construction equipment would be below the significance threshold for human annoyance at all off-site sensitive receptors. Therefore, on-site vibration impacts on human annoyance during construction would be less than significant.

Haul trucks during construction would generate ground-borne vibration as they travel along the Project designated haul routes. Thus, an analysis of potential vibration impacts associated with building damage and human annoyance from ground-borne vibration along the local haul route was conducted. Based on FTA data, the vibration generated by a typical truck would be approximately 63 VdB (0.006 PPV) at a distance of 50 feet from the truck. At the shortest distance between haul trucks and sensitive receptors, haul/delivery trucks would be approximately 10 feet from nearby sensitive receptors along Cahuenga Boulevard East. Vibration levels generated by the haul trucks at this distance would be 0.063 PPV, which would be well below the building damage threshold of 0.2 PPV for the residential buildings along Cahuenga Boulevard East. In addition, vibration levels generated by Project construction trucks along the haul routes would be similar to the existing truck traffic already traveling on the same roads. Therefore, potential impacts associated with vibration from delivery/haul trucks traveling along the designated haul routes would be less than significant.

(3) Operational Noise

(a) On-Site Stationary Noise Sources

(i) Mechanical Equipment

As part of the Project, new mechanical equipment would be located in various locations throughout the Project Site. Although operation of this equipment would generate noise, Project Design Feature I-1 would ensure compliance with the County's Noise Ordinance, which would limit noise from mechanical equipment from exceeding the ambient noise levels on the premises of other occupied properties. In addition, as the Project's mechanical equipment would be designed to minimize noise to on-site uses and patrons, noise levels to off-site receptors from mechanical equipment would be further reduced. Therefore, noise impacts from mechanical equipment would be less than significant.

(ii) Outdoor Areas

The Project includes two outdoor plazas at the Ford Terrace, the Transit Plaza, and Ford Plaza. In addition, the Project would include a restaurant located at the Ford Plaza that would feature an outdoor seating area with an amplified sound system. In accordance with the County's Noise Ordinance, the amplified sound system would be designed so as not to exceed a maximum noise level of 90 dBA (L_{eq}) at the restaurant outdoor seating area. Overall, the estimated noise levels from the plaza areas would not exceed the existing ambient noise levels at the off-site receptors. Therefore, noise impacts from outdoor spaces would be less than significant.

(iii) Transportation Facilities

Sources of noise within the parking structures would primarily include car movements (i.e., engine noise), doors opening, people talking, and intermittent car alarms. The Project would also introduce a new Transit Center at the north parking structure that would include a staging area for buses to load and unload. It is anticipated that there would be up to 10 buses loading/unloading at the Transit Center at any given time. The estimated noise levels from the parking structures and the Transit Center would be below the existing ambient noise levels at the off-site receptors. Therefore, noise impacts from the parking structures and Transit Center operations would be less than significant.

(iv) Performance Spaces

The analysis for the performance spaces accounted for audience cheering as well as an amplified sound system. As specified by Project Design Feature I-2, the proposed amplified sound system for the Amphitheatre would be designed to generate a maximum sound level of 95 dBA (L_{eq}) at as measured in "slow" response at the house mixer location. Similarly, the assumed sound levels generated by the amplified sound system inside the 299 seat theater and the 99 seat Flex Space would be approximately 95 dBA (L_{eq}). In addition, in accordance with Project Design Feature I-3, the building structure of the 299-seat theatre and the Flex Space would be designed to provide a minimum 25 dBA noise reduction. The estimated noise levels from the performance spaces would be well below the ambient noise levels at receptors R2 and R4. The estimated noise levels from the Amphitheatre amplified sound systems at receptors R1 and R3 would be approximately 0.5 dBA and 2.7 dBA higher than the existing ambient noise levels. However, the measured ambient noise levels do not include the existing Amphitheatre operation-related activities, which would result in higher ambient noise levels due to noise generated from performances within the Amphitheatre. It is further noted that the noise levels from the new 299-seat theatre and Flex Space would be contained within the building structures and are estimated to be well below the existing ambient noise levels. Therefore, the noise levels from the performance spaces including the new facilities would be similar to existing

conditions with the Amphitheatre being in operation. As such, noise impacts from the performance spaces would be less than significant.

(v) Loading Dock/Trash Collection Areas

The Project would include a new Service Court, which would include a new loading dock and trash/recycling areas. Based on measured noise levels from typical loading dock facilities, delivery trucks (while idling at the loading dock) could generate noise levels of approximately 71 dBA (L_{eq}) at a distance of 50 feet from the noise source. In addition, trash compactors would generate noise levels of approximately 66 dBA (L_{eq}) at a distance of 50 feet. The estimated noise levels from the loading dock/trash collection areas would be well below the existing ambient noise levels at the off-site receptors. Therefore, noise impacts from loading dock/trash collection operations would be less than significant.

(b) Off-Site Traffic (Mobile Sources)

(i) Future plus Project

Future roadway noise levels were calculated along 11 off-site roadway segments in the vicinity of the Project Site. The calculated CNEL levels overestimate noise levels as they are calculated in front of the roadways and do not account for the presence of any physical sound barriers or intervening structures. The Project would result in a maximum increase of 0.2 dBA (peak-hour L_{eq} and 24-CNEL) in traffic-related noise levels along Odin Avenue during both the weekday and weekend. The estimated noise increase due to Project-related traffic would be well below the 3 dBA significance threshold. Therefore, off-site traffic noise impacts associated with future plus Project conditions would be less than significant.

(ii) Existing plus Project

An additionally analysis was conducted to determine the potential noise impacts based on the increase in noise levels due to Project-related traffic compared with the existing baseline traffic noise conditions. The maximum Project-related traffic noise increase would be 0.2 dBA CNEL along Odin Avenue. The estimated increase in off-site traffic noise levels would be below the 3-dBA CNEL significance threshold. Therefore, off-site traffic noise impacts associated with the existing plus Project traffic conditions would be less than significant.

(c) Composite Noise Level Impacts from Project Operations

In addition to considering the potential noise impacts to neighboring noise-sensitive receptors from each specific on- and off-site noise source, an evaluation of the potential

composite noise level increase (i.e., noise levels from all noise sources combined) at the analyzed sensitive receptor locations was also performed. The Project would result in an increase of 1.0 dBA at Location R3 up to 1.4 dBA at Location R1. No noise increase is anticipated at receptor Locations R2 and R4. The estimated increases in noise levels due to Project operation would be below the 3 dBA CNEL significance threshold. Therefore, composite noise level impacts due to the Project operations would be less than significant.

b. Cumulative Impacts

(1) Construction Noise and Vibration

Noise from construction of development projects is typically localized and has the potential to affect areas within 500 feet from the construction site. Thus, noise from construction activities for two projects within 1,000 feet of each other can contribute to a cumulative noise impact for receptors located midway between the two construction sites. The nearest related project is Related Project No. 22 (a hotel development at 1841 Highland Avenue), which is approximately 0.8 mile from the Project Site. Other related projects are located further from the Project Site. Due to the distance attenuation and intervening buildings between the related projects, cumulative noise impacts from construction activities would be less than significant.

Additionally, as ground-borne vibration decreases rapidly with distance, potential vibration impacts due to construction activities are generally limited to buildings/structures that are located in close proximity of the construction site (i.e., within 50 feet). As indicated above, the nearest related project is approximately 0.8 mile from the Project Site. Therefore, due to the rapid attenuation characteristics of ground-borne vibration, there is no potential for a cumulative construction impact with respect to ground-borne vibration.

(2) Operational Noise

Due to provisions set forth in the LAMC that limit stationary source noise from items such as roof-top mechanical equipment, noise levels would be less than significant at the property line for each related project. In addition, with implementation of regulatory requirements and proposed Project design features, noise impacts associated with operations within the Project Site would be less than significant. Based on the distance of the related projects from the Project Site and the noise levels associated with the Project, cumulative stationary source noise impacts associated with operation of the Project and related projects would be less than significant.

The Project and other related development in the area would produce traffic volumes (off-site mobile sources) that would generate roadway noise. Cumulative traffic

volumes during a typical weekday would result in a maximum increase of 1.9 dBA along Cahuenga Boulevard, between Pilgrimage Bridge and Hollywood Bowl Road. During a typical weekend, the maximum cumulative traffic noise increase would be 2.5 dBA along Cahuenga Boulevard, between Pilgrimage Bridge and Hollywood Bowl Road. At all other analyzed roadway segments, the increase in cumulative traffic noise would be lower. Thus, the cumulative traffic noise increase would be below the 3 dBA significance threshold. Therefore, cumulative noise impacts due to off-site mobile noise sources associated with the Project, future growth, and related projects would be less than significant.

c. Project Design Features

Project Design Feature I-1: Project-related outdoor mechanical equipment shall be designed to meet the County's Noise Ordinance.

Project Design Feature I-2: The design of the Project amplified sound system for the Amphitheater shall include the sound level regulator programmed to a maximum sound level of 95 dBA, as measured in "slow" response, at the house mixer locations.

Project Design Feature I-3: The building structure for the 299-seat theatre and the Flex Space shall provide a minimum 25 dBA indoor to outdoor noise reduction.

d. Mitigation Measures

(1) Construction

Mitigation Measure I-1: Power construction equipment (including combustion engines), fixed and mobile, shall be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts would be generated.

Mitigation Measure I-2: Project construction shall not include the use of driven pile systems.

Mitigation Measure I-3: Contractor shall utilize smaller construction equipment, such as small bulldozer and hand held compactors, when construction occurs within 20 feet of the existing Amphitheatre structure.

(2) Operation

Operation of the Project would not result in a significant impact to the off-site noise sensitive receptors. Therefore, no mitigation measures would be required.

e. Conclusion

(1) Construction

Compliance with regulatory requirements and implementation of the mitigation measures would reduce noise and vibration impacts associated with Project construction to a less than significant level. As discussed above, cumulative construction noise and vibration impacts would also be less than significant.

(2) Operation

Project-level and cumulative impacts with regard to operational noise would be less than significant.

J.1. Public Services—Fire Protection

a. Analysis of Project Impacts

(1) Construction Impacts

Project construction could temporarily increase the demand for fire protection and emergency medical services within the Project Site as construction activities could potentially expose combustible materials such as wood, plastics, sawdust, covers and coatings, to sources of ignition from machinery and equipment sparks, exposed electrical lines, chemical reactions in combustible materials and coatings, and lighted cigarettes. In compliance with Occupational Safety and Health Administration and Fire and Building Code requirements, construction managers and supervisory personnel would be trained in emergency response and fire safety operations, including the monitoring and management of life safety systems and facilities, and maintaining fire suppression equipment such as fire extinguishers on-site. Additionally, the Project would comply with County requirements to ensure brush clearance and other applicable measures are followed to reduce the likelihood of fire spreading through the surrounding undeveloped hillsides. Therefore, construction impacts on fire protection and emergency medical services would be less than significant.

Emergency access for City Fire Department vehicles within the Project Site and the surrounding vicinity could also be impacted by Project construction activities due to temporary lane closures, utility line construction, and the generation of traffic as a result of construction equipment movement, hauling of soil and construction materials to and from the Project Site, and construction worker traffic. However, the Project would implement a Construction Management Plan during construction of the Project, wherein traffic management personnel and appropriate signage would be employed as necessary to ensure emergency access to the Project Site and vicinity is maintained. In addition, construction worker and haul truck trips would generally occur outside the typical weekday commuter morning and afternoon peak periods. Further, emergency vehicles would utilize emergency sirens to clear a path of travel or drive in opposing traffic lanes to avoid heavy traffic. As such, impacts related to emergency access would be less than significant.

(2) Operational Impacts

(a) Facilities and Equipment

The Project does not include the development of any new residential uses and, as such, would not increase the permanent residential population within the service area of Fire Station No. 76. However, the Project would generate an increase in the daytime population at the Project Site associated with employees and users of the hiking trail and restaurant as well as an increase in the population associated with events. As such, the Project's increase in the population within the Project Site would increase the demand for LAFD fire protection and emergency medical services. However, as indicated by the LAFD, no changes are currently proposed within Battalion 5, which includes the fire station that services the Project Site. In addition, the Project would incorporate building design features that comply with County and City fire safety requirements, as applicable, including, but not limited to, use of fire-resistant building materials where appropriate, smoke detection and fire alarm systems, automatic sprinkler systems, and portable fire extinguishers. Further, as set forth in Project Design Feature J.1-1, the Project would implement a fuel modification plan that would identify buffer zones for the planting of specific vegetation and areas where routine landscape maintenance is required. Implementation of a fuel modification plan would serve to provide adequate defensible space around all potentially combustible structures within a fire environment. Compliance with applicable regulatory requirements would ensure that adequate fire prevention features would be provided that would reduce the demand for firefighting services. Therefore, based on the type of development proposed and the availability of existing LAFD facilities, impacts with regard to LAFD facilities and equipment associated with the Project would be less than significant.

(b) Response Distance and Emergency Access

Section 57.507.3.3 of the Los Angeles Municipal Code sets forth a response distance for industrial and commercial uses of one mile from fire stations with an engine company and 1.5 miles from fire stations with a truck company. Fire Station No. 76 is located approximately one mile northwest of the Project Site and is equipped with one engine and one ambulance. Therefore, the Project would be located within the required emergency response distance. In addition, upon implementation of the Project, access to the Project Site would continue to be available via the four existing driveways along the eastside of Cahuenga Boulevard East with improved internal configuration and circular modifications to accommodate the Project. Furthermore, the Project would incorporate specific access recommendations provided by the County Fire Department and LAFD as set forth in Project Design Feature J.1-2. Additionally, traffic generated by the Project would not result in significant impacts to Project area intersections, including intersections along the closest disaster route along Highland Avenue. The drivers of emergency vehicles also normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. In addition, the Project would be designed in accordance with emergency vehicle access, clearance, and staging recommendations set forth by the County Fire Department and LAFD. Therefore, Project-related traffic is not anticipated to impair the LAFD from responding to emergencies at the Project Site or the surrounding area. Impacts with regard to response distance and emergency access would be less than significant.

(c) Fire Flow

With implementation of a fire sprinkler system within all of the buildings proposed as set forth in Project Design Feature J.1-3, the fire flow set forth by the County Fire Department would be 4,000 gallons per minute (gpm) at a pressure of 20 psi. Domestic and fire water service is currently provided from a 4-inch water service lateral line that connects to an 8-inch LADWP water main located in Cahuenga Boulevard East. The water main can provide approximately 1,750 gpm at a residual pressure of 72 psi. To accommodate the fire flow of 4,000 gpm, the Project would include the installation of two new connections to the existing 8-inch high-pressure water main in Cahuenga Boulevard East, or other necessary improvements to accommodate the ultimate fire flow set forth during the building permit process, as provided in Project Design Feature J.1-4. In addition, the Project would include the installation of four private fire hydrants on-site and, as set forth in Project Design Feature J.1-5, booster pumps would be required for all proposed hydrants to meet the minimum flow rate and pressure requirements around the Project Site. As provided in Project Design Feature J.1-6, the enhanced fire system would be a dedicated separate fire service system with no shared connections to the domestic supply lines. With construction of the necessary on-site fire water system improvements as coordinated with the County Fire Department, LAFD, and LADWP, the Project would meet

the fire flow requirements set forth by the County Fire Department and LAFD. Therefore, impacts regarding fire flow would be less than significant.

(d) Wildfire Risk

Given the Project Site's location and surrounding undeveloped hillsides, the potential for fire hazards would exist near the Project Site due to the presence of brush, increased human activity, and the potential for fires due to accidents or arson-related causes. However, due to the Project Site's location within a Very High Fire Hazard Severity Zone, the Project would be required to comply with all applicable City and County requirements regarding construction, access, water mains, fire hydrants, fire flows, and brush clearance for this zone. In addition, as previously described, the Project would implement a fuel modification plan that would identify buffer zones for the planting of specific vegetation and areas where routine landscape maintenance is required so as to create adequate defensible space around all potentially combustible structures. Routine landscape maintenance would be conducted in accordance with the County Fire Department's Fuel Modification Plan Guidelines and would include pruning; removal of plant litter, dead plants, and unwanted species; and regular inspection and repair of the irrigation system. Through compliance with applicable City and County requirements regarding wildfire risks, as well as approval and implementation of a fuel modification plan, implementation of the Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. Impacts with respect to wildfire risk would be less than significant.

b. Cumulative Impacts

A number of the identified related projects and ambient growth projections fall within the service areas of Fire Station Nos. 76, 27, and 41. Several of the related projects include residential uses, which would increase the residential population of Fire Station No. 76, the "first-in" station for the Project Site, as well the secondary fire stations available to provide service to the Project Site. In addition, the related projects would involve an increase in retail, restaurant, hotel, and office uses, which would increase the daytime population of the area and thus also increase the demand on fire services. In conjunction with the Project, this growth would cumulatively generate the need for additional fire protection services. However, similar to the Project, the related projects and all other future development projects would be subject to discretionary review by the LAFD to ensure that sufficient fire safety and hazards measures are implemented to reduce potential impacts to fire protection and emergency medical services. Furthermore, each related project would be required to comply with regulatory requirements related to fire safety, access, and fire flow.

Additionally, LAFD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, trucks and engines, ambulances, other special apparatuses, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Therefore, cumulative impacts on fire protection and emergency medical services would be less than significant.

c. Project Design Features

Project Design Feature J.1-1: A final fuel modification plan shall be prepared for the Project for review and approval by the County of Los Angeles Fire Department Fuel Modification Unit. The fuel modification plan shall include 30-foot and 200-foot buffer zones from all new structures. The 30-foot buffer zone shall provide for replanting of low-growing, irrigated drought-tolerant plant material as a means to prevent erosion and transition to the native character of the Project Site. The 200 foot buffer zone shall provide for seasonal clearing of brush and, as needed, pruning of trees to reduce the amount of potential plant material that could fuel a fire.

Project Design Feature J.1-2: Fire department access shall be provided to within 150 feet of building openings. The final design of the access driveways and internal roadways shall be coordinated with the County Fire Department and LAFD, as applicable. The proposed circular, fire department turn-around shall be a pumper truck-sized turn-around.

Project Design Feature J.1-3: The Project shall provide automatic fire sprinkler systems, approved by the County Fire Department, within all of the new buildings. With installation of fire sprinkler systems within all of the new buildings, the required fire flow shall be 4,000 gallons per minute with a residual pressure of 20 pounds per square inch, or a reduced fire flow as determined by the County Fire Department, LAFD, and LADWP during the building permit process for the Project.

Project Design Feature J.1-4: To accommodate the required fire flow, the Project shall provide two connections to the existing 8-inch high-pressure water main in Cahuenga Boulevard East, or other necessary improvements as coordinated with the County Fire Department, LAFD, and LADWP during the building permit process for the Project.

Project Design Feature J.1-5: The Project shall provide fire hydrants within the Project Site as coordinated with the County Fire Department and LAFD. Booster pumps shall be provided for all proposed fire

hydrants to meet the minimum fire flow rate and pressure requirements of the Project.

Project Design Feature J.1-6: The proposed fire system shall be a dedicated separate fire service system with no shared connections to the domestic supply lines.

d. Mitigation Measures

Project-level and cumulative impacts with regard to fire protection and emergency medical services would be less than significant. Therefore, no mitigation measures are required.

e. Conclusion

Project-level and cumulative impacts with regard to fire protection and emergency medical services would be less than significant.

J.2. Public Services—Police Protection

a. Analysis of Project Impacts

(1) Construction Impacts

Construction sites can be sources of nuisances and hazards, inviting theft and vandalism. When not properly secured, construction sites can contribute to a temporary increased demand for police protection services. Pursuant to Project Design Feature J.2-1, in consultation with the County of Los Angeles Sheriff's Department Parks Bureau, the Project would include the implementation of temporary security measures during construction, which could include on-site security personnel, surveillance cameras, adequate lighting, and perimeter fencing around the construction areas. In addition, equipment and building materials would be removed or secured during non-construction hours. With implementation of these measures, potential impacts associated with theft and vandalism during construction activities would be less than significant.

Emergency access for LASD and LAPD vehicles within the Project Site and the surrounding vicinity could be impacted by Project construction activities due to temporary lane closures, utility line construction, and the generation of traffic as a result of construction equipment movement, hauling of soil and construction materials to and from the Project Site, and construction worker traffic. It is noted however that the construction-related traffic generated by the Project would not significantly impact LASD or LAPD response times within the Project vicinity since the drivers of police vehicles normally have

a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. In addition, most, if not all, of the construction worker and haul truck trips would occur outside the typical weekday commuter morning and afternoon peak periods, reducing the potential for traffic-related conflicts. The Project would also implement a Construction Management Plan during Project construction, wherein traffic management personnel and appropriate signage would be employed as necessary to ensure adequate and safe access to the Project Site and vicinity is maintained. With implementation of the project design features, including the Construction Management Plan, construction of the Project would not generate a demand for additional police protection services that would substantially exceed the capability of the LASD and LAPD to serve the Project Site and result in the need for new police protection facilities. Therefore, impacts on police protection services during Project construction would be less than significant.

(2) Operational Impacts

The Project does not include the development of any residential uses and, as such, would not increase the permanent residential population within the service area of the Parks Bureau South Zone or the Hollywood Community Police Station. However, the Project would generate a daytime population associated with employees and users of the hiking trail and restaurant as well as an increase in the population associated with events. The County currently operates an alarm system which is monitored by the LASD. In addition, security guards for events and overnight security shifts are currently contracted by the LASD. In consultation with LASD, these existing security and safety features would be continued and enhanced pursuant to Project Design Feature J.2-2. According to the LASD, implementation of the features set forth in Project Design Feature J.2-2 would serve to reduce the potential for criminal activities and assist law enforcement efforts. In addition, based on a preliminary review of the proposed improvements, the LAPD indicated that the Project, due to its size, would have a minimal impact on police services provided by the Hollywood Community Police Station. The LAPD has also indicated that upon completion of the Project, the Applicant shall provide the LAPD Hollywood area commanding office with a diagram of each portion of the property, including access routes. Implementation of this project design feature would facilitate LAPD response. Therefore, the Project would not result in a demand for additional services that would exceed the capability of the LASD or the LAPD to serve the Project Site and impacts would be less than significant.

With respect to emergency access to the Project Site during Project operations, the analysis provided in Section IV.K, Traffic, Access, and Parking, of the Draft EIR demonstrates that Project development would result in a less than significant impact on access and local traffic conditions (i.e., nearby intersections). Therefore, the additional traffic generated by the Project would not significantly impact emergency vehicle access or response times for either the LASD or LAPD.

Based on the above, with implementation of the project design features, Project operation would not generate a demand for additional police protection services that would substantially exceed the capability of the LASD and LAPD to serve the Project Site and result in the need for new police protection facilities. Therefore, impacts on police protection services during Project operation would be less than significant.

b. Cumulative Impacts

The geographic context for the cumulative impact analysis is the service area of the LASD's Parks Bureau South Zone and the LAPD's Hollywood Community Police Station. The Project in conjunction with identified related projects and forecasted growth through 2020 (i.e., the Project's buildout year) within these service areas would cumulatively increase the demand for police protection. All of the identified related projects fall within the service boundaries of the Hollywood Community Police Station service area. Notwithstanding, as previously described, the LASD's Parks Bureau provides law enforcement services to County facilities, including parks, lakes, golf courses, and special event venues. The related projects do not include the development of such uses. As such, the Project in combination with the related projects would not contribute to a cumulative increase in the demand for LASD Parks Bureau police protection services. Therefore, cumulative impacts on LASD Parks Bureau police protection services would be less than significant.

With regard to the LAPD, several of the related projects include residential uses, which would increase the permanent residential population within the Hollywood Community Police Station service area. In addition, the related projects would involve an increase in retail, restaurant, hotel, and office uses, which would increase the daytime population in the area. Along with other anticipated growth through 2020, this would further increase the demand for police protection services. The Project would not develop residential units, and thus would not generate a residential population. Therefore, the Project would not contribute to a cumulative increase in the residential service population of the Hollywood Community Police Station. In addition, as previously discussed, based on a review of the Project, the LAPD has indicated that the Project, due to its size, would have a minimal impact on police services provided by the Hollywood Community Police Station. Therefore, the Project's contribution to the cumulative demand for police protection services provided by the LAPD would not be cumulatively considerable. Additionally, as with the Project, each related project would be subject to the City's routine construction permitting process, which includes a review by the LAPD to ensure that sufficient security measures are implemented to reduce potential impacts to police protection services. Furthermore, the LAPD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, vehicles, and possibly station expansions or new station construction that may become

necessary to achieve the desired level of service. Through the City's regular budgeting efforts, the LAPD's resource needs would be identified and monies allocated according to the priorities at the time. Based on the above, the Project's contribution to cumulative impacts to police protection services would not be cumulatively considerable and, as such, cumulative impacts on police protection services would be less than significant.

c. Project Design Features

Project Design Feature J.2-1: During construction, the Applicant shall implement temporary security measures including, but not limited to, on-site security personnel, surveillance cameras, adequate lighting, and perimeter fencing around the construction area. Large mounds of dirt/debris/building materials and fence covers/screens shall be avoided. Equipment and building materials shall be removed or secured during non-construction hours.

Project Design Feature J.2-2: During operation, the Applicant shall implement security measures including, but not limited to:

- High-definition surveillance cameras. The cameras shall be placed along pedestrian pathways, gathering areas, and at driveways on Cahuenga Boulevard East. The camera system shall allow law enforcement agencies to view live feed remotely, shall be equipped with a hard drive capable of storing video for 15 days, and shall be capable of transferring video to disc or USB storage devices.
- Configure proposed public restrooms such that entrances are oriented towards the main event area or other high-visibility areas. The restrooms shall be secured after hours to prevent vandalism, theft, and use by transients.
- Adequate lighting and high definition surveillance cameras within the parking structures. Points of entry and egress shall be equipped with traffic control devices, and a parking lot attendant shall be employed during events.
- Signage along the hiking trail advising users that the trail is closed at night and that camping and smoking are strictly prohibited. The trail shall also be well-marked to prevent users from getting lost and the brush next to the trail shall be cut short to prevent people from hiding or concealing illicit materials. Restrooms, drinking fountains, and picnic/rest areas shall not be built along the trail.

Project Design Feature J.2-3: Upon completion of the Project, the Applicant shall provide the Los Angeles Police Department Hollywood Area commanding officer with a diagram of each portion of the property.

The diagram shall include access routes and additional information that might facilitate police response.

d. Mitigation Measures

Project-level and cumulative impacts with regard to police protection services would be less than significant. Therefore, no mitigation measures are required.

e. Conclusion

Project-level and cumulative impacts with regard to police protection services would be less than significant.

K. Traffic, Access, and Parking

a. Analysis of Project Impacts

(1) Traffic

(a) Construction Impacts

During the most intense construction phase, it is anticipated that construction activities would generate approximately 176 daily construction worker trips. In addition, based on a passenger car equivalency factor of 2.0, the 64 haul truck trips per day and the 30 daily delivery truck trips would be equivalent to 188 passenger car trips per day. Therefore, Project construction could generate a total of approximately 364 trips per day based on the construction phase. However, given the typical construction hours the Project would comply with, the majority of these trips would occur during off-peak hours. As such, Project construction would not be expected to result in a significant impact at any of the analyzed intersections. In addition, the Project would include implementation of a Construction Management Plan to minimize the amount and effect of construction traffic. As outlined in Project Design Feature K-1, the Construction Management Plan would prohibit construction workers, haul trucks and delivery trucks from parking, staging, or queuing along the surrounding residential streets.

(b) Operational Impacts

(i) Existing with Project Intersection Conditions

Based on the traffic analysis for Existing with Project Conditions, five of the eight intersections are projected to operate at LOS D or better during the analyzed periods. The remaining three intersections are projected to operate at LOS E or F during one or more of

the analyzed periods. It is noted that these three intersections are the same intersections currently operating at LOS E or F under Existing Conditions. The addition of Project traffic to the study intersections would not exceed applicable significance thresholds. Therefore, the Project would not result in a significant impact at any of the study intersections during the analyzed periods under Existing with Project Conditions.

(ii) Future (Year 2020) with Project Intersection Conditions

Based on the traffic analysis for Future (Year 2020) with Project Conditions, four of the eight study intersections are projected to operate at LOS D or better during the analyzed periods. The remaining four intersections are projected to operate at LOS E or F during one or more of the analyzed periods. It is noted that these four intersections are the same intersections projected to operate at LOS E or F under Future Conditions (without the Project). Similar to the Existing with Project Conditions scenario, Project traffic would contribute a small increase in the V/C ratios at most study intersections. Therefore, the Project would not result in a significant impact at any of the study intersections during the analyzed periods under Future with Project Conditions.

(2) Congestion Management Program

(a) CMP Freeway Analysis

Based on the distribution of traffic in the vicinity of the Project Site, approximately 60 percent of the Project traffic was assigned to/from the US-101 and the Project Site. According to the trip generation estimates, the Project is expected to generate approximately 35 net new trips in the weekday A.M. peak hour, approximately 60 net new trips in the weekday P.M. peak hour, approximately 18 net new trips in the weekday evening peak hour, approximately 92 net new trips in the Saturday midday peak hour, and approximately 92 net new trips in the Saturday evening peak hour. The Project would add fewer than 150 trips in either direction during the weekday morning and afternoon peak hours. Therefore, no CMP impact would occur and no additional analysis of freeway segments is required per the CMP criteria.

(b) CMP Arterial Monitoring Stations

The CMP arterial monitoring stations closest to the Project Site are located at intersections of Santa Monica Boulevard & Highland Avenue and Cahuenga Boulevard & Lankershim Boulevard. Based on the Project trip generation and trip distribution patterns, the Project is estimated to add fewer than five trips to each of the arterial monitoring stations during the morning and afternoon peak hours. Therefore, the Project would not add more than 50 vehicle trips during the morning and afternoon peak hours at CMP

arterial monitoring stations. Therefore, the Project's CMP arterial impacts are considered to be less than significant, and no further analysis is required.

(c) CMP Transit Analysis

(i) Construction

Project construction would not require the relocation or removal of the existing Metro transit stop adjacent to the Project Site or other transit stops in the vicinity of the Project Site. As such, Project development would not result in significant impacts on transit access.

(ii) Operation

Based on Metro's CMP methodology for estimating transit trips, the Project would generate an estimated increase in transit riders of approximately three net new transit trips in the weekday morning peak hour and two net new transit trips in the weekday afternoon peak hour. The study area is served by numerous established transit routes, including the Metro Red Line, two Metro bus lines, and one LADOT bus line. Distribution of the Project transit trips to the transit routes available in the area would result in less than one new transit user for each transit line during the peak hours. Consequently, the total available capacity of the transit lines within the study area during the morning and afternoon peak hours is anticipated to more than accommodate the limited net additional trips during the morning and afternoon peak periods. Therefore, Project impacts on existing or future transit services in the study area would be less than significant.

(3) Access and Circulation

(a) Emergency Access

(i) Construction

Construction activities for the Project would be concentrated within the Project Site with limited off-site activities for implementation of any necessary utility improvements. As outlined in Project Design Feature K-1, a Construction Management Plan would be implemented during construction to provide for temporary traffic controls, including provisions to prohibit construction equipment or material deliveries within the public right-of-way and the use of flag persons to improve traffic flow. Implementation of such provisions would ensure adequate emergency access to residences adjacent to the Project Site. In addition, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Further, access to the Project Site would continue to be available during

construction of the Project. Thus, any potential emergency access impacts from Project-related construction would be less than significant.

(ii) Operation

Upon implementation of the Project, access to the Project Site would continue to be available via the four existing driveways along the eastside of Cahuenga Boulevard East with improved internal configuration and circular modifications to accommodate the Project. In addition, the Project would incorporate specific emergency access recommendations provided by the County Fire Department and the City of Los Angeles Fire Department, as set forth in Project Design Feature J.1-2 included in Section IV.J.1, Public Services—Fire Protection, of the Draft EIR. Furthermore, traffic generated by the Project would not result in significant impacts to Project area intersections, including intersections along the closest City-designated disaster route along Highland Avenue. Notwithstanding, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Further, the Project would be designed in accordance with emergency vehicle access, clearance, and staging recommendations set forth by the County Fire Department and the City of Los Angeles Fire Department. Therefore, the Project would not result in inadequate emergency access and impacts would be less than significant.

(b) Bicycle and Pedestrian Access

(i) Construction

Construction of the Project would primarily be contained within the boundaries of the Project Site and would not affect the adjacent street system. In addition, as outlined in Project Design Feature K-1, a Construction Management Plan would be implemented during construction to provide for temporary traffic controls and address any temporary lane or sidewalk closures, if necessary. Thus, any potential access impacts from Project-related construction would be less than significant.

(ii) Operation

Existing pedestrian facilities would remain with implementation of the Project. As such, pedestrian access to the Project Site would continue to be available from the sidewalks currently provided along Cahuenga Boulevard East. In addition, as part of the Project, on-site pedestrian circulation would be improved by accommodating parking within two new parking structures and providing designated pedestrian pathways to and from the parking structures and the on-site uses, thereby eliminating the pedestrian-vehicular conflicts associated with a stacked parking configuration. With the implementation of the

Transit Center and modifications to the driveways described above, the Project would also improve access and circulation for vehicles and shuttles.

Bicycle lanes in the study area currently exist on North Cahuenga Boulevard between Odin Avenue and Yucca Street. In addition, there are two streets designated as bicycle routes: Odin Avenue between Highland Avenue and North Cahuenga Boulevard and Wilcox Avenue south of North Cahuenga Boulevard. As these facilities do not cross the access locations to the Project Site, the Project would not affect existing designated bicycle lanes and routes in the study area. Notwithstanding, the existing sidewalks, access driveways, and lane configurations would be maintained with the Project. In addition, the Project would include bicycle amenities (e.g., bicycle parking and bicycle-friendly amenities) located throughout the Project Site.

In summary, the Project would not decrease the performance or safety of the existing circulation system and no significant impacts with regard to pedestrian and bicycle facilities are expected to result due to the design or placement of Project access points.

(4) Parking

(a) Construction

During construction of the Project, parking for employees and construction workers would be provided on-site. In addition, the Construction Management Plan outlined in Project Design Feature K-1, would address and manage on-site parking for employees and construction workers within the Project Site. Therefore, Project construction would not result in a significant impact with regard to the availability of parking.

(b) Operation

An assessment of parking demand was conducted for several potential scenarios, including on a non-event day and during event days with varying attendance levels. The peak parking demand for the Project during the scenarios analyzed was estimated based on a combination of the Project's unique operational characteristics, including attendance levels, anticipated visitor arrival and departure patterns, empirical data from existing operations, industry-wide parking demand rates, average vehicle ridership rates, mode split (e.g., arriving by transit, walk, bicycle, etc.), internal capture (e.g., between the restaurant and the theatre uses), and employee data. As part of the Project, parking is proposed within two new parking structures, which are proposed to provide a total of 500 parking spaces (250 parking spaces in each structure). Parking within the parking structures could be expanded by approximately 75 spaces with the use of attendant assisted parking for a total of 575 parking spaces provided on-site. Additional parking at the Universal City/Studio City Metro Red Line Station would also continue to be available to

accommodate the parking needs of the Project. Further, as outlined in Project Design Feature K-3, the Project would include implementation of a Parking and Traffic Management Plan to address the varying parking needs of the Project. The peak parking demands for the different operation conditions would be accommodated based on the number of parking spaces to be provided and with implementation of the strategies set forth in the Parking and Traffic Management Plan, including a combination of existing on-site parking facilities; operational measures to increase parking supply, such as attendant-assisted parking; employee parking management; and continued use of the parking spaces and shuttle from the Universal City/Studio City Metro Red Line Station for employees and patrons. Therefore, a sufficient number of parking spaces would be available to serve the estimated peak parking demand during a non-event day and during the analyzed event day scenarios, and Project impacts with regard to parking would be less than significant. Additionally, because the Project would increase the number of parking spaces within the Project Site and enhance circulation and accessibility within the Project Site, it is anticipated that the Project would reduce the incentive for patrons to park on adjacent neighborhood streets.

(5) Summary of Impact Analysis

As provided by the analysis presented above, the Project would not result in significant impacts with regard to the local or regional transportation system, including intersections, highways, transit, and pedestrian and bicycle facilities. As such, the Project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, or conflict with an applicable congestion management program. In addition, the Project would not result in inadequate emergency access. Therefore, as demonstrated in the analysis above, impacts with regard to these topics would be less than significant.

(6) Consistency with Regulatory Framework

As analyzed above, the Project would not result in significant impacts to public transit, bicycle, or pedestrian facilities and therefore would not decrease the performance or safety of such facilities. In addition, with implementation of the Project, the County would continue to promote several modes of transportation including walking, biking, or public transportation. Therefore, the Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities and such impacts would be less than significant.

b. Cumulative Impacts

(1) Traffic

(a) Construction

The related projects, the closest of which is approximately 0.8 mile southwest of the Project Site, are not located in close proximity to the Project Site and may or may not be developed within the same construction schedule as the Project. In addition, as all of the related projects are located within the jurisdiction of LADOT, per standard City practice, the construction of large development projects would occur in accordance with project-specific construction management plans, as is the case with the Project. As the construction management plans are reviewed and approved by LADOT, it is anticipated that through this process, LADOT would coordinate construction activities among the related projects that would have the potential to result in cumulative intersection impacts. In addition, as analyzed above, the Project would not result in significant impacts at any of the intersections within the study area during construction. Further, implementation of the Construction Management Plan, as outlined in Project Design Feature K-1, would manage construction-related traffic in the study area. Thus, given the distance of the Project Site to the related Projects and the construction management plans that would be in place for the Project and the related projects, the Project's contribution to cumulative construction-related traffic impacts would not be cumulatively considerable and cumulative impacts would be less than significant.

(b) Operation

Implementation of the Project in conjunction with the related projects identified in Section III, Environmental Setting, of the Draft EIR, and projected regional growth would increase the amount of traffic in the study area. The analysis of Future (Year 2020) with Project Conditions reflects both Project-specific and future cumulative traffic impacts related to intersection LOS. This analysis demonstrates that four of the eight study intersections are projected to operate at LOS D or better during the analyzed periods. The remaining four intersections are projected to operate at LOS E or F during one or more of the analyzed periods. The Project would not contribute to any significant impacts to these intersections and the Project's contribution to cumulative impacts would not be cumulatively considerable. As such, cumulative impacts would be less than significant.

(2) Congestion Management Program

The Project would not add more than 50 vehicle trips during the A.M. and P.M. peak hours at the CMP arterial monitoring stations nearest to the Project Site. In addition, the Project would add less than 150 trips along the nearest freeway segment serving the

Project Site in either direction during either peak hour. Further, the Project would not result in significant impacts to public transit. Thus, no CMP impact would occur under the Project and, as a result, the Project's contribution to cumulative impacts would not be cumulatively considerable. Thus, the Project's cumulative impacts would be less than significant.

(3) Access and Circulation

(a) Emergency Access

As described above, the analysis of the Future (Year 2020) with Project Conditions reflects both Project-specific and future cumulative traffic impacts related to intersection LOS in the study area. This analysis concluded that the Project would result in less than significant impacts to study intersections, including intersections along the closest City-designated disaster route along Highland Avenue. Therefore, the Project's cumulative impacts would not be cumulative considerable. In addition, as with the Project, it is anticipated that related projects would continue to consult with the applicable Police and Fire departments regarding emergency access requirements and implement specific emergency access requirements. Additionally, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Therefore, the Project's cumulative impacts to emergency would be less than significant.

(b) Bicycle and Pedestrian Access

As provided above, Project impacts to bicycle and pedestrian access would be less than significant. Based on the proximity of the Project Site to the related projects, the closest of which is approximately 0.8 mile southwest of the Project Site, development of the Project in conjunction with the related projects would not be expected to impact any existing shared bicycle and pedestrian facilities. Additionally, as with the Project, the applicants of the related projects would be required to design and construct their projects in conformance with applicable standards regarding sight distance, sidewalks, crosswalks, and pedestrian movement controls. Therefore, cumulative impacts would be less than significant.

(4) Parking

The parking demand associated with the Project would not contribute to the cumulative demand for parking in the vicinity of the Project Site as a result of development of the Project and related projects. Specifically, the related projects are sufficiently separated from the Project Site such that they would not share parking supplies. Therefore, cumulative parking impacts would be less than significant. Additionally, because the Project would increase the number of parking spaces within the Project Site

and enhance circulation and accessibility within the Project Site, it is anticipated that the Project would reduce the incentive for patrons to park on adjacent neighborhood streets.

c. Project Design Features

Project Design Feature K-1: Construction Management Plan

The Ford Theatre Foundation shall prepare a construction traffic management plan, including haul routes and staging plans, as necessary and satisfactory to the County. The construction traffic management plan would be based on the nature and timing of the specific construction activities and shall include the following elements as appropriate:

- Prohibition of construction worker parking and other construction-related vehicles on adjacent residential streets.
- Provisions to prohibit construction equipment or material deliveries within the public right-of-way.
- Provisions for temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag persons).
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Provisions of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers, as appropriate.
- Provisions to accommodate the equipment storage and truck staging on-site.
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside of the commuter peak hours to the extent feasible.
- Obtaining the required permits for truck haul routes from the City prior to issuance of any permit for the Project.

Project Design Feature K-2: The Ford Theatres shall stagger the start times of simultaneous events to be held in the Amphitheatre and the 299-seat theatre on weekday evenings after 6:00 P.M. by a minimum of 45 minutes so as to separate the arrival patterns of each theatre's patrons.

Project Design Feature K-3: Parking and Traffic Management Plan

The Ford Theatre Foundation shall prepare a Parking and Traffic Management Plan including parking and traffic management measures and transportation demand management strategies. The Parking and Traffic Management Plan could include, but not be limited to, the following:

- Provide directions and location maps with the parking options available for visitors in web postings, real-time mobile applications, marketing, notification and media materials, etc.
- Post directions and maps showing truck routes for deliveries, construction vehicles, and other trucks.
- Encourage alternate travel options (transit and shuttle service) for visitors in event-related marketing/media information.
- Manage the use of all parking spaces in the on-site parking garages to maximize parking efficiency and avoid underutilization of parking spaces.
- Identify locations for bus drop-off/pick-up and staging.
- Provide valet assist parking in at least one parking garage to maximize parking circulation and capacity where possible during large events.
- Require employees and staff to park within designated areas.
- Implement Transportation Demand Management strategies for employees to reduce trips during the congested periods and travel via other modes besides driving alone (e.g., carpooling, flexible or alternative work schedules, transit incentives, parking incentives for carpools and vanpools, etc.)
- Provide bicycle amenities (bicycle racks, lockers, etc.).

d. Mitigation Measures

The Project would result in less than significant impacts to traffic, access, and parking. No mitigation measures would be required.

e. Conclusion

(1) Traffic

The Project would not result in significant impacts during Project construction or operation along the analyzed intersections under Existing with Project Conditions or Future (Year 2020) with Project Conditions.

(2) Congestion Management Plan

No significant impacts to CMP arterial monitoring stations or freeway segments would occur. In addition, the Project's transit impacts would be less than significant.

(3) Access and Circulation

Project access impacts as well as impacts related to pedestrian/bicycle facilities would be less than significant.

(4) Parking

Project impacts related to parking would be less than significant.

L.1. Utilities and Service Systems—Water

a. Analysis of Project Impacts

(1) Construction

The amount of water used during construction would vary depending on the conditions of soils, weather, size of the construction site, and site-specific operations. It is estimated that a total of approximately 650,000 to 800,000 gallons of water could be used throughout construction of the Project. It is noted however that this increase in water demand associated with Project construction would be temporary in nature and would occur intermittently throughout construction as needed. In addition, as concluded in LADWP's 2010 Urban Water Management Plan, projected water demand for the City would be met by the available supplies during an average year, single-dry year, and multiple-dry year through the year 2035, as well as the intervening years.

The Project would require construction of new, on-site water distribution lines to serve the proposed uses. Construction impacts associated with the installation of water distribution lines are expected to be confined to trenching in order to place the lines below surface. As discussed in Section IV.K, Traffic, Access, and Parking, of the Draft EIR, during construction of the Project, a Construction Management Plan would be implemented to ensure that adequate and safe access remains available within and near the Project Site during construction activities. In addition, prior to ground disturbance, Project contractors would coordinate with LADWP to identify the locations and depth of all lines. LADWP would also be notified in advance of proposed ground disturbance activities to avoid water lines and disruption of water service.

Based on the above, sufficient water supplies would be available to accommodate Project construction activities and, while the Project would require the construction of upgraded infrastructure facilities, the construction of such infrastructure improvements would not cause significant environmental effects. As such, construction-related impacts to water supply and infrastructure would be less than significant.

(2) Operation

(a) Water Supply

It is estimated that the Project would have an average daily domestic water demand of approximately 17,470 gallons per day (gpd). When accounting for the existing total Project Site water demand of approximately 6,529 gpd, the Project would result in a net increase in average daily water demand of approximately 10,941 gpd. However, as noted in the Water System and Supply Study included in Appendix M of the Draft EIR, since development of the water demand rates from the California Plumbing Code used to calculate the Project's water demand, most water fixtures, including those that would be implemented as part of the Project, now have reduced flow rates by 50 percent. Therefore, when accounting for typical flow rates of existing water fixtures, the water demand of the Project is estimated to be approximately 5,471 gpd or approximately 6.13 acre-feet per year (assuming constant water use throughout the year). It is noted that the Project's estimated water demand is likely conservative as it does not account for additional water conservation features that would be implemented by the Project, including those required by the County as part of the County's Green Building Program. These water saving features, which could include updated landscaping and modern irrigation, would reduce the Project's net increase in water demand accordingly.

As concluded in LADWP's 2010 Urban Water Management Plan, projected water demand for the City would be met by the available supplies during an average year, single-dry year, and multiple-dry year through the year 2035, as well as the intervening years (i.e., 2020). The Project's estimated net increase in water demand of approximately 6.13 acre-feet per year would comprise approximately 0.0009 percent of the water demand for the City in 2020 during an average year, single-dry year, and multiple-dry year period. Therefore, the Project would be well within the available and projected water supplies for normal, single-dry, and multiple-dry years through the year 2035 and, as such, LADWP would be able to meet the water demand for the Project as well as existing and planned water demands of its future service area. Therefore, the Project's operation-related impacts on water supply would be less than significant.

(b) Water Infrastructure

Water service to the Project Site would continue to be supplied by LADWP for domestic and fire protection uses. While domestic water demand is typically the main contributor to water consumption, fire flow demands have a much greater instantaneous impact on infrastructure, and therefore are the primary means for analyzing infrastructure capacity.

With implementation of an approved automatic fire sprinkler system within all of the buildings proposed, the required fire flow would be 4,000 gpm at a pressure of 20 psi. Based on pressure flow reports obtained from LADWP, the existing 8-inch LADWP water main in Cahuenga Boulevard East provides a flow of approximately 1,750 gpm at a residual pressure of 72 psi. To accommodate the required fire flow of 4,000 gpm, the Project would include two new connections to the existing 8-inch high-pressure water main in Cahuenga Boulevard East. The Project may include other necessary improvements to accommodate the ultimate fire flow set forth during the building permit process. The Project would also include the installation of four private fire hydrants and provide booster pumps for all proposed hydrants to meet the minimum flow rate and pressure requirements around the Project Site. The enhanced fire system would be a dedicated separate fire service system with no shared connections to the domestic supply lines. The Project would also provide new, on-site water distribution lines to serve the proposed uses.

With implementation of the necessary water infrastructure improvements as coordinated with the County Fire Department, LAFD, and LADWP, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site. Therefore, the Project would not result in operation-related impacts to water infrastructure and impacts would be less than significant.

b. Cumulative Impacts

(1) Water Supply

The 2010 Urban Water Management Plan prepared by LADWP accounts for existing development within the City, as well as projected growth through the year 2035 based on demographic growth projections in the Southern California Association of Governments' 2008 Regional Transportation Plan. Additionally, under the provisions of Senate Bill 610, LADWP is required to prepare a comprehensive water supply assessment for every new development "project" (as defined by Section 10912 of the Water Code) within its service area that reaches certain thresholds. The types of projects that are subject to the requirements of SB 610 tend to be larger projects that may or may not have been included within the growth projections of the 2010 Urban Water Management Plan. The water supply assessment for such projects would evaluate the quality and reliability of existing

and projected water supplies, as well as alternative sources of water supply and measures to secure alternative sources if needed. Continued efforts by LADWP to secure the reliability of water supplies in the future, combined with project-specific requirements to conduct analyses to ensure the availability of sufficient water supply to meet demand are expected to continue through 2020 (the Project's buildout year) and beyond. Based on LADWP's 2010 Urban Water Management Plan water demand projections through 2035 and the service area reliability assessment conducted by the LADWP, LADWP determined that it would be able to reliably provide water to its customers through the year 2035. As such, LADWP would be able to meet the water demand for the Project and the related projects.

Compliance of the Project with regulatory requirements that promote water conservation such as the County's Green Building Program, as well as Assembly Bill 32 which is discussed in detail in Section IV.C, Greenhouse Gas Emissions, of the Draft EIR, would also assist in assuring that adequate water supply is available on a cumulative basis.

Based on the above, it is anticipated that LADWP would be able to supply the demands of the Project, the related projects, and future growth through 2020 and beyond. Therefore, cumulative impacts on water supply would be less than significant

(2) Water Infrastructure

The geographic context for the cumulative impact analysis on water infrastructure is the vicinity of the Project Site. Development of the Project and future new development in the vicinity of the Project Site would cumulatively increase demands on the existing water infrastructure system. However, new development projects would be subject to LADWP review (or applicable jurisdiction) to assure that the existing public utility facilities would be adequate to meet the domestic and fire water demands of each project, and individual projects would be subject to LADWP requirements regarding infrastructure improvements needed to meet respective water demands, flow and pressure requirements, etc. Furthermore, LADWP, Los Angeles Department of Public Works, and the Los Angeles Fire Department would conduct ongoing evaluations to ensure facilities are adequate. Therefore, cumulative impacts on the water infrastructure system would be less than significant.

c. Project Design Features

Project Design Feature L.1-1: The Project shall install new on-site water connections, where necessary, to distribute water within the Project Site.

Project Design Feature L.1-2: The Project shall implement water conservation features, including, but not limited to: high-efficiency toilets and urinals, auto lavatory faucets, use of "tankless" or "on demand" water heaters, drought-tolerant planting, minimal irrigation system, use of permeable surfaces, weather-based irrigation controller with rain shutoff, use of a separate water meter (or sub meter), flow sensor, and master valve shutoff for irrigated landscape areas.

d. Mitigation Measures

As the Project would have a less than significant impact on water supply and water infrastructure during construction and operation, mitigation measures are not required.

e. Conclusion

Project-level and cumulative impacts on water supply and water infrastructure would be less than significant.

L.2. Utilities and Service Systems—Energy and Energy Conservation

a. Analysis of Project Impacts

(1) Energy Demand

(a) Construction

(i) Electricity

Electricity consumption during Project construction would vary throughout Project construction based on the construction activity (i.e., grading, building construction, etc.). However, the electricity consumption that would occur due to Project construction activities would be offset by the reduction in electricity consumption resulting from the demolition of existing uses and would be temporary in nature.

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 that would be installed along Cahuenga Boulevard East. In addition, temporary electrical poles could be installed within the Project Site until full build-out of the Project. As discussed in Section IV.K, Traffic, Access, and Parking, of the Draft EIR, during construction of the Project, a Construction Management Plan would be implemented to ensure that adequate and safe access remains available within and near

the Project Site during construction activities. Overall, demolition and construction activities would require limited electricity consumption and would not be expected to have any adverse impact on available electricity supplies and infrastructure. Therefore, construction-related impacts to electricity supply and infrastructure would be less than significant.

(ii) Natural Gas

Construction of the Project, including new buildings and facilities, typically would not involve the consumption of natural gas. Thus, there would be no demand generated by construction. The Project would, however, involve installation of new natural gas connections to serve the Project Site. Since the Project is located in an area already served by existing natural gas infrastructure, the Project would likely not require extensive infrastructure improvements to serve the Project Site. Construction impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to place the lines below surface. As previously discussed, a Construction Management Plan would be implemented to ensure that adequate and safe access remains available within and near the Project Site during construction activities. In addition, prior to ground disturbance, Project contractors would notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service. Therefore, construction-related impacts to natural gas supply and infrastructure would be less than significant.

(b) Operation

(i) Electricity

Project operations would increase the existing demand for electricity. Based on the electricity demand estimates, the Project's peak electricity demand would be approximately 2,105 KW of electricity per year. When accounting for the existing electricity usage of the former motel building, which would be removed as part of the Project, the Project's net peak electricity demand would be reduced to 2,065 KW per year. The estimated electrical consumption is a conservative estimate and does not factor in reductions in consumption from the implementation of energy conservation features. LADWP forecasts that in the 2020–2021 fiscal year, the annual electricity sold within its service area would increase to 22,888 GWh with a peak demand of 5,532 MW. The Project-related net annual peak electricity consumption would represent approximately 0.04 percent of the forecasted electricity peak demand in 2020. Therefore, it is anticipated that LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to support the Project's demand. In addition, LADWP has indicated that electric service to meet the Project is available and would be provided in accordance with LADWP's Rules and Regulations. While the availability of electricity is dependent upon adequate generating

capacity and fuel supplies, the estimated power requirement for the Project is part of the total load growth forecast for the City and has been taken into account in the planned growth of the City's power system. Thus, operational impacts associated with the Project's consumption of electricity would be less than significant.

(ii) Natural Gas

Operation of the Project would result in an increase in the consumption of natural gas for the heating of spaces and water, and cooking at the proposed restaurant. Based on the natural gas demand estimates, the Project's natural gas demand is estimated to be approximately 8,500 cubic feet per hour. This estimated natural gas demand is a conservative estimate and does not factor in reductions in consumption from the implementation of energy conservation features. In addition, as existing natural gas usage associated with the former motel building is unknown, the Project's estimated natural gas demand does not account for existing natural gas usage within the former motel building, which would be removed as part of the Project.

Based on the Project's estimated yearly natural gas consumption of 496,400 Therms per year, the Project would account for approximately 0.007 percent of the forecast for the 2020 natural gas consumption throughout SoCalGas' planning area. Given the limited percentage of total demand represented by the Project, SoCalGas' planned demand forecasts likely account for Project development. In addition, SoCalGas has indicated that natural gas facilities are available in the area of the Project Site. Further, the Project would incorporate compliance measures to address applicable energy regulations and requirements. As such, operational impacts associated with the consumption of natural gas would be less than significant.

(2) Energy Conservation

Green building design and construction practices would be implemented as part of the Project in compliance with the County's Green Building Ordinance. Accordingly, the Project would incorporate the County's Green Building Standards, including compliance with the California Energy Code. Design features that could be implemented would include, but not be limited to, light colored or "cool" roofs, efficient lighting and lighting control systems, energy-efficient heating and cooling systems and controls. In addition, the Project would incorporate a variety of water conservation features that would also promote energy conservation. Further, as part of the Project, the County would continue to promote the use of alternative modes of transportation by providing shuttles to and from the Universal City/Studio City Metro Red Line Station, thereby reducing energy usage associated with additional Project vehicles. Overall, the Project would be designed and constructed in accordance with state and local green building standards that would serve to reduce the energy demand of the Project. Additionally, based on the above, the Project's

energy demand would be within the existing and planned electricity and natural gas capacities of LADWP and SoCalGas, respectively. Therefore, development of the Project would not cause wasteful, inefficient, and unnecessary consumption of energy and would be consistent with the intent of Appendix F of the CEQA Guidelines.

b. Cumulative Impacts

(1) Electricity

The Project in conjunction with forecasted 2020 growth in LADWP's service area would increase electricity consumption and thus, would cumulatively increase the need for additional electricity supplies and infrastructure capacity. LADWP forecasts that in the 2020–2021 fiscal year, electricity consumption within its service area would increase to 22,888 GWh with a peak demand of 5,532 MW. Future cumulative growth expected during this period within LADWP's service area is accounted for in this forecast. As discussed above, Project-related net annual peak electricity consumption would represent approximately 0.04 percent of the forecasted electricity peak demand in 2020. Based on this small percentage, the Project's contribution to the cumulative electricity demand would not be substantial. In addition, based on the types of uses proposed by the related projects, it is anticipated that the related projects would similarly comprise a limited percentage of the forecasted total electricity demand within LADWP's service area in 2020. Further, as future electrical demand estimates factor in cumulative growth, the demand forecasts likely account for Project development and other future development, including the related projects, within LADWP's service area. Although the Project, related projects, and other future development would result in the irreversible use of renewable and non-renewable electricity resources which would limit future availability, the use of such resources would be on a relatively small scale and would be consistent with regional and local growth expectations for LADWP's service area. Additionally, like the Project, related projects would be expected to incorporate energy conservation features, comply with applicable regulations including the City's and County's Green Building Ordinance, and incorporate mitigation measures, as necessary. Accordingly, the Project's contribution to cumulative impacts related to electricity consumption would be less than significant.

Electricity infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by LADWP are ongoing. It is expected that LADWP would continue to expand delivery capacity as needed to meet demand increases within its service area. Development projects, inclusive of the related projects, within its service area would also be anticipated to incorporate site-specific infrastructure improvements, as necessary. As such, cumulative impacts with respect to electricity infrastructure would be less than significant.

(2) Natural Gas

Buildout of the Project, related projects, and other future development projects in SoCalGas' service area is expected to increase natural gas consumption and thus cumulatively increase the need for additional natural gas supplies and infrastructure capacity. The California Energy Commission estimates natural gas consumption within SoCalGas' planning area will increase to 7,263 million Therms in 2020 (Project buildout year). Future 2020 cumulative growth within SoCalGas' service area is accounted for in this forecast. As previously indicated, the Project's annual natural gas usage would represent approximately 0.007 percent of the forecasted total consumption in 2020. It is anticipated that given the type of developments proposed by the related projects, the related projects would similarly comprise a limited percentage of the forecasted total consumption within SoCalGas' service area in 2020. Further, as future natural gas demand estimates factor in cumulative growth, the demand forecasts likely account for Project development and other future development, including the related projects, in SoCalGas' service area. Although related projects would result in the irreversible use of renewable and non-renewable electricity resources which would limit future availability, the use of such resources would be on a relatively small scale and would be consistent with regional and local growth expectations for SoCalGas' service area. Furthermore, like the Project, the related projects and any other future development would be expected to incorporate energy conservation features, comply with applicable regulations including the County's Green Building Ordinance, and incorporate mitigation measures, as necessary, to address natural gas demands. Accordingly, the Project's contribution to cumulative impacts related to natural gas would be less than significant.

Natural gas infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by SoCalGas occur as needed. It is expected that SoCalGas' would continue to expand delivery capacity if necessary to meet demand increases within its service area. Development projects within its service area would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate. As such, cumulative impacts with respect to natural gas infrastructure would be less than significant.

c. Project Design Features

No specific project design features beyond the project improvements discussed in Section II, Project Description, of the Draft EIR are proposed with regard to energy and energy conservation.

d. Mitigation Measures

As discussed above, the Project's impacts on energy and energy conservation would be less than significant. As such, no mitigation measures would be required.

e. Conclusion

As indicated above, the Project's impacts on energy and energy conservation would be less than significant.

II. Clarifications and Additions to the Draft EIR

II. Clarifications and Additions to the Draft EIR

This section of the Final EIR provides changes to the Draft EIR that have been made to clarify, correct, or add to the environmental impact analysis for the Ford Theatres Project (the Project). Such changes are a result of public and agency comments received in response to the Draft EIR and/or new information that has become available since publication of the Draft EIR. The changes described in this section do not result in any new or increased significant environmental impacts that would result from the Project. Such changes to the Draft EIR are indicated in this section under the appropriate Draft EIR section or appendix heading. Deletions are shown with ~~strikethrough~~ and additions are shown with underline.

I. Executive Summary

Section I, Executive Summary of this Final EIR has been revised based on the Clarifications and Additions provided herein.

II. Project Description

No clarifications or additions have been made to this section of the Draft EIR.

III. Environmental Setting

No clarifications or additions have been made to this section of the Draft EIR.

IV. Environmental Impact Analysis

IV.A. Aesthetics, Views, Light, and Glare

No clarifications or additions have been made to this section of the Draft EIR.

IV.B. Air Quality

No clarifications or additions have been made to this section of the Draft EIR.

IV.C. Greenhouse Gas Emissions

No clarifications or additions have been made to this section of the Draft EIR.

IV.D. Biological Resources

No clarifications or additions have been made to this section of the Draft EIR.

IV.E. Cultural Resources

Volume 1, Section IV.E, Cultural Resources, page IV.E-27, revise Mitigation Measure E-2 as follows:

> **Mitigation Measure E-2:** If a unique archaeological resource is discovered during Project construction activities, work in the area shall cease and deposits shall be treated by a qualified professional who satisfies the Secretary of the Interior's Professional Qualification Standards for History, Architectural History, or Architecture, pursuant to 36 CFR 61 in accordance with applicable federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. In addition, if it is determined that an archaeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 shall be implemented.

Volume 1, Section IV.E, Cultural Resources, page IV.E-28, revise Mitigation Measure E-4 as follows:

> **Mitigation Measure E-4:** A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities of the Project Site where excavations into the Topanga Formation may occur. The frequency of inspections shall be based on consultation with the paleontologist and shall depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. If paleontological materials are

encountered, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The paleontologist shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource, as appropriate. The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report, and a copy of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum and the Los Angeles County Department of Parks and Recreation. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist.

Additionally, at the request of Hollywood Heritage and the Los Angeles Conservancy in their comments on the Draft EIR, the Ford Theatre Foundation has agreed to provide for the preparation of a Historic Structures Report, although the Draft EIR demonstrates that there would be no significant adverse effect on cultural resources and that the Amphitheatre would remain eligible for listing in the National Register of Historic Places, with the design features and mitigation measures already incorporated in the Project. While the CEQA Guidelines provide that mitigation measures are not required for effects found to be not significant, in recognition of Hollywood Heritage's, the Los Angeles Conservancy's, and the Ford Theatre Foundation's shared interest in ensuring that the Project meets the highest possible historical preservation standards, and to facilitate tracking the implementation of the Historic Structures Report, the Ford Theatre Foundation has agreed to include preparation of an Historic Structures Report as an additional mitigation measure.

Volume 1, Section IV.E, Cultural Resources, page IV.E-28, add Mitigation Measure E-5 as follows:

Mitigation Measure E-5: The Project shall include preparation of a Historic Structures Report by a historic preservation professional meeting the Secretary of the Interior's Professional Qualification Standards. The Historic Structures Report shall be prepared in compliance with National Park Service Preservation Brief No. 43: The Preparation and Use of Historic Structures Report.

Pursuant to National Park Service Preservation Brief No. 43, the Historic Structures Report shall include recommendations for the treatment of the character-defining features, as well as guidance for complying with the Standards. The Historic Structures Report shall also include additional information about the history and physical features of the property. Preparation of the Historic Structures Report shall commence by the first quarter of 2015.

IV.F. Geology and Soils

No clarifications or additions have been made to this section of the Draft EIR.

IV.G. Hydrology, Water Quality, and Groundwater

No clarifications or additions have been made to this section of the Draft EIR.

IV.H. Land Use

No clarifications or additions have been made to this section of the Draft EIR.

IV.I. Noise

No clarifications or additions have been made to this section of the Draft EIR.

IV.J.1. Public Services—Fire Protection

Volume 1, Section IV.J.1, Public Services—Fire Protection, page IV.J.1-10, revise Project Design Feature J.1-3 as follows:

Project Design Feature J.1-3: The Project shall provide automatic fire sprinkler systems, approved by the County Fire Department, within all of the new buildings. With installation of fire sprinkler systems within all of the new buildings, the required fire flow shall be 4,000 gallons per minute with a residual pressure of 20 pounds per square inch, or a reduced fire flow as determined by the County Fire Department, LAFD, and LADWP during the building permit process for the Project.

Volume 1, Section IV.J.1, Public Services—Fire Protection, page IV.J.1-10, revise Project Design Feature J.1-4 as follows:

> **Project Design Feature J.1-4:** To accommodate the required fire flow, the Project shall provide two connections to the existing 8-inch high pressure water main in Cahuenga Boulevard East, or other necessary improvements as coordinated with the County Fire Department, LAFD, and LADWP during the building permit process for the Project.

Volume 1, Section IV.J.1, Public Services—Fire Protection, page IV.J.1-15, revise subsection (c) Fire Flow, as follows:

As discussed in Section IV.L.1, Utilities and Service Systems—Water, of this Draft EIR, of this Draft EIR, domestic and fire water service to the Project Site would continue to be supplied by LADWP. As described in Section II, Project Description, of this Draft EIR, infrastructure improvements related to fire service would include installation of four onsite fire hydrants, illustrated in Figure IV.J.1-3 on page IV.J.1-16.

As provided in Appendix K of this Draft EIR, with implementation of a fire sprinkler system within all of the buildings proposed as set forth in Project Design Feature J.1-3, the required fire flow set forth by the County Fire Department would be 4,000 gpm at a pressure of 20 psi. This preliminary fire flow may be reduced as coordinated with the County Fire Department, LAFD, and LADWP during the building permit process for the Project.

As previously described, domestic and fire water service is currently provided from a 4-inch water service lateral line that connects to an 8-inch LADWP water main located in Cahuenga Boulevard East. The water main can provide approximately 1,750 gpm at a residual pressure of 72 psi. To accommodate the required fire flow of 4,000 gpm, the Project would include the installation of two new connections to the existing 8-inch high pressure water main in Cahuenga Boulevard East, or other necessary improvements to accommodate the ultimate fire flow set forth during the building permit process, as provided in Project Design Feature J.1-4 above. In addition, the Project would include the installation of four private fire hydrants on-site and, as set forth in Project Design Feature J.1-5 above, booster pumps would be required for all proposed hydrants to meet the minimum flow rate and pressure requirements around the Project Site. As provided in Project Design

Feature J.1-6, the enhanced fire system would be a dedicated separate fire service system with no shared connections to the domestic supply lines.

With construction of the ~~proposed~~ necessary onsite fire water system improvements as coordinated with the County Fire Department, LAFD, and LADWP, the Project would meet the fire flow requirements set forth by the County Fire Department and LAFD. Therefore, impacts regarding fire flow would be less than significant.

IV.J.2. Public Services—Police Protection

No clarifications or additions have been made to this section of the Draft EIR.

IV.K. Traffic, Access, and Parking

Volume 1, Section IV.K, Traffic, Access, and Parking, page IV.K-5, revise the fourth bullet as follows:

- Pilgrimage Bridge is an east-west roadway that connects Cahuenga Boulevard West and Cahuenga Boulevard East near the Project Site. It provides access to the Project Site with two travel lanes, one in each direction. Parking is not permitted. ~~The posted speed limit is 35 mph.~~ Speed limit signs are not posted on Pilgrimage Bridge; thus, it is assumed to be a prima-facie speed limit of 25 mph, consistent with the State of California Vehicle Code.

Volume 1, Section IV.K, Traffic, Access, and Parking, page IV.K-8, revise Section 3, Approach and Methodology, as follows:

As previously noted, while the Ford Theatres are owned and operated by the County of Los Angeles, the street system surrounding the Project Site, including the study intersections, are within the jurisdiction of the City of Los Angeles. In consultation with the County of Los Angeles Department of Public Works, it was determined that the Traffic Study for the Project be prepared in accordance with the City of Los Angeles Department of Transportation's Traffic Study Policies and Procedures (~~May 2012~~June 2013). LADOT's Traffic Study Policies and Procedures establish the guidelines for determining the appropriate traffic analysis for a project, analysis methodologies, and significance thresholds. The scope of analysis included in the Traffic Study was developed in consultation with both the LACDPW and

LADOT staff. In addition, the base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) were identified as part of the Traffic Study approach and were reviewed and approved by LACDPW staff.

Volume 1, Section IV.K, Traffic, Access, and Parking, page IV.K-10, replace Figure IV.K-1, Study Area and Analyzed Intersections, with Revised Figure IV.K-1 on page II-8.

Volume 1, Section IV.K, Traffic, Access, and Parking, page IV.K-25 through IV.K-27, revise subsection (ii) Trip Distribution and Traffic Assignment, as follows:

The second and third components of the travel demand analysis includes an estimation of the geographical distribution of origins and destinations for the trips generated by the Project (trip distribution) and the assignment of these trips to the study area roadway system (traffic assignment). As stated above, the geographic distribution of trips generated by the Project is dependent on characteristics of the street system serving the Project Site, the level of accessibility of routes to and from the Project Site, and the locations of nearby residential, entertainment and employment centers. Based on the observed distribution of traffic in the vicinity of the Project Site, Project traffic was assigned to the surrounding streets as follows: approximately 50 percent of the total Project traffic was assigned to/from the north of the Project Site~~;~~ and approximately 50 percent of the total Project traffic was assigned to/from the south of the Project Site~~.; and approximately~~ Approximately 60 percent of the total Project traffic was assigned to/from the US-101 and the Project Site.

IV.L.1. Utilities and Service Systems—Water

Volume 1, Section IV.L.1, Utilities and Service Systems—Water, page IV.L.1-18 through page IV.K.1-19, revise subsection (b) Water Infrastructure, as follows:

Water service to the Project Site would continue to be supplied by LADWP for domestic and fire protection uses. While domestic water demand is typically the main contributor to water consumption, fire flow demands have a much greater instantaneous impact on infrastructure, and therefore are the primary means for analyzing infrastructure capacity.

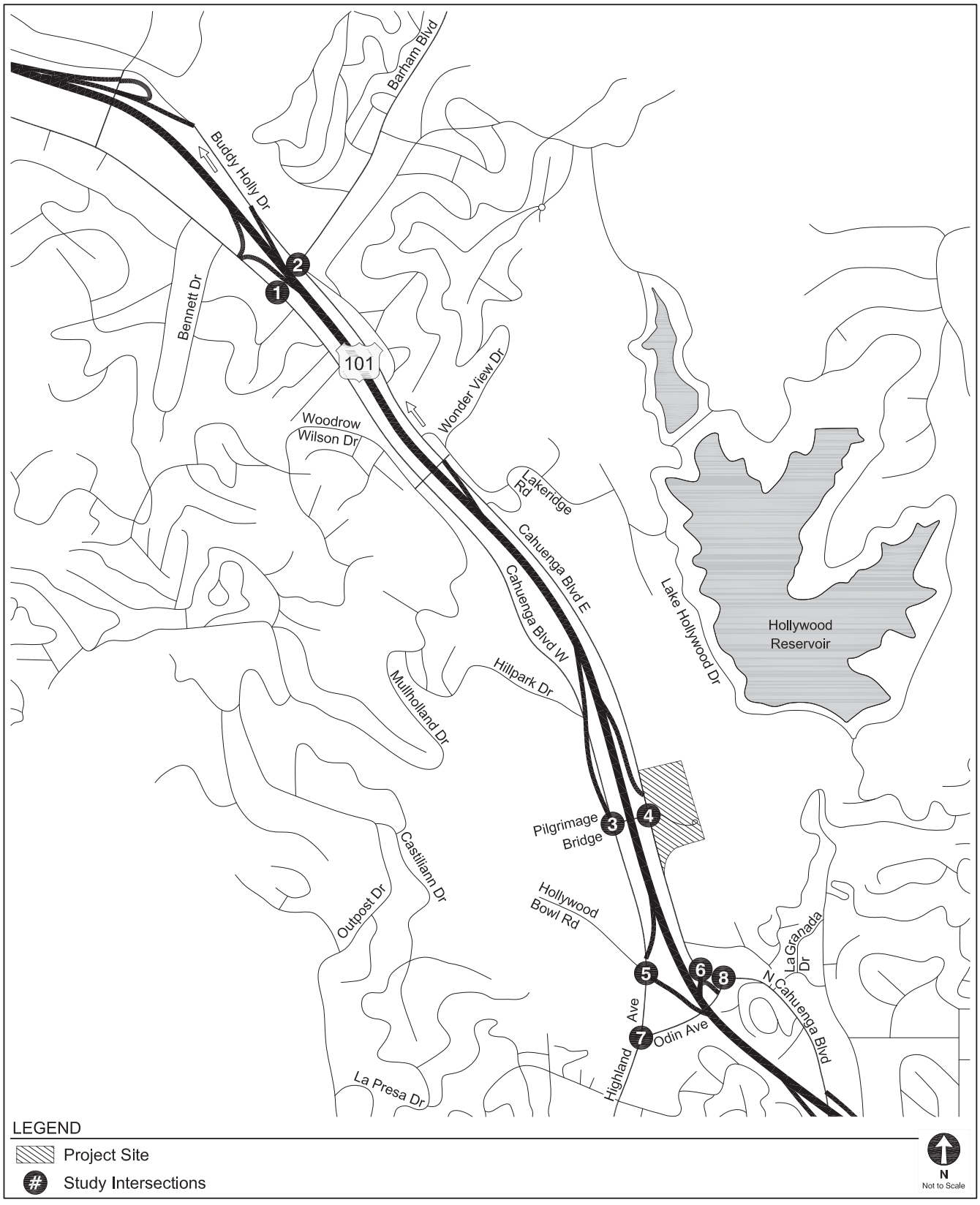


Figure IV.K-1
Study Area and Analyzed Intersections (Revised)

Source: Gibson Transportation Consulting, Inc., 2014.

As provided in Appendix K of this Draft EIR, with implementation of an approved automatic fire sprinkler system within all of the buildings proposed, as set forth in Project Design Feature J.1-3 included in Section IV.J.1, Public Services—Fire Projection, of this Draft EIR, the required fire flow would be 4,000 gpm at a pressure of 20 psi. This preliminary fire flow may be reduced as coordinated with the County Fire Department, LAFD, and LADWP during the building permit process for the Project. Based on pressure flow reports obtained from LADWP, the existing 8-inch LADWP water main in Cahuenga Boulevard East provides a flow of approximately 1,750 gpm at a residual pressure of 72 psi. As previously described, to accommodate the required fire flow of 4,000 gpm, the Project would include two new connections to the existing 8-inch high pressure water main in Cahuenga Boulevard East. The Project may include other necessary improvements to accommodate the ultimate fire flow set forth during the building permit process. The Project would also include the installation of four private fire hydrants on-site and provide booster for all proposed hydrants to meet the minimum flow rate and pressure requirements around the Project Site. The enhanced fire system would be a dedicated separate fire service system with no shared connections to the domestic supply lines. The Project would also provide new, on-site water distribution lines to serve the proposed uses.

With implementation of the ~~proposed~~ necessary water infrastructure improvements ~~described above~~ as coordinated with the County Fire Department, LAFD, and LADWP, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site. Therefore, the Project would not result in operation-related impacts to water infrastructure and impacts would be less than significant.

IV.L.2. Utilities and Service Systems—Energy

No clarifications or additions have been made to this section of the Draft EIR.

V. Alternatives

No clarifications or additions have been made to this section of the Draft EIR.

VI. Other CEQA Considerations

No clarifications or additions have been made to this section of the Draft EIR.

VII. References

No clarifications or additions have been made to this section of the Draft EIR.

VIII. List of Preparers

No clarifications or additions have been made to this section of the Draft EIR.

IX. Acronyms and Abbreviations

No clarifications or additions have been made to this section of the Draft EIR.

Appendices

No clarifications or additions have been made to Appendices A through K or Appendices M through N of the Draft EIR. Specific clarifications to Appendix L, Traffic Study, of the Draft EIR are provided below. An additional appendix, Appendix P, has also been added as described further below.

Appendix L: Traffic Study

(a) General Clarification

To clarify, the tables showing existing and future with and without the Project intersection peak hour levels of service included in the main part of the Traffic Study depict the estimated intersection operating conditions for signalized intersections. The analysis for the one unsignalized intersection in the study area (Intersection No. 3, Cahuenga Boulevard East & Barham Boulevard) is provided in Appendix E of the Traffic Study.

(b) Specific Clarifications and Additions

Volume 4, Appendix L, Traffic Study, page 9, revise the first paragraph as follows:

> This chapter describes the various traffic scenarios analyzed, the methodologies used for assessing intersection ~~and street segment~~ operating conditions, and significant traffic impact criteria for the jurisdictions overseeing the analysis.

Volume 4, Appendix L, Traffic Study, page 9 through page 10, revise the first paragraph under the subsection titled Study Scope and Analysis Conditions, as follows:

The Project is in the County of Los Angeles, which requires that traffic studies follow the criteria contained in LACDPW's *Traffic Impact Analysis Report Guidelines* (Jan 1, 1997). However, since all of the study intersections are in within City of Los Angeles jurisdiction, based on direction from LACDPW staff, this traffic study follows LADOT's *Traffic Study Policies and Procedures* (~~May 2012~~June 2013), which establishes the guidelines for determining the appropriate traffic analysis for a project, analysis methodologies, significance thresholds, etc. As required by Traffic Study Policies and Procedures, the traffic analysis focused on weekday and weekend peak hours (i.e., the time periods in which congestion is at its greatest levels), which generally corresponds to the highest hour on a weekday during the morning and afternoon commuter periods and the midday peak hour on a weekend. In addition, as previously noted, analysis of the weekday and weekend evening "pre-event" peak hour was also prepared. The scope of analysis for this study was developed in consultation with LACDPW and LADOT staff. The base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were reviewed and approved by LACDPW staff.

Volume 4, Appendix L, Traffic Study, page 11, revise the third paragraph as follows:

The ATSAC~~)~~ system represents an advanced system in computer control of traffic signals. It was first put into operation in June 1984 in the Coliseum area of the City of Los Angeles to anticipate the expected increase in traffic due to the Summer Olympic Games, and has since been expanded to other parts of the City. The advantages of ATSAC-controlled traffic signals are substantial, including real-time adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by incidents, the ability to implement special purpose short-term signal timing changes in response to incidents, and the ability to identify signal equipment malfunctions quickly. LADOT estimates that implementation of this system improves intersection capacity by an average of 7%.

Volume 4, Appendix L, Traffic Study, page 19, revise the fourth bullet as follows:

- Pilgrimage Bridge is an east-west roadway that connects Cahuenga Boulevard West and Cahuenga Boulevard East near the Project Site. It provides access to the Project Site with two travel lanes, one in each direction. Parking is not permitted.~~ The posted speed limit is 35 mph.~~ Speed limit signs are not posted on Pilgrimage Bridge; thus, it is assumed to be a prima-facie speed

limit of 25 mph, consistent with the State of California Vehicle Code.

Volume 4, Appendix L, Traffic Study, page 23, replace Figure 2, Study Area and Analyzed Intersections, with Revised Figure 2 on page II-13.

Volume 4, Appendix L, Traffic Study, page 89, revise subsection titled Passenger Car Equivalent Trips as follows:

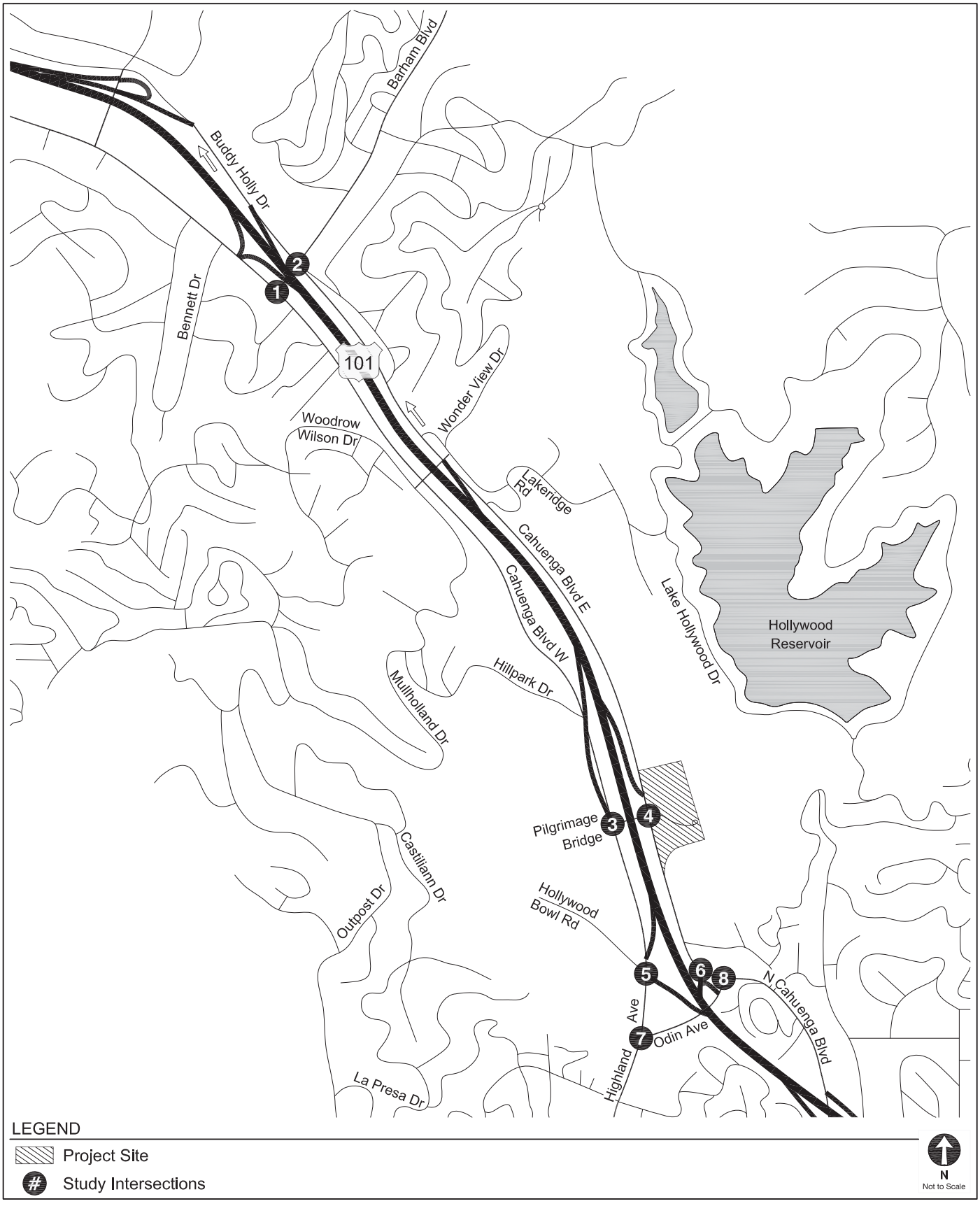
Assuming a passenger car equivalency (PCE) factor of 2.0, the 64 off-site haul trucks and 30 delivery trucks would be equivalent to ~~94~~ 188 passenger car trips per day. *Transportation Research Circular No. 212, Interim Materials on Highway Capacity* (Transportation Research Board, 1980) defines PCE for a vehicle as the number of through moving passenger cars to which it is equivalent based on the vehicle's headway and delay-creating effects. Table 8 of *Transportation Research Circular No. 212* and Exhibit 16.7 of the *2000 Highway Capacity Manual* (Transportation Research Board, 2000) suggest a PCE of 2.0 for trucks.

Volume 4, Appendix L, Traffic Study, page 89, revise subsection titled Potential Impacts of Construction Traffic as follows:

As described above, Project construction at its most intense phases is expected to generate approximately 176 daily worker trips and ~~94~~ 188 PCE daily truck trips, which account for off-site hauling and deliveries, most of which are anticipated to occur during off-peak hours. Because a majority of construction traffic would occur during off-peak hours, Project construction is not expected to cause a significant traffic impact at any of the analyzed intersections. In order to minimize the effect of construction-related traffic on the surrounding street system, all construction workers, haul trucks and delivery trucks would be prohibited from parking, staging, or queuing along the adjacent public streets. With implementation of a Construction Management Plan, construction traffic impacts at study intersections would be less than significant.

Volume 4, Appendix L, Traffic Study, References Chapter, revise the following reference:

Traffic Study Policies and Procedures, Los Angeles Department of Transportation, ~~May 2012~~June 2013.



STUDY AREA AND ANALYZED LOCATIONS (REVISED)

FIGURE 2

Volume 4, add new Appendix P, Project Architects Résumés, as provided on pages II-15 and II-16.

Brenda A. Levin, FAIA

Architectural Registration

State of California 1980

Professional History

1980-Present/Architect
President of Levin & Associates, Inc., an urban design and architecture firm with emphasis in large scale renovation and adaptive re-use of historic buildings and the design of new educational, cultural, multi-family housing buildings.

Selected Projects include:
Urban Revitalization: The Oviatt, Fine Arts, and Bradbury Buildings, Wiltern Theater, Grand Central Square, Chapman Market, Hall of Justice, Pasadena Streetscapes

Arts & Culture: UC Santa Barbara Art Museum, Huntington Library, John Anson Ford Theatres, Autry National Center, Southwest Museum, Santa Monica Civic Auditorium, Barnsdall Art Park

Education: Oakwood School, Occidental, Scripps, Pitzer and Whittier Colleges, Ballona Discovery Center

Civic and Social: Dodger Stadium Renovation, Wilshire Boulevard Temple, Hercules Campus at Playa Vista, Griffith Observatory, Los Angeles City Hall, National Center for the Preservation of Democracy, Downtown Women's Center

Awards

2014 *Wilshire Boulevard Temple:*
Los Angeles Conservancy - President's Award
California Preservation Foundation Design Award

2010 AIA/LA Gold Medal Presidential Award

2008 USC Parkinson Spirit of Urbanism Award
AIA Honor Award - Griffith Observatory

2007 *Griffith Observatory:*
National Trust for Historic Preservation
California Preservation Foundation
Los Angeles Conservancy - Preservation Award

2004 AIACC Historic Preservation Achievement Award

2003 LA Chamber of Commerce – Distinguished Achievement Award

2002 Los Angeles Conservancy – Preservation Award
LA-AIA Building Team of the Year Award

2000 Los Angeles Conservancy – Preservation Award – The Boone Gallery

Education

Harvard University - Graduate School of Design
Degree: Masters in Architecture 1976

New York University
Degree: B.S. Graphic Design 1968

Carnegie-Mellon University - 1964-1967

Memberships and Boards

American Institute of Architects, College of Fellows
Los Angeles Institute for the Humanities at USC
Claremont University Consortium - Chair, Land Use Planning Committee
Downtown Women's Center, Past President

Andrea Rawlings, AIA

Architectural Registration

State of California 1992

Experience

Ms. Rawlings' dedication to the architectural profession is illustrated by her participation on numerous boards and commissions. She is a Project Manager with critical thinking skills and engages in thoughtful design solutions. Her communication skills enable her to effectively lead a project team and assure Client goals and expectations are met. Her responsibilities include project/client criteria conformance, project documentation, and project constructibility. Ms. Rawlings' past experience includes community based assignments for numerous public sector clients.

- Wilshire Boulevard Temple, Los Angeles, CA
- Grand Central Square, Los Angeles, CA
- Bradbury Building Renovation, Los Angeles, CA
- Hercules Campus, Playa Vista, CA
- Van Nuys City Hall, City of Los Angeles
- Dodger Stadium, Los Angeles, CA
- Whittier College Campus Center, Whittier, CA
- Ballona Discovery Center, Playa Vista, CA
- Studio Master Plan & Historic Building Guidelines, Los Angeles CA
- UC San Diego / Scripps Institution of Oceanography Lab Building, San Diego, CA
- Rancho San Pedro Community Center, San Pedro, CA
- William Mead Community Center, Los Angeles, CA
- Acton/Agua Dulce Library, Acton, CA

Education

Southern California Institute of Architects, Santa Monica, CA
Bachelor of Architecture 1982
University of California Irvine, Engineering 1976-1978

Affiliations

American Institute of Architects
Historic Preservation Commission, City of Pasadena, 2006-Present
Design Commission, City of Pasadena, 2000-2006, 2010-Present
Mayor's Advisory Board, City of Pasadena, 2000-2006
Gold-line Authority, Los Angeles to Pasadena Review Board, 2000-2003
Supplemental Examination Commissioner, California Architect's Board, Department of Consumer Affairs, 1999-2009

Publications

Good Neighbors, Housing that Supports Stable Communities, Los Angeles Housing Department

III. Responses to Comments

III. Responses to Comments

A. Introduction

CEQA Guidelines Section 15088(a) states that "The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The lead agency shall respond to comments received during the noticed comment period and any extensions and may respond to late comments." In accordance with these requirements, this section of the Final EIR provides responses to each of the written comments received during the comment period for the Draft EIR.

Section III.B, Matrix of Comments Received in Response to the Draft EIR, includes a table that provides a graphic summary of the environmental issues raised by each commenter in response to the Draft EIR. In addition, Section III.C, Comment Letters, provides a copy of each comment letter and written responses to each of the environmental issues raised in the comment letters on the Draft EIR. Copies of the full original comment letters are also provided in Appendix FEIR-A of this Final EIR. All comments and responses would be provided to the County Board of Supervisors, the decision makers on this Project, for their consideration prior to any action on Project recommendations.

III. Responses to Comments

B. Matrix of Comments Received in Response to the Draft EIR

Table FEIR III-1
Matrix of Comments Received in Response to the Draft EIR

Letter No.	SUMMARY OF WRITTEN COMMENTS	Project Description	Environmental Setting	Aesthetics	Air Quality	Greenhouse Gases	Biological Resources	Cultural Resources	Geology and Soils	Hydrology & Water Quality	Land Use	Noise	Public Services	Traffic, Access & Parking	Utilities	Alternatives	Other CEQA Considerations	General Support	General Opposition	Other
1	Scott Morgan Director State Clearinghouse and Planning Unit Governor's Office of Planning and Research State of California P.O. Box 3044 Sacramento, CA 95812-3044																			X

Table FEIR III-1 (Continued)
Matrix of Comments Received in Response to the Draft EIR

Letter No.	SUMMARY OF WRITTEN COMMENTS	Project Description	Environmental Setting	Aesthetics	Air Quality	Greenhouse Gases	Biological Resources	Cultural Resources	Geology and Soils	Hydrology & Water Quality	Land Use	Noise	Public Services	Traffic, Access & Parking	Utilities	Alternatives	Other CEQA Considerations	General Support	General Opposition	Other
2	Ali Poosti Division Manager Wastewater Engineering Services Division Bureau of Sanitation City of Los Angeles 2714 Media Center Dr. Los Angeles, CA 90065-1733																X			
3	Frank Vidales Chief Forestry Division Prevention Services Bureau County of Los Angeles Fire Department 1320 N. Eastern Ave. Los Angeles, CA 90063-3294												X		X					
4	Tom LaBonge Councilmember, 4th District City Hall, Room 480 Los Angeles, CA 90012																	X		
5	Krista Michaels Acting President Cahuenga Pass Property Owners Assn. P.O. Box 1655 Hollywood, CA 90078-1655													X				X		

Table FEIR III-1 (Continued)
Matrix of Comments Received in Response to the Draft EIR

Letter No.	SUMMARY OF WRITTEN COMMENTS	Project Description	Environmental Setting	Aesthetics	Air Quality	Greenhouse Gases	Biological Resources	Cultural Resources	Geology and Soils	Hydrology & Water Quality	Land Use	Noise	Public Services	Traffic, Access & Parking	Utilities	Alternatives	Other CEQA Considerations	General Support	General Opposition	Other
6	Bryan Cooper President Hollywood Heritage, Inc. P.O. Box 2586 Hollywood, CA 90078							X										X		
7	Adrian Scott Fine Director of Advocacy Los Angeles Conservancy 523 West Sixth Street, Suite 826 Los Angeles, CA 90014							X												
8	Michael P. Meyer President Outpost Homeowners Association 7007 Macapa Dr. Los Angeles, CA 90068-2001													X						
9	Jeffrey P. Brown 2285 La Granada Dr. Los Angeles, CA 90068-2723 jeffreypbrown@gmail.com													X						
10	Amy Cutter 6700 Hillpark Dr., Apt. 301 Los Angeles, CA 90068-2111													X						

Table FEIR III-1 (Continued)
Matrix of Comments Received in Response to the Draft EIR

Letter No.	SUMMARY OF WRITTEN COMMENTS	Project Description	Environmental Setting	Aesthetics	Air Quality	Greenhouse Gases	Biological Resources	Cultural Resources	Geology and Soils	Hydrology & Water Quality	Land Use	Noise	Public Services	Traffic, Access & Parking	Utilities	Alternatives	Other CEQA Considerations	General Support	General Opposition	Other
11	Stephen DeCordova 2336 Lorenzo Dr. Los Angeles, CA 90068-2726																			X
12	Marci Diller 2370 San Marco Dr. Hollywood, CA 90068-2735						X													
13	Joyce and Stanley Dyrector 6866 Iris Cir. Hollywood, CA 90068-2716													X						
14	Wendy Horowitz horowitz@lapl.org												X							X
15	Greg Johnson 6728 Hillpark Dr. Los Angeles, CA 90068-2170													X						
16	Eric Preven (1) esp3800@aol.com																			X
17	Eric Preven (2) esp3800@aol.com																			X
18	Eric Preven (3) esp3800@aol.com																			X

Table FEIR III-1 (Continued)
Matrix of Comments Received in Response to the Draft EIR

Letter No.	SUMMARY OF WRITTEN COMMENTS	Project Description	Environmental Setting	Aesthetics	Air Quality	Greenhouse Gases	Biological Resources	Cultural Resources	Geology and Soils	Hydrology & Water Quality	Land Use	Noise	Public Services	Traffic, Access & Parking	Utilities	Alternatives	Other CEQA Considerations	General Support	General Opposition	Other
19	Eric Preven (4) esp3800@aol.com																			X
20	Eric Preven (5) esp3800@aol.com																			X
21	Eric Preven (6) esp3800@aol.com																			X
22	Eric Preven (7) esp3800@aol.com																			X
23	Eric Preven (8) esp3800@aol.com																			X
24	Eric Preven (9) esp3800@aol.com																			X
25	Eric Preven (10) esp3800@aol.com																			X
26	Eric Preven (11) esp3800@aol.com																			X
27	Eric Preven (12) esp3800@aol.com																			X

Table FEIR III-1 (Continued)
Matrix of Comments Received in Response to the Draft EIR

Letter No.	SUMMARY OF WRITTEN COMMENTS	Project Description	Environmental Setting	Aesthetics	Air Quality	Greenhouse Gases	Biological Resources	Cultural Resources	Geology and Soils	Hydrology & Water Quality	Land Use	Noise	Public Services	Traffic, Access & Parking	Utilities	Alternatives	Other CEQA Considerations	General Support	General Opposition	Other
28	A Sandoval wh16mmgal@aol.com												X							X

III. Responses to Comments

C. Comment Letters

Comment Letter No. 1

Scott Morgan
Director
State Clearinghouse and Planning Unit
Governor's Office of Planning and Research
State of California
P.O. Box 3044
Sacramento, CA 95812-3044

Comment No. 1-1

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on August 6, 2014, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Document Details Report
State Clearinghouse Data Base

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

Type EIR Draft EIR

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 Kathline King
Agency Los Angeles County
Phone 213 351 5098 **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
Lat / Long 34° 6' 50" N / 118° 20' 4" W
Cross Streets Caheunga Boulevard East and US 101
Parcel No.
Township 1S **Range** 14W **Section** 3 **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 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; Aesthetic/Visual

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Cal Fire; Office of Historic Preservation; Department of Parks and Recreation; California Highway Patrol; Caltrans, District 7; Caltrans, Division of Transportation Planning; Air Resources Board; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; Santa Monica Mountains Conservancy

Date Received 06/23/2014 **Start of Review** 06/23/2014 **End of Review** 08/06/2014

Response to Comment No. 1-1

This comment acknowledges the receipt of the Draft EIR by the State of California Governor's Office of Planning and Research, State Clearinghouse and Planning Unit, and compliance with State Clearinghouse review requirements for draft environmental documents, in accordance with CEQA.

Comment Letter No. 2

Ali Poosti
Division Manager
Wastewater Engineering Services Division
Bureau of Sanitation
City of Los Angeles
2714 Media Center Dr.
Los Angeles, CA 90065-1733

Comment No. 2-1

This is in response to your June 23, 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.

Response to Comment No. 2-1

This introductory comment describes the role of the City of Los Angeles Bureau of Sanitation, Wastewater Engineering Services Division. This comment does not raise a specific environmental issue. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 2-2

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)
Existing			
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)
Proposed			
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
Total			**5,159**

Response to Comment No. 2-2

This comment provides the projected wastewater discharge for the Project based on the City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates table. The table shows that the Project would generate approximately 5,159 gallons per day (gpd) of wastewater.

As analyzed on page 42 of the Initial Study for the Ford Theatres Project (included as Appendix A.1 of the Draft EIR), based on the Sewer Capacity Availability Request processed by the City of Los Angeles Department of Public Works, Bureau of Sanitation,

the Project was estimated to generate approximately 5,452 gpd (0.0055 mgd) of wastewater. Therefore, the Initial Study analyzed a more conservative estimate that indicates a greater increase in wastewater generation as compared to the above wastewater generation table.

Comment No. 2-3

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 into a 21-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.

Response to Comment No. 2-3

This comment provides a description of the sewer infrastructure in the vicinity of the Project Site. The description of the existing sewer infrastructure in the vicinity of the Project Site provided in this comment is generally consistent with the description of the existing sewer infrastructure in the vicinity of the Project Site provided on page 42 of the Initial Study for the Ford Theatres Project (included as Appendix A.1 of the Draft EIR). Specifically, as set forth in the Initial Study: "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." In addition, as described on page 43 of the Initial Study: "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."

Comment No. 2-4

The current flow level (d/D) in the 8-inch line cannot be determined at this time without additional gauging.

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Cahuenga Blvd East	*	791,080 GPD
10	Cahuenga Blvd	32	1.03 MGD
21	Las Palmas Ave.	12	7.26 MGD
45	Willoughby Ave.	24	27.15 MGD

*No gauging available

Response to Comment No. 2-4

This comment provides a description of the approximate current flow levels and the design capacities within portions of the sewer infrastructure in the vicinity of the Project Site. As discussed on page 43 of the Initial Study for the Ford Theatres Project (included as Appendix A.1 of the Draft EIR), based on the Sewer Capacity Availability Request provided in Appendix IS-2 of the Initial Study, the City determined that the existing sanitary sewer line on Cahuenga Boulevard East would have adequate capacity to accommodate the additional infrastructure demand created by the Project.

Comment No. 2-5

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.

Response to Comment No. 2-5

The statement in the comment that "the sewer system might be able to accommodate the total flow for your proposed project" is consistent with the conclusions provided on page 43 of the Initial Study for the Ford Theatres Project (included as Appendix A.1 of the Draft EIR), which was based on the Sewer Capacity Availability Request provided by the City of Los Angeles Department of Public Works, Bureau of Sanitation, included in Appendix IS-2 of the Initial Study. The Project would comply with all required permitting procedures, including the final approval of the sewer capacity and connection permit, outlined in the comment. In addition, the statement in the comment that the Hyperion Treatment Plant "has sufficient capacity for the project" is consistent with the conclusions provided on page 43 of the Initial Study.

Comment No. 2-6

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. It is advised that input regarding SUSMP requirements be received in the early phases of the project from WPD's plan-checking staff.

Response to Comment No. 2-6

This comment describes the role of the City of Los Angeles Bureau of Sanitation, Water Protection Division. This comment also describes post-construction mitigation requirements that may be applicable to the Project, including the preparation of a Standard Urban Stormwater Mitigation Plan and the Low Impact Development Ordinance. As discussed in Section IV.G, Hydrology, Water Quality, and Groundwater of the Draft EIR, the Project would result in a less than significant impact with respect to hydrology, water quality and groundwater. As such, no mitigation measures would be required. It is further noted that while the Project Site is within the City of Los Angeles and would be served by the existing City infrastructure in the vicinity of the Project Site, the Ford Theatres are owned and operated by the County of Los Angeles. Accordingly, development of the Project Site is governed by the Los Angeles County Code, which sets forth stormwater requirements. As set forth on page IV.G-5 of Section IV.G, Hydrology, Water Quality, and Groundwater, of the Draft EIR, in communication with the County of Los Angeles Department of Public Works, the previous Standard Urban Stormwater Mitigation Plan requirements have been superseded by the County's Low Impact Development requirements.

The Project would comply with all applicable stormwater regulatory requirements during operation of the Project. Specifically, as discussed on page IV.G-25 in Section IV.G, Hydrology, Water Quality, and Groundwater, of the Draft EIR, in accordance with National Pollutant Discharge Elimination System (NPDES) and County requirements as set forth in Project Design Feature G-2, a Low Impact Development Plan would be prepared and implemented for the Project that would specify Best Management Practices (BMPs) to promote bioretention or other functions to detain water onsite to manage post-construction stormwater runoff associated with a 0.75-inch, 24-hour storm event. In addition, the design runoff would be managed so as not to exceed the recommended and allowable runoff flows determined by the Los Angeles County Department of Public Works.

Comment No. 2-7

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-away 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.

Response to Comment No. 2-7

While the Project Site is within the City of Los Angeles and would be served by the existing City infrastructure in the vicinity of the Project Site, the Ford Theatres are owned and operated by the County of Los Angeles. Accordingly, development of the Project Site is governed by the Los Angeles County Code, which sets forth stormwater requirements. However, as illustrated in Figure II-4 in Section II, Project Description, of the Draft EIR, the Project would include landscape improvements along the Cahuenga Boulevard East frontage. In addition, a landscaped berm would be provided along Cahuenga Boulevard East to cover the exposed areas of the parking structure. Furthermore, as set forth on page IV.G-25 of Section IV.G, Hydrology, Water Quality, and Groundwater, of the Draft EIR, as part of the NPDES and County requirements, a Low Impact Development Plan would be prepared for the Project which would outline the stormwater treatment measures or post-construction BMPs required to control pollutants of concern associated with storm events up to the 0.75-inch precipitation level. BMPs would include source control and treatment control BMPs to remove pollutants from stormwater discharges. As the Project Site currently does not have structural BMPs for the treatment of stormwater runoff from the existing impervious surfaces, implementation of BMPs to capture and naturally filter stormwater from the Project Site would result in an improvement in surface water quality runoff from the Project Site compared to existing conditions.

Comment No. 2-8

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, 3rd Fl, Station 18.

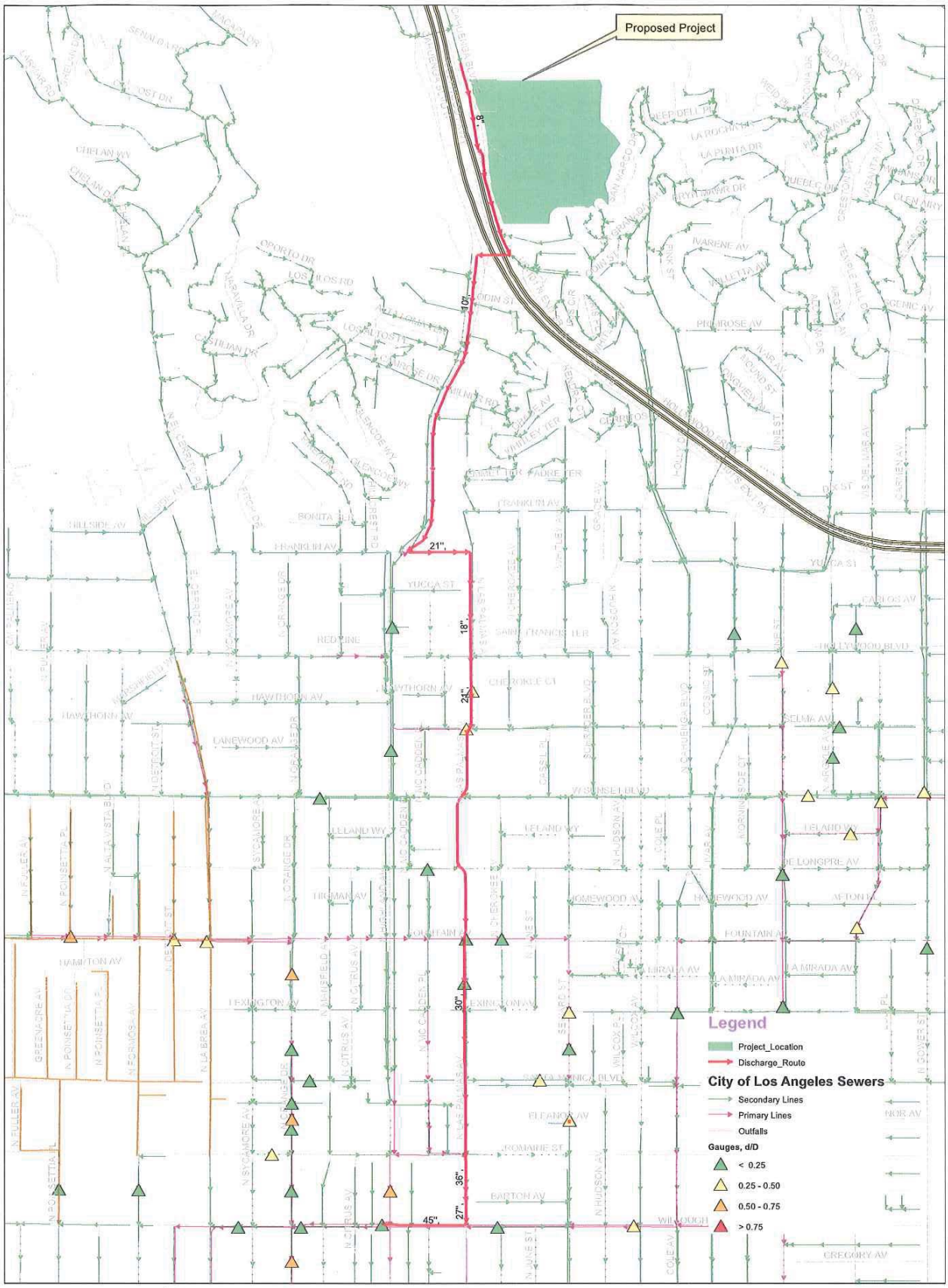
Response to Comment No. 2-8

The Project would comply with all applicable stormwater regulatory requirements during construction of the Project. As discussed on page IV.G-22 of Section IV.G, Hydrology, Water Quality, and Groundwater, of the Draft EIR, as the construction site would be greater than one acre, Project construction activities would be regulated per the NPDES Construction General Permit. In accordance with the requirements of the Construction General Permit, the Project would implement a Stormwater Pollution Prevention Plan (SWPPP) that would specify BMPs to be used during construction to manage runoff flows and erosion and prevent pollution. In addition, construction activities would be scheduled to minimize the amount of time soil is exposed to further control erosion and stormwater runoff. BMPs would also be provided to target pollutants of concern and be designed to reduce runoff and pollutant levels in runoff during construction. Further, implementation of BMPs such as sandbag barriers and other sediment barriers would serve to maintain the existing drainage flow paths and discharge points during construction.

Comment No. 2-9

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.



Wastewater Engineering Services Division
Bureau of Sanitation
City of Los Angeles

FIGURE 1
The Ford Theatres Project
Sewer Map

N
W
E
S

0 660 1,320 1,980 2,640 Feet

Response to Comment No. 2-9

While the Project Site is within the City of Los Angeles and would be served by the existing City infrastructure in the vicinity of the Project Site, the Ford Theatres are owned and operated by the County of Los Angeles. Accordingly, development of the Project Site is governed by the Los Angeles County Code, which sets forth solid waste disposal and recycling requirements. The Project would comply with all applicable solid resource requirements during construction and operation of the Project, as set forth in the County's Green Building Program. In addition, as discussed on page 46 of the Initial Study for the Ford Theatres Project (included as Appendix A.1 of the Draft EIR) the Project would be consistent with the applicable regulations associated with solid waste and would promote compliance with the California Integrated Waste Management Act of 1989 by providing clearly marked, source-sorted receptacles to facilitate recycling. The Ford Theatres 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.

Comment Letter No. 3

Frank Vidales
Chief
Forestry Division Prevention Services Bureau
County of Los Angeles Fire Department
1320 N. Eastern Ave.
Los Angeles, CA 90063-3294

Comment No. 3-1

The Completion/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:

Response to Comment No. 3-1

This introductory comment notes the Draft EIR has been reviewed by the County Fire Department. As discussed on page IV.J.1-12 of Section IV.J.1, Public Services—Fire Protection, of the Draft EIR, in order to adequately identify and assess the full range of the Project's potential impacts on fire protection services, early consultation with the County Fire Department and City of Los Angeles Fire Department was conducted. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 3-2

PLANNING DIVISION:

1. The subject property is entirely 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.

Response to Comment No. 3-2

This comment summarizes the responsibility of the County Fire Department regarding the Project Site and is consistent with the Draft EIR. Specifically, as discussed on page IV.J.1-1 of Section IV.J.1, Public Services—Fire Protection, of the Draft EIR, while the Ford Theatres are owned and operated by the County of Los Angeles, the Project Site is located within the City of Los Angeles. Accordingly, the Project would be built in accordance with the County of Los Angeles Fire Department requirements and emergency fire protection

and medical services for the Project Site would be provided by the City of Los Angeles Fire Department. As discussed on page IV.J.1-12 of Section IV.J.1, Public Services—Fire Protection, of the Draft EIR, in order to adequately identify and assess the full range of the Project's potential impacts on fire protection services, early consultation with the County Fire Department and City of Los Angeles Fire Department was conducted.

Comment No. 3-3

LAND DEVELOPMENT UNIT:

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

Response to Comment No. 3-3

As discussed on page IV.J.1-1 of Section IV.J.1, Public Services—Fire Protection, of the Draft EIR, the Project would be built in accordance with the County of Los Angeles Fire Department requirements. In addition, as described on page IV.J.1-10, the Project would incorporate building design features that comply with County fire safety requirements, including preparation of a fuel modification plan; adequate fire access; automatic fire sprinkler systems; infrastructure improvements to accommodate the required fire flow; and installation of new fire hydrants.

Comment No. 3-4

2. This property is located within the area described as Very High Fire Hazard Severity Zone (VHFHSZ). All applicable fire code and ordinance requirements for brush clearance and fuel modification plans, must be met.

Response to Comment No. 3-4

This comment is consistent with the description in the Draft EIR regarding the Project Site's location in a Very High Fire Hazard Severity Zone. As discussed on page IV.J.1-15 of Section IV.J.1, Public Services—Fire Protection, of the Draft EIR, due to the Project Site's location within a Very High Fire Hazard Severity Zone, the Project would be required to comply with all applicable City and County requirements regarding construction, access, water mains, fire hydrants, fire flows, and brush clearance for this zone. In addition, as set forth in Project Design Feature J.1-1, the Project would implement a fuel modification plan that would identify buffer zones for the planting of specific vegetation and areas where routine landscape maintenance is required so as to create adequate defensible space around all potentially combustible structures. Routine landscape maintenance would be conducted in accordance with the County Fire Department's Fuel

Modification Plan Guidelines and would include pruning; removal of plant litter, dead plants, and unwanted species; and regular inspection and repair of the irrigation system.

Comment No. 3-5

3. Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than 26 feet in width. Additional width maybe required if the lowest level of the buildings constructed exceed 30 feet from the Fire Department apparatus access roadway. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.

4. The maximum allowable grade shall not exceed 15% except where topography makes it impractical to keep within such grade. In such cases, an absolute maximum of 20% will be allowed for up to 150 feet in distance. The average maximum allowed grade, including topographical difficulties, shall be no more than 17%. Grade breaks shall not exceed 10% in ten feet.

5. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in-length.

Response to Comment No. 3-5

This comment describes the County of Los Angeles Fire Department requirements regarding roadway access, allowable grade, and turning radii. As discussed on page IV.J.1-1 of Section IV.J.1, Public Services—Fire Protection, of the Draft EIR, the Project would be built in accordance with the County of Los Angeles Fire Department requirements. In addition, the Project would incorporate specific access recommendations provided by the County Fire Department. Specifically, as provided in Project Design Feature J.1-2, fire department access shall be provided to within 150 feet of building openings. The final design of the access driveways and internal roadways shall be coordinated with the County Fire Department and City of Los Angeles Fire Department, as applicable. The proposed circular, fire department turn-around shall be a pumper truck-sized turn-around.

Comment No. 3-6

6. The development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the total square footage of the buildings, the types of construction used, and if the building is equipped with an approved automatic fire sprinkler system.

7. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:

    a) No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.

    b) No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.

    c) Additional hydrants will be required if hydrant spacing exceeds specified distances.

8. Fire sprinkler systems are required in some residential and most commercial occupancies. Automatic fire sprinklers shall be in compliance with applicable Fire and Building Code requirements along with any applicable departmental regulations.

Response to Comment No. 3-6

As discussed on page IV.J.1-12 of Section IV.J.1, Public Services—Fire Protection, of the Draft EIR, in order to adequately identify and assess the full range of the Project's potential impacts on fire protection services, early consultation with the County Fire Department and City of Los Angeles Fire Department was conducted. As set forth in Project Design Feature J.1-3, the Project shall provide automatic fire sprinkler systems, approved by the County Fire Department, within all of the new buildings. With installation of fire sprinkler systems within all of the new buildings, the required fire flow shall be 4,000 gallons per minute with a residual pressure of 20 pounds per square inch, or a reduced fire flow as determined by the County Fire Department, City of Los Angeles Fire Department, and City of Los Angeles Department of Water and Power during the building permit process for the Project. In addition, as provided in Project Design Feature J.1-5, the Project shall provide fire hydrants within the Project Site as coordinated with the County Fire Department and City of Los Angeles Fire Department. Booster pumps shall be provided for all proposed fire hydrants to meet the minimum fire flow rate and pressure requirements of the Project. The preliminary locations of the proposed fire hydrants are illustrated in Figure IV.J.1-3 on page IV.J-16 of Section IV.J.1, Public Services—Fire Protection, of the Draft EIR. Final hydrant spacing would be coordinated with the County Fire Department.

Comment No. 3-7

9. Specific fire and life safety requirements for the construction phase will be addressed at the building fire plan check. There may be additional requirements during this time.

10. Should any questions arise, please contact the County of Los Angeles Fire Department, Land Development Unit Inspector, Juan Padilla, at (323) 890-4243 or at Juan.Padilla@fire.lacounty.gov.

Response to Comment No. 3-7

The Project would be built in accordance with County of Los Angeles Fire Department requirements and would incorporate specific features to address fire and life safety requirements during construction as deemed necessary by the County of Los Angeles Fire Department during the building fire plan check process.

As specified in this comment, the identified individual would be contacted with questions regarding the Project's fire and life safety requirements.

Comment No. 3-8

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, archeological and cultural resources, and the County Oak Tree Ordinance.

Response to Comment No. 3-8

This comment describes the statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division. Specific comments from the County of Los Angeles Fire Department, Forestry Division regarding the Project are provided and responded to below.

Comment No. 3-9

2. Under the Los Angeles County Oak Tree Ordinance, a permit is required to cut, destroy, remove, relocate, inflict damage or encroach into the protected zone of any tree of the oak genus which is 25 inches or more in circumference (eight inches in diameter), as measured at 4½ feet above mean natural grade. An Oak Tree Permit is required for this project. Specific questions regarding oak tree permit requirements should be directed to the Los Angeles County Department of Regional Planning at (213) 974-6411.

Response to Comment No. 3-9

Consistent with this comment, page IV.D-18 of Section IV.D, Biological Resources, of the Draft EIR, specifies that in accordance with the Los Angeles County Oak Tree Ordinance, the Project would require a permit for the relocation of four oak trees measuring 8, 10, 12, and 14 inches in trunk diameter. In addition, Mitigation Measure D-11 is provided in the Draft EIR to ensure the relocation of the oak trees is consistent with the Los Angeles County Oak Tree Ordinance. As specified in this comment, the Los Angeles County Department of Regional Planning would be contacted with questions regarding oak tree permit requirements.

Comment No. 3-10

3. This property is located in an area described by the Forester and Fire Warden as being in a Fire Hazard Severity Zone. The development of this project must comply with all Fire Hazard severity Zone code and ordinance requirements for fuel modification. Specific questions regarding fuel modification requirements should be directed to the Fuel Modification Office at (626) 969-2375.

Response to Comment No. 3-10

This comment is consistent with the description in the Draft EIR regarding the Project Site's location in a Very High Fire Hazard Severity Zone. As discussed on page IV.J.1-15 of Section IV.J.1. Public Services—Fire Protection, of the Draft EIR, due to the Project Site's location within a Very High Fire Hazard Severity Zone, the Project would be required to comply with all applicable City and County requirements regarding construction, access, water mains, fire hydrants, fire flows, and brush clearance for this zone. In addition, as set forth in Project Design Feature J.1-1, the Project would implement a fuel modification plan that would identify buffer zones for the planting of specific vegetation and areas where routine landscape maintenance is required so as to create adequate defensible space around all potentially combustible structures. Routine landscape maintenance would be conducted in accordance with the County Fire Department's Fuel Modification Plan Guidelines and would include pruning; removal of plant litter, dead plants, and unwanted species; and regular inspection and repair of the irrigation system. As specified in this comment, the Fuel Modification Office would be contacted with questions regarding the Project's fuel modification requirements.

Comment No. 3-11

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.

Response to Comment No. 3-11

This comment states the Health Hazardous Materials Division has no objection to the Project. This comment will be provided to the decision makers prior to consideration of Project approval. As specified in this comment, the Health Hazardous Materials Division would be contacted at the number provided with questions concerning the Division's requirements.

Comment Letter No. 4

Tom LaBonge
Councilmember, 4th District
City Hall, Room 480
Los Angeles, CA 90012

Comment No. 4-1

Counsel Member LaBonge wants to submit a support letter for the EIR for the Ford Theater; however, the City of Los Angeles IT systems are down and we don't have availability to do it at this time.

Response to Comment No. 4-1

This comment consists of a brief email submitted by the office of Councilmember Tom LaBonge indicating that Councilmember Tom LaBonge wished to submit a letter in support of the Project but would be delayed because City of Los Angeles IT systems were down. County staff indicated that they would expect a letter. Councilmember Tom LaBonge subsequently submitted a letter in support of the Project as detailed in the following Comment No. 4-2.

Comment No. 4-2

Thank you for the opportunity to review the Draft EIR for the Ford Theatres Project. It is with great pleasure that I write this letter in support of the proposed rehabilitation of the existing Ford Amphitheatre and the development of the Ford Terrance, the Ford Plaza, the Transit Center and a hiking trail all within the current boundaries of the Ford Theatres site.

The Ford Theatre is one of the oldest performing arts venues in Los Angeles and each year the Ford partners with L.A. County–based arts organizations to present an eclectic season of culturally diverse music, dance, theatre, film and family events to serve the public.

I am excited about the proposed natural hiking trail that will be accessible from both the public and theater users alike. The hillside trail will be able to provide optimal views of our most famous landmarks in the City such as the iconic Hollywood Sign, the Griffith Park Observatory, Capitol Records as well as spectacular view of Hollywood.

The addition of the Transit Center which will provide a much needed designated area for bus and valet drop-off as well as a three-level parking structure to mitigate the traffic impacts during Ford's scheduled season.

This project has my strong support and I thank you for your consideration of these comments. If you have any questions regarding this letter or any other matter, please do not hesitate to phone me at (213) 485-3337.

Response to Comment No. 4-2

Thank you for your comment. We appreciate that the City of Los Angeles councilmember for the area expresses strong support for the Project and particularly that you note the benefits of the proposed trail and its vantage points for viewing Hollywood and some of the City's most iconic landmarks, as well as the benefits of the proposed new parking lots and transit center.

Please note that Hollywood Heritage also has commented on this Project in support of the new formal interior park trail and has offered to collaborate on possible viewing locations on the trail to take advantage of views of notable landmarks along the proposed trail. The County has accepted this offer of collaboration. See Response to Comment No. 6-9 for the specific comment from Hollywood Heritage. This comment will be provided to the decision makers prior to consideration of Project approval.

Comment Letter No. 5

Krista Michaels
Acting President
Cahuenga Pass Property Owners Assn.
P.O. Box 1655
Hollywood, CA 90078-1655

Comment No. 5-1

The Cahuenga Pass Property Owners Association represents the community in the Cahuenga Pass between Mulholland Drive to the south, the 101 Freeway to the east and Lankershim Boulevard to the north. On behalf of this community, I wish to express our support for the Ford Theatres Project as described in the Draft EIR, providing the below-noted traffic mitigation is included in the project.

Response to Comment No. 5-1

This introductory comment describes the boundaries of the Cahuenga Pass Property Owners Association and notes the Association's support with the implementation of a recommended traffic mitigation measure as detailed in the comment below. The general boundaries of the Cahuenga Pass Property Owners Association with Mulholland Drive to the south and the Hollywood Freeway to the east are shown in Figure IV.K-1 of the Draft EIR.

Comment No. 5-2

Currently our community and those of the Hollywood Knolls and Manor have no safe way to walk to the Ford Theatre. Since we wish to enjoy your theatre without having to get into our cars and experience the increased traffic and parking issues, we propose that the current sidewalk along Cahuenga Boulevard East from the Ford Theatre to the Cahuenga Hills Tennis Condominiums be extended to Lakeridge Road. The distance of the proposed extension is less than two tenths of a mile.

Thank you for your consideration of this requested traffic mitigation.

Response to Comment No. 5-2

As evaluated in Section IV.K, Traffic, Access, and Parking, of the Draft EIR, the Project would not result in significant impacts regarding traffic, access, and parking. As such, no mitigation measures are required. However, as the surrounding streets and pedestrian facilities are within the jurisdiction of the City of Los Angeles, the suggested

extension of the existing sidewalk from the Cahuenga Hills Tennis Condominiums to Lakeridge Road will be forwarded to City of Los Angeles Councilmember Tom LaBonge's office with an invitation to discuss sidewalk improvements in the area of the Ford Theatres with the Ford Theatre Foundation.

Comment Letter No. 6

Bryan Cooper
President
Hollywood Heritage, Inc.
P.O. Box 2586
Hollywood, CA 90078-2586

Comment No. 6-1

The Board of Directors of Hollywood Heritage, its Preservation Issues Committee and its members, thank you for the opportunity to review and comment on The Ford Theatres Project, and the accompanying Draft Environmental Impact Report (DEIR). This is a very important project to the cultural and historic community in the Cahuenga Pass, and we look forward to working with the Ford and the Hollywood Bowl to develop the Pass as an historic and cultural destination. The vision for the Ford project speaks to that common goal. Hollywood Heritage would like to participate in a working coalition to further refine the concepts in the Master Plan.

For three decades Hollywood Heritage has been an advocate of the preservation and protection of Hollywood's historic resources. We support the goal of preserving what is most significant in Hollywood, while encouraging responsible new and infill development. Our organization has nominated many of the current Historic Cultural Monuments, listed the Hollywood Boulevard Commercial and Entertainment District in the National Register of Historic Places at the national level of significance, provided technical assistance to developers and owners of significant properties, and participated in numerous public policy discussions involving historic resources. These efforts have resulted in the rehabilitation of significant landmarks, landscapes, institutions and districts in Hollywood.

The Ford/Pilgrimage Theater property is one of the most important historic and cultural venues in the region. The Ford is a very rare type of resource and one with special significance to Southern California. It has been evaluated as a potential historic resource since 1994 and its status and character-defining spaces, materials, and features confirmed in GPA's latest research and determined eligible for listing in the National Register of Historic Places.

Hollywood Heritage has reviewed The Ford Theatres Project Draft Environmental Impact Report (State Clearinghouse no. 2014021013) and the John Anson Ford Theatre County of Los Angeles Historic Resource Report (GPA 2013/2014 Improvements). In addition, Hollywood Heritage received a presentation from the Ford Theatres Project representatives on Wednesday June 25, 2014.

Response to Comment No. 6-1

This introductory comment notes the Draft EIR has been reviewed by the Hollywood Heritage and provides a description of Hollywood Heritage and its role to advocate the preservation and protection of Hollywood's historic resources. Thank you for participating in the scoping and public comment process on this Project. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 6-2

The organization also reviewed the categorical exemption of 2013 which authorized limited improvements to the Amphitheatre, including hillside stabilization, stage reconstruction, disabled access and code compliant improvements, upgrade to theatrical, mechanical and electrical systems. Compatible stone-clad retaining walls and drainage improvements at the rear of the stage stabilized the existing slope in this area. The existing two level concrete stage was removed, and new flooring added. Rehabilitation of portions of the stage buildings and towers included the return of the original color scheme. New doors and windows were installed. These activities addressed long-deferred maintenance and needed repairs and improved the theatrical infrastructure and performer amenities. Based on the findings of the Historic Resource Report of September 2013, this work was consistent with the Secretary of the Interior's Standards and did not impair the significance of the historic property.

Review of this material, discussion at the June 25 meeting, and discussions with the Los Angeles Conservancy have led to an understanding of the direction of the Master Plan project. The division of the scope of work developed for the categorical exemption and the phases of the Master Plan remain somewhat unclear. Work on the Amphitheatre in its entirety must meet the Secretary of the Interior's Standards to ensure that historic materials are not impacted unnecessarily. Further definition should be provided in the Final EIR and its mitigation measures.

Response to Comment No. 6-2

This comment acknowledges that Hollywood Heritage reviewed the CEQA Class 31 (Historic Resource Restoration/Rehabilitation) Notice of Exemption prepared and approved by the County of Los Angeles in September 2013 to address limited improvements to the Amphitheatre addressing long deferred maintenance and repairs and the Amphitheatre infrastructure. It is noted that implementation of these improvements is underway and these improvements have not been fully implemented. As described on page II-8 of Section II, Project Description, of the Draft EIR, the improvements proposed and approved as part of the Notice of Exemption focus on the restoration and rehabilitation of portions of the existing Amphitheatre in accordance with CEQA Guidelines Section 15331, Historical

Resource Restoration/Rehabilitation (Class 31) as supported by an historic resources report dated September 5, 2013. Separate from the Amphitheatre improvements proposed as part of the Notice of Exemption, the Project proposes the following further improvements within the Amphitheatre: replacing the existing projection booth and control room, which is not a character-defining feature of the Amphitheatre; replacing the existing lighting positions along the back of the Amphitheatre; and installation of a sound wall and shade structure. The Project, as described in the Draft EIR, also includes the Ford Terrace, the Ford Plaza, the Transit Center, and a hiking trail. As noted on page II-19 of the Draft EIR, the Project was derived from a previous Master Plan process and includes some of the same components envisioned in the Master Plan, with modifications. Please also refer to Response to Comment No. 6-12 for additional details on the approach of the project design team and the analysis of the proposed replacement sound wall and shade screen.

As summarized on page IV.E-22 of Section IV.E, Cultural Resources, of the Draft EIR, the improvements approved as part of the Notice of Exemption were documented independently to be in compliance with the Class 31 exemption for historic resource rehabilitation consistent with the Secretary of Interior's Standards.

As discussed on page IV.E-28 of the Draft EIR, implementation of Mitigation Measures E-1 would ensure that the proposed Project design also complies with the Secretary of Interior's Standards. The CEQA Guidelines provide that generally a project which follows the applicable Secretary of Interior Standards shall be considered as mitigated to a less than significant impact on the historic resource. The Project analysis concludes that following implementation of the Project in accordance with the applicable Standards, the integrity of the Ford Theatres as a whole would be sufficient to convey its historical significance. Therefore, the Ford Theatres would continue to be eligible for listing in the National Register and the California Register and the significance of the historic resource would not be materially impaired by the Project, as evaluated in the Draft EIR and supporting Historic Resource Report for the Project dated May 14, 2014, and included as Appendix F of the Draft EIR.

The information in the Draft EIR describes the Project with an appropriate level of detail for CEQA analysis.

Comment No. 6-3

CEQA guidelines define a project as having a significant environmental impact when the project causes a substantial adverse change in the significance of a historical resource as defined by the California Environmental Quality Act (CEQA), Section 15064. The City of Los Angeles CEQA Thresholds Guide (2006, p. D.3-3) maintains that a project would have a significant impact on historic resources if the project results in a substantial adverse

change in the significance of a historic resource by construction that reduces the integrity or significance of important resources on the site or in the vicinity via alteration of the resource's immediate surroundings. The Ford has indicated its willingness to create a project which does not cause substantial adverse change.

Response to Comment No. 6-3

Thank you for acknowledging that the Ford Theatre Foundation through its design process and CEQA analysis has demonstrated a willingness to avoid adverse impacts on the historic resource. This comment correctly summarizes the CEQA Guidelines and the City of Los Angeles CEQA Thresholds Guide. The State CEQA Guidelines provide the thresholds of significance applicable to this Project. As discussed on page IV.E-28 of the Draft EIR, implementation of Mitigation Measures E-1 would ensure that the proposed Project design complies with the Secretary of Interior's Standards. The CEQA Guidelines provide that generally a project which follows the applicable Secretary of Interior Standards shall be considered as mitigated to a less than significant impact on the historic resource. The Project analysis concludes that following implementation of the Project in accordance with the applicable Standards, the integrity of the Ford Theatres as a whole would be sufficient to convey its historical significance. Therefore, the Ford Theatres would continue to be eligible for listing in the National Register and the California Register and the significance of the historic resource would not be materially impaired by the Project, as evaluated in the Draft EIR and supporting Historic Resource Report for the Project dated May 14, 2014, and included as Appendix F of the Draft EIR.

Comment No. 6-4

DESCRIPTION OF THE PROJECT

The Master Plan Project Site is approximately 32 acres, and includes the Ford Theatres, one of the oldest performing arts venues in Los Angeles and one of its most historic. The Project Site is currently developed with an open-air 1,196-seat Amphitheatre with support spaces as well as a former motel building currently used as staff offices. The Master Plan proposes improvements that would result in approximately 47,550 net square feet of new facilities (parking structures, flex space, a 299 seat theatre) and approximately 48,750 net new square feet of outdoor plaza areas within the Project Site, for a total of 96,300 new square feet.

As outlined in the DEIR, the Project includes rehabilitation of portions of the existing Amphitheatre and development of areas termed the "Ford Terrace", the "Ford Plaza", the "Transit Center" and a hiking trail, all within the current boundaries of the Ford Theatres site. The five major areas are summarized as follows:

- Amphitheatre Rehabilitation and Improvements: 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, and a retractable shade structure for the Amphitheatre.

- The Ford Terrace: 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. This part of the Plan contemplates removal of the existing concessions building and the re-purposing of the 87-seat [Inside] the Ford space as a self-serve food marketplace area and for storage.

- The Ford Plaza: A plaza deck atop a three level parking structure to feature a restaurant, a 299-seat theatre, a box office, a conference room, office, and visitor amenities. This aspect of the Plan includes conversion of the existing box office to a museum/gallery.

- The Transit Center: a designated area for bus and valet drop-off, and the construction of a three-level parking structure and a 99-seat event space. The aspect of the Plan includes removal of a 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.

Response to Comment No. 6-4

This comment summarizes the various components of the Project as described in the Draft EIR. Hillside stabilization and stage reconstruction are part of the previously approved Amphitheatre improvements set forth in the September 2013 Notice of Exemption. As noted on page II-19 of the Draft EIR, the Project was derived from a previous Master Plan process and includes some of the same components envisioned in the Master Plan, with modifications.

Comment No. 6-5

GENERAL COMMENTS

For clarity, the DEIR should include a graphic or description of the work performed under the 2013 Categorical Exemption and those proposed under the Master Plan. A project of this nature is complex, and impacts from individual actions can have a cumulative effect on the integrity of the resource.

Response to Comment No. 6-5

Section II, Project Description, of the Draft EIR included a subsection titled "Approved Amphitheatre Improvements" on page II-8. The proposed improvements under the Notice of Exemption are described under that subsection. Specifically, as described on page II-8 of the Draft EIR, the restoration and rehabilitation of portions of the existing Amphitheatre 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. 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.

Page II-12 of the Draft EIR includes a subsection titled "Description of the Project" where the Project components are described.

As summarized on page IV.E-22 of Section IV.E, Cultural Resources, of the Draft EIR, the improvements approved as part of the Notice of Exemption were documented independently to be in compliance with the Class 31 exemption for historic resource rehabilitation consistent with the Secretary of Interior's Standards. As discussed on page IV.E-28 of the Draft EIR, implementation of Mitigation Measures E-1 would ensure that the Project design complies with the Secretary of Interior's Standards. The CEQA Guidelines provide that generally a project which follows the applicable Secretary of Interior Standards

shall be considered as mitigated to a less than significant impact on the historic resource. The Project analysis concludes that following implementation of the Project in accordance with the applicable Standards, the integrity of the Ford Theatres as a whole would be sufficient to convey its historical significance. Therefore, as the previously approved improvements under the Class 31 Notice of Exemption and the Project would be developed consistent with the Secretary of Interior's Standards, planned development within the Ford Theatres would not have a cumulative effect on the integrity of the Amphitheatre.

Comment No. 6-6

The DEIR should also clarify the historic boundaries of the property and should include information about the Christine Stevenson Memorial Cross, originally a component of the historic Pilgrimage venue.

Response to Comment No. 6-6

Information on the cross, which is no longer a part of the Project Site, was included in the Draft EIR but is enhanced here as requested. Based on a review of historical records, the Project Site did not originally include the former motel property but did include the Christine Stevenson Memorial Cross. However, the cross is no longer owned by the County of Los Angeles and is not a part of the Project Site. As described on page IV.E-10 of Section IV.E, Cultural Resources, of the Draft EIR, a cross was erected on the hill above the Amphitheatre in 1923, in honor of Christine Stevenson, author of the Pilgrimage Play. The cross was originally constructed of stone and was lit only on Easter when the Pilgrimage Play was performed. In 1965 (after the period of significance for the property), the cross was damaged by fire and was replaced with a new cross, constructed from steel and Plexiglass. Hollywood Heritage purchased the site with the cross at the request of the County in 1980. Subsequently, the cross fell due to a windstorm and was replaced in 1985. In 1993, High Adventure Ministries constructed the existing cross, which is taller than the previous cross and comprised of different materials from the original cross. Specifically, the original cross was approximately 17 feet tall and currently stands at a height of approximately 33 feet tall. The cross is not part of the Project Site and would not be disturbed by the Project. The additional information provided herein regarding the cross does not constitute significant new information under CEQA and would not change the analyses and conclusions provided in the Draft EIR.

Comment No. 6-7

More discussion is necessary of the historic site design as a whole. This very important aspect of the property is currently discussed only as the "setting" for the amphitheatre. The site's design is a character-defining feature: the amphitheatre nestled in a ravine, using a natural planted hillside as the stage backdrop (characteristic of Greek amphitheatres) but

surprisingly oriented into the upslope rather than a long view orientation. The long central axial promenade up to the amphitheatre is character-defining, and has already been compromised by more modern additions. Historic plant materials, native stone retaining walls, controlled views, and dark surroundings contribute to this naturalistic design style so evocative of its era.

Response to Comment No. 6-7

As discussed on page IV.E-15 of Section IV.E, Cultural Resources, of the Draft EIR, to be eligible for listing in the National Register, properties must retain their physical integrity from the period in which they gained significance. Setting (the physical environment of the historic property) is one of the seven recognized factors of integrity. The Amphitheatre retains its integrity of location, materials, workmanship, feeling, and association. In addition, while its integrity of setting and design has been diminished by changes that post-date the period of significance, they are still sufficient to retain eligibility for register listing. Specifically, as evaluated on pages IV.E-15 through IV.E-16 of the Draft EIR, the vast majority of the 32-acre Project Site has not been improved and the surrounding hillsides continue to be covered with native and non-native trees, shrubs, and grasses that blend into the neighboring landscape. While surface parking lots and driveways have been enlarged, paved, and repaved, they are concentrated on the west side of the Project Site and are visually disconnected from the Amphitheatre. However, the entryway to the Amphitheatre from the south parking lot, constructed in 2000, does represent the most significant change to the setting since 1964. Whereas historic photographs depict a long, wide, nearly straight flight of steps to the front of the Amphitheatre, the new winding paths and landscaping create a more organized and formal approach that did not exist historically. Therefore, the overall integrity of setting is low.

As discussed on page IV.E-9 of Section IV.E, Cultural Resources, of the Draft EIR, Christine Wetherill Stevenson believed the rugged beauty of the Cahuenga Pass would provide a dramatic outdoor setting for the *Pilgrimage Play*. Taking advantage of the box canyon, the stage was set against a natural backdrop of chaparral and cypress growing up the hillside. This natural landscape provided the backdrop for the stage, and continued to be an important view from the seating area when the Amphitheatre was reconstructed in 1931. Since that time, however, non-native trees, including pine, ficus, palm, eucalyptus, and cypress, have been planted in the area immediately behind the stage and on both sides of the seating area. As described on page II-22 of the Draft EIR, 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. As such, the landscape plan for the Project calls for the selective replacement of non-native trees with native trees and the reinforcement of the natural landscape with a variety of native and drought-tolerant plants, thereby returning the existing setting of the Amphitheatre closer to its historical setting.

Additionally, historic photographs, such as the photograph included in the cover of the Historic Resource Report provided in Appendix F of the Draft EIR, illustrate that the property was not formally landscaped with the exception of the promenade that linked the parking lots to the main entrance of the amphitheater building. This promenade was lined with stones and led to a set of concrete steps. None of these features remain. As such, the current setting is not a character-defining feature as no evidence of the original historic design exists and is no longer compromised by non-native and non-natural features. In addition, the promenade is now an asphalt driveway in which dirt and debris from the canyon walls have fallen towards the driveway over the years, substantially narrowing it. The existing plaza (Edison Plaza), winding stairs, pocket picnic areas, gates, fence, and plant materials were designed by Katherine Spitz Associates in 2000. Therefore, they are not merely an alteration of an original feature, but an entirely new feature that does not contribute to the historic character of the property.

Please also refer to Response to Comment No. 6-17 below, where it is explained that additional information on the historic site design would be provided in a Historic Structures Report to be prepared for the Ford Theatres.

Comment No. 6-8

The DEIR should describe in more detail what changes are going to be made in the appearance of the landscape and geography. Some hill areas closest to Cahuenga East appear to be leveled. This appears to be a major landscape change as there are currently three drives, one for parking, one for delivery and one to the county offices. The architectural illustration shows a rather flat, even plane, which indicates reshaping the land.

Response to Comment No. 6-8

As described on page II-21 of Section II, Project Description, of the Draft EIR, the Project would be designed to minimize building footprints and remain primarily within the developed areas of the Project Site. Specifically, implementation of the Project would further develop portions of the existing 3.5 acres of developed area within the Project Site and would extend onto approximately 0.8 acre of undeveloped area. Upon buildout of the Project, approximately 4.3 acres of the 32-acre Project Site would comprise developed area. The remaining approximately 27.7 acres would comprise undeveloped open space. In addition, to reduce the massing, the new buildings and parking structures in particular would be integrated into the existing topography of the Project Site. For example, as shown in conceptual renderings of the proposed facilities as viewed from off-site illustrated in Figure IV.A-3 and Figure IV.A-4 on pages on pages IV.A-17 through IV.A-18 of Section IV.A, Aesthetics, Views, Light, and Glare, of the Draft EIR, new development would be confined primarily to areas of the Project Site that are already developed and the new structures would be integrated into the existing canyon setting of the Project Site that

physically separates on-site buildings from off-site areas. As shown specifically in Figure IV.A-3, the south parking structure would be built into the existing topography of the Project Site and would include landscaping throughout its perimeter along Cahuenga Boulevard East that would berm up to cover the exposed areas of the parking structure, thereby screening the parking structure and bringing the park-like setting of the Ford Theatres to the Cahuenga Boulevard East street edge. Similarly, the proposed three-story office building would terrace south at the foothill of the Ford Plaza level into the hillside, which would serve to effectively integrate the building into the Project Site.

Regarding existing driveways, as described on page II-22 of the Draft EIR, 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 on-site 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 of 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.

Comment No. 6-9

Hollywood Heritage supports the proposal of a hiking trail that encompasses the property. We would like to contribute our historic knowledge to this feature of the Project. The hiking trail should stop at key viewing points to help people locate important places in Hollywood.

Response to Comment No. 6-9

Thank you for your comment expressing support for the proposed hiking trail. The Los Angeles County Department of Parks and Recreation and the Ford Theatre Foundation would welcome Hollywood Heritage's participation in this component of the Project. Appendix E of the report prepared during the master planning process for the Ford Theatres entitled, *The Ford, Transformed: Realizing the Potential of Ford Theatres County Regional Park*, included as Appendix O of the Draft EIR identifies views that may be available from the proposed trail in Appendix E.

Comment No. 6-10

In addition to collaborating on the hiking trail, Hollywood Heritage would like to work with the Ford on the proposed development of the Museum. Hollywood Heritage has a good deal of Pilgrimage Theatre memorabilia which was donated by the Ford.

Response to Comment No. 6-10

This comment expresses collaboration with the Ford Theatre on the redevelopment of the existing box office to a museum. The Los Angeles County Department of Parks and Recreation would welcome Hollywood Heritage's participation in this component of the Project.

Comment No. 6-11

EVALUATION OF THE RESOURCE

Hollywood Heritage commends the project team for a thorough discussion of the historic significance and character-defining features of the property and concurs that the property is currently eligible for the National Register of Historic Resources. However, instead of a primary concentration on a few buildings, Hollywood Heritage feels that the appropriate framework for evaluation of the property as a whole is as a cultural landscape, defined by the National Park Service as is a "geographic area, including both cultural and natural resources…, associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values."

There are four general types of cultural landscapes, not mutually exclusive: historic sites, historic designed landscapes, historic vernacular landscapes, and ethnographic landscapes." The Ford property would be considered a "Vernacular Landscape", which is defined as "a landscape that evolved through use by the people whose activities or occupancy shaped that landscape. Through social or cultural attitudes of an individual, family or a community, the landscape reflects the physical, biological, and cultural character of those everyday lives." Both the natural and built environment of the property should be considered when examining the Ford as a cultural landscape.

Response to Comment No. 6-11

This comment notes Hollywood Heritage concurs with the evaluation provided in Section IV.E, Cultural Resources, of the Draft EIR and the supporting Historic Resource Report included as Appendix F of the Draft EIR, which concludes that the Ford Theatres is currently eligible for the National Register of Historic Resources.

As it pertains to the comment regarding the framework for evaluation of the property as a cultural landscape, describing the Ford Theatres as a cultural landscape is not determinative for the purpose of a CEQA analysis of potential Project impacts. Specifically, based on Appendix G of the CEQA Guidelines, Project impacts with regard to historic resources would be significant if the Project would cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines. As such, the central issue for CEQA is whether or not the property is a historic resource, and if so, whether or not it would be impacted by the Project. The Ford Theatres is a historic resource subject to CEQA as it was formally determined eligible for listing in the National Register of Historic Places in 1994. In addition, properties that are formally determined eligible for listing in the National Register are automatically included in the California Register. The National Register recognizes the following categories of properties: buildings, structures, objects, sites, and districts. The determination of eligibility report categorized the property as a building.

The aim of the historic resource analysis was to update the previous evaluation to determine if the changes to the property since 1994 affected its integrity, and therefore its continued eligibility as a historic resource. The conclusion was that the Ford Theatres is eligible under Criterion A as one of the oldest performing arts sites in Los Angeles still in use, and eligible under Criterion C as one of only five outdoor theatres in Los Angeles remaining from the early 20th century. The historic resource analysis documented the alterations to the property since it was originally constructed, and concluded that it retains sufficient integrity to convey its significance.

With regard to Project impacts, the CEQA Guidelines state that "the significance of a historic resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that convey its significance and that justify its inclusion in or eligibility for inclusion in the California Register, local register, or its identification in a historic resources survey." (CEQA Guidelines Section 15064.5(b)(2).) The threshold for analyzing potential impacts on historic resources is the same for all types of historic resources, including buildings, structures, objects, sites, districts, and landscapes. The Historic Resource Report concluded that after mitigation, the Project would have a less than significant impact on the historic resource, the Ford Theatres, because it would continue to be eligible for listing in the National Register and California Register.

Cultural landscapes are not a new property type; rather they are geographic areas that have been modified by human design or use and are usually documented as sites or historic districts. There are four general types of cultural landscapes: designed landscapes such as gardens; sites such as battlefields; ethnographic landscapes such as Native American settlements; and vernacular landscapes such as farms. The historic

resource analysis included in the Draft EIR did not approach the property as a cultural landscape for the following reasons. Cultural landscapes are properties where the landscape itself is as important, if not more important, than the buildings or structures in the landscape. Such is not the case with the Ford Theatres where the landscape provides the setting for the building without which the property would not be significant. In addition, the vast majority of the property is comprised of native California chaparral that is not integral to its use as an amphitheater and is not accessible to visitors. Therefore, all of the unimproved open space of the Project Site has not been modified by human use or design. Furthermore, the area of the landscape that is accessible to visitors, specifically the area between the Amphitheatre and the parking lots to the west, does not retain integrity from the period of significance, has already been disturbed, and does not qualify as a historical listing.

The historic resource analysis also did not identify the Ford Theatres as a vernacular landscape because it was not shaped by human activity over a period of time. A vernacular landscape is defined by the National Park Service as follows:

> ***Historic vernacular landscape:*** *A landscape that evolved through use by the people whose activities or occupancy shaped it. Through social or cultural attitudes of an individual, a family, or a community, the landscape reflects the physical, biological, and cultural character of everyday lives. Function plays a significant role in vernacular landscapes. This can be a farm complex or a district of historic farmsteads along a river valley. Examples include rural historic districts and agricultural landscapes.*

The Amphitheatre was designed by the architect William Lee Woollett and constructed in 1931. Amphitheaters are often categorized as designed landscapes because they are consciously designed by a professional working within a recognized principal or style. However, not all amphitheaters are alike, and the Ford Theatres is different from most. Some amphitheaters contain no permanent buildings, while others contain formal stages and natural seating areas, while still others contain natural stages and formal seating areas. While there is variation within the design of amphitheaters, the Ford Theatres is unique in that it is dominated by a large and imposing building that contains a stage, seating area, restrooms, dressing rooms, etc., and two smaller ancillary buildings. Therefore, the Ford Theatres is unlike most amphitheaters that are comprised of a collection of buildings, structures, and natural and man-made features that collectively form an amphitheater.

Based on above, the historic resource analysis did not identify the property as a cultural landscape nor as a vernacular landscape. However, in the determination of the Ford Theatres eligibility for the National Register, the historical analysis of the

property considered both the natural and built environment, as specifically discussed on page IV.E-15 of the Draft EIR.

Comment No. 6-12

TREATMENT OF THE RESOURCE

All features identified by GPA as primary and secondary contributing resources are significant. Removal of any of these materials and features must be carefully considered.

The DEIR states that the proposed improvements would be designed to be consistent with the Secretary of the Interior Standards for historic property rehabilitation. The project proposes to demolish one ancillary historic building and potentially more of the character-defining landscape features. The sound wall and shade structure proposed for the Amphitheatre have the potential to diminish the character of the space. Careful justification statements and design of these elements will help to clarify the impact. A more robust statement of how these aspects of the project meet the Standards and the mitigation measures proposed to achieve them is needed.

Response to Comment No. 6-12

A summary of the National Park Service guidance regarding the analysis of character-defining features is provided on page IV.E-17 of Section IV.E, Cultural Resources, of the Draft EIR. As described on page IV.E-18, the character-defining features of buildings can be generally grouped into three categories: the overall visual character of a building, the exterior materials and craftsmanship, and the interior spaces, features, and finishes. The relative importance of character-defining features depends on the level of craftsmanship, visibility, and integrity. A review of the character-defining features of the Amphitheatre is provided in Table I of the Historic Resource Report included in Appendix F of the Draft EIR. Some character-defining features are more important than others in conveying the significance of the building, which is why some features were identified as primary and others were identified as secondary. As analyzed on page IV.E-19 of the Draft EIR, the concessions building is identified as a secondary character-defining feature because although it was constructed during the period of significance, it has been altered. In addition, the concessions building is incidental to the historical and architectural significance of the property and, while the spatial relationship between the Amphitheatre and concessions building is close, the concessions building is not within an important viewshed for patrons as they approach the property and is not visible from the Amphitheatre seating area. As evaluated on page IV.E-23 of the Draft EIR, removal of the concessions building would not in and of itself constitute an impact on a historic resource because the concessions building does not have any significance separate and apart from the Amphitheatre. In addition, while the analysis acknowledges

that removal of the concessions building would further diminish the integrity of the Ford Theatres, construction of the Ford Terrace improvements would not result in a substantial adverse change in the significance of the Ford Theatres as a historic resource and it would continue to be eligible for listing in the National Register and California Register.

It is noted that the primary consideration of the design team in developing the Project was the preservation and enhancement of the historic character and integrity of the Amphitheatre. Each decision was measured against the goal of retaining the character of the resource as well as the conservation and restoration of historic materials. In each case, the respect for the sense of place and the integrity of the historic building was balanced against the needs of a modern state-of-the-art theatre operation as well as current code, fire life safety, and accessibility requirements. Among the most challenging components of the Project was the need to improve disabled access to the Amphitheatre for both the performer and the patron, and to provide direct access to the stage for load-in and load-out for theatre operations. The existing condition requires that operations share a non- compliant ramp to access the stage with performers. There is currently only a one-person dressing room accessible to the stage. In order to achieve the access and the appropriate separation of the performer and operations staff, the entire existing non-compliant fire department turn around at the ADA-accessible parking adjacent to the concessions building must be widened and lowered approximately eight feet to connect all the Project levels with an elevator for new dressing rooms that are accessible and a loading dock with direct access to the stage. In order to achieve compliant access, the existing concessions building must be demolished. In considering relocation of the concessions building from the current location it was determined that it would lose its historic context associated with the Amphitheatre and therefore greatly diminish its character-defining features. However, as described above, without the concessions building, the Amphitheater would continue to retain its eligibility for the National Register.

With regard to the proposed sound wall and shade structure, as evaluated on page IV.E-22 of the Draft EIR, the proposed Amphitheatre improvements, including the replacement of the existing projection booth and control room and existing lighting positions, and the addition of a new sound wall and retractable shade structure would be consistent with the historic use of the Amphitheatre (Standard #1) and would not involve the removal of any primary character-defining features (Standard #5). In addition, these improvements would be clearly differentiated from the original concrete structure (Standard #9) and could be removed in the future without negatively impacting the original concrete structure (Standard #10). The proposed sound wall would replace the existing plywood and metal structure that was installed to mitigate the sound from the freeway and contain the sound of performances within the Amphitheatre. It was added onto the top of the original concrete Amphitheatre walls. The Project proposes to replace this as it has been ineffective due to the materials used and the unsubstantial construction. As with the existing sound wall, the proposed sound wall would be installed onto the top of the original

concrete Amphitheatre walls, preserving the historic materials, but designed to perform acoustically as proposed. Additionally, it should be noted that in order to provide protection and audience comfort for the daytime patrons, the Ford has traditionally raised a parachute as a temporary sun shade that can be easily deployed for daytime productions to shade the audience. For rehearsals, a parachute attached to the stage truss and building towers is also used to protect performers. However the temporary installation of the parachutes is achieved in an unsafe manner–requiring the tech crew to shimmy across the truss. The Project would incorporate a system of sun shades deployed on cables which would be connected both at the proposed sound wall, the stage truss, and at vertical supports in the upstage landscape. The fabric shades would be completely mechanically retractable into housings in the sound wall, and into the stage truss. The cables would also be retractable and demountable, thus ensuring that the nighttime performances remain open to the sky with unencumbered views.

While the Historic Resource Report for the Project included as Appendix F of the Draft EIR analyzed the Project for compliance with the Secretary of the Interior's Standards, the Standards are not the determining factor in assessing impacts on historic resources under CEQA. Project impacts with regard to historic resources would be significant if the Project would cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5(b) of the CEQA Guidelines. (See also CEQA Guidelines Appendix G, Cultural Resources). Substantial adverse change in the significance of a historic resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historic resource would be materially impaired. (14 CCR Section 15064(b)(1).) As evaluated in Section IV.E, Cultural Resources, of the Draft EIR, while the removal of the concessions building and the construction of the sound wall and shade structure would alter the historic Amphitheatre, with implementation of Mitigation Measure E-1, which would ensure the Project is developed consistent with the Standards, the Amphitheatre would retain sufficient integrity to continue to convey its significance and would retain eligibility for listing in the National and State Register.

Comment No. 6-13

COMPATIBLE NEW CONSTRUCTION

Hollywood Heritage congratulates the Ford on retaining a highly qualified historic architect to guide the rehabilitation of the historic structures, a very capable historic preservation consultant to assemble the historic documentation, and a knowledgeable landscape architect to formulate an approach to the landscape which will retain the character of this historic setting. The projects begun under the Categorical Exemption in 2013 should provide a foundation for the policies and decisions that will be needed to successfully

complete the programmatic goals while retaining important character-defining features of the landscape, circulation and recreation areas, and the historic theatre complex.

Response to Comment No. 6-13

Thank you for acknowledging the applicable professional qualifications of the historic architect, historic preservation consultant, and landscape architect engaged by the Ford Theatre Foundation for this Project.

Comment No. 6-14

The new construction proposed is discussed with reference to the Secretary of the interior's Standards for building additions, not as components of an historic vernacular landscape. The site, although altered, still is a vernacular landscape with its own style, character, and significance. Care should be taken to ensure that the magnitude of new construction does not overwhelm this.

Response to Comment No. 6-14

Please also refer to the discussion in Response to Comment No. 6-11 above. As discussed therein, the property is not analyzed as an historic vernacular landscape for specific reasons, although the analysis of potential impacts would have been the same if it had been analyzed in that manner. Specifically, the property did not evolve naturally into an outdoor amphitheater. Rather, it was consciously designed and has been consciously altered since the Amphitheatre was constructed in 1931. In addition, the setting of the Amphitheatre is a combination of undeveloped open space and improved landscape areas. The vast majority of the property is undeveloped open space that is covered with plants that are commonly found in the California chaparral habitat. This landscape provides the backdrop for the stage, and is an important view from the seating area. However, non-native trees, including pine, ficus, palm, eucalyptus, and cypress, have been planted in the area immediately behind the stage and on both sides of the seating area. Improved landscape areas are also found around the former motel building, parking lots, driveways, and pedestrian pathways located between Cahuenga Boulevard and the Amphitheatre. These areas however, do not reflect a principal or style of landscape design and do not retain integrity from the period of significance for the property from 1931 to 1964. Therefore, the immediate setting of the Amphitheatre was not identified as an important character-defining feature nor was the property analyzed as a designed historic landscape.

The areas between Cahuenga Boulevard East and the Amphitheatre, including the former motel building, parking lots, driveways, and pedestrian paths do not possess qualities that contribute to the historic character of the property. Thus, they were identified as the most suitable locations for new buildings, as opposed to constructing new buildings

in the unimproved open space. Furthermore, the landscape plan for the Project calls for the selective replacement of non-native trees with native trees and the reinforcement of the natural landscape with a variety of native and drought-tolerant plants.

The Historic Resource Report for the Project included as Appendix F of the Draft EIR analyzed potential Project impacts based upon compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. The Standards address four types of treatment: preservation, rehabilitation, restoration, and reconstruction. In the case of the Project, the treatment is rehabilitation. The Guidelines for the Treatment of Cultural Landscapes were prepared by the National Park Service to illustrate the application of the four treatment options to cultural landscapes. However, the Standards for rehabilitation are the same for buildings and cultural landscapes. Therefore, the analysis of potential Project impacts would have been the same, even if the Amphitheatre was identified and analyzed as a cultural landscape.

Comment No. 6-15

IDENTIFICATION OF SURROUNDING RESOURCES

Additional information about the impacts the proposal will have on surrounding historic resources including the Pilgrimage Cross and Whitley Heights is needed.

Response to Comment No. 6-15

With respect to the cross, as discussed in Response to Comment No. 6-6 above, while the Project Site did originally include the Christine Stevenson Memorial Cross, the cross, as it exists today, is no longer owned by the County of Los Angeles and is not a part of the Project Site. The cross that was built in 1923, known as the Christine Stevenson Memorial Cross, has been reconstructed several times, most recently in 1993 and is not old enough to qualify as a historic resource. In addition, no changes are proposed to the cross as part of the Project.

Whitley Heights is a historic resource because it is listed in the National Register of Historic Places and is designated a Los Angeles Historic Preservation Overlay Zone. The northernmost portion of the historic district is approximately 0.5 mile from the entrance to the Ford Theatres. The Project has no potential to impact the status of Whitley Heights as the historic resource would not be materially altered by the Project.

Comment No. 6-16

The cross was built in 1923 as a monument to Christine Wetherill Stevenson and was part of the original Pilgrimage property. Formally the feature is referred to as the "Hollywood

Pilgrimage Memorial Monument." Hollywood Heritage purchased the Cross at the request of the County. While the Cross has been replaced, the feature should be acknowledged as part of the original property. Hollywood Heritage transferred the Cross to High Adventure Ministers. In 1993 High Adventure Ministries built the current cross standing 33 feet tall. In 1997, the Church on the Way took over the care and maintenance of the cross on the Cahuenga Pass.

Response to Comment No. 6-16

Thank you for your input on the cross. Please refer to Response to Comment No. 6-6 and Response to Comment No. 6-15 above. The Draft EIR notes the cross was part of the original fabric of the Amphitheatre. Specifically, as described on page IV.E-10 of Section IV.E, Cultural Resources, of the Draft EIR, "a cross was erected on the hill above the Amphitheatre in 1923, in honor of Christine Stevenson, author of the Pilgrimage Play."

Comment No. 6-17

RECOMMENDED MITIGATION MEASURES

Hollywood Heritage recommends that additional mitigation measures be added to the one current measure. That measure requires the participation of a qualified historic preservation professional, but does not adequately define their role or responsibilities. In order to ensure that the Master Plan will comply with the Standards and thus avoid significant impacts (the stated intent in the DEIR), Hollywood Heritage requests that the following measures be added:

Prepare a Cultural Landscape/Historic Structure Report prior to implementation of Master Plan components. Historic documentation, plans, and specifications prepared for the 2013 Categorical Exemption project should form the basis for a Cultural Landscape/ Historic Structure Report. The work performed under the Categorical Exemption should be added to the chronology of site development presented in the 2013 Historic Resource Report and in the Cultural Resource Technical Report of the DEIR.

Using these reports, prepare a Preservation Plan that will ensure that the proposed components of the Master Plan continue to meet the Secretary of the Interior's Standards and do not diminish the physical integrity and character-defining features of the resource. A complete Historic Structures Report which includes a detailed scope of work for each of the proposed component will help to ensure that all aspects of the Plan meet the Standards. The benefit of this approach is two-fold: to provide a baseline of existing conditions and character-defining features, and to ensure that implementation does not result in loss of status for the resource. Justify the approach to removal of historic stone retaining walls. Provide a treatment plan for any remaining stone walls, and explore

replacement in kind if not feasible. The Master Plan should be more informed by this historic site design. A Cultural Landscape Report will help to identify the site features which should guide future improvements. Amphitheaters are a recognized type of feature by the Cultural Landscape Foundation.

Supplement the Cultural Landscape/Historic Structures Report with a set of design guidelines which address site design and character-defining features. To ensure the continued eligibility of the site, the aesthetic impact of proposed new construction to ensure that new structures should be designed in a manner that is both compatible and appropriate in scale and massing to protect the integrity of the historic amphitheater structure.

Confer with the State Office of Historic Preservation to ensure that the Ford property will remain eligible for listing in the NR after project implementation.

Retain the historic concession stand as part of the Ford Terrace component.

Response to Comment No. 6-17

The analysis in the Draft EIR is sufficient to comply with CEQA and documents that the Project would not have a significant adverse impact on an historic resource. However, in response to the comment, the Ford Theatre Foundation has agreed to prepare an Historic Structures Report. Preparation of an Historic Structures Report would be included in the mitigation program for the Project although the Project would have no impact on the resource as defined by CEQA without this additional measure. Refer to Section II, Clarifications and Additions to the Draft EIR, of this Final EIR for this additional measure, which has been added as Mitigation Measure E-5. The Historic Structures Report would include additional information about the history and physical features of the property. As the Historic Structures Report would address the entire property, a separate Cultural Landscape Report would not be required. The Historic Structures Report would be prepared in compliance with National Park Service Preservation Brief No. 43: The Preparation and Use of Historic Structures Report. Pursuant to National Park Service Preservation Brief No. 43, the Historic Structures Report would include recommendations for the treatment of the character-defining features, as well as guidance for complying with the Standards. Therefore, a separate Preservation Plan would not be required.

The Los Angeles County Department of Parks and Recreation would determine if separate design guidelines are required after the Historic Structures Report is complete.

The State Office of Historic Preservation was notified of the Project and was provided an opportunity to comment during the Notice of Preparation and during the public

comment period for the Draft EIR. The State Office of Historic Preservation did not provide any comments regarding the Project. Furthermore, the State Office of Historic Preservation is not required to be consulted because no state-owned historic resources are affected by the Project.

Please also refer to Response to Comment No. 6-12 for a summary of the analysis on the removal of the concessions building. As evaluated on page IV.E-23 of the Draft EIR, removal of the concessions building would not in and of itself constitute an impact on a historic resource because the concessions building does not have any significance separate and apart from the Amphitheatre. In addition, while the analysis acknowledges that removal of the concessions building would further diminish the integrity of the Ford Theatres, construction of the Ford Terrace improvements would not result in a substantial adverse change in the significance of the Ford Theatres as a historic resource as it would continue to be eligible for listing in the National Register and California Register. As further discussed in Response to Comment No. 6-12, the primary consideration of the design team in developing the Project was the preservation and enhancement of the historic character and integrity of the Amphitheatre. Each decision was measured against the goal of retaining the character of the resource as well as the conservation and restoration of historic materials. In each case the respect for the sense of place and the integrity of the historic building was balanced against the needs of a modern state-of-the-art theatre operation as well as current code, fire life safety, and accessibility requirements. In order to achieve compliant access, the existing concessions building must be demolished. In considering relocation of the concessions building from its current location it was determined that it would lose its historic context associated with the Amphitheatre and therefore greatly diminish its character-defining features. However, as described above, without the concessions building, the Amphitheater would continue to retain its eligibility for the National Register.

Comment No. 6-18

CONCLUSION

Restoration of the Ford Theatres brings continued activity and life to an historic and beloved location. This is highly desired. However, the Master Plan appears to indicate a shift from an isolated, nature-based and formally organized setting to a postmodern, urbanized, and brightly lit design. While not reaching a threshold of significant adverse effect, there is likely a preferred variation in the future design which can be more consistent with the historic cultural landscape. If the Ford is more visible as a cultural resource, the entire Cahuenga Pass area will be enhanced.

The additional mitigation measures proposed above will ensure that the project will not adversely impact the John Anson Ford Theatre's continued eligibility for listing in the National Register of Historic Places and that the entire project (landscape, theatre rehabilitation, new construction) meets the Secretary of the Interior's Standards.

All proposed modifications, including stage reconstruction and the addition of a retractable shade structure, should be analyzed against the venue's continued eligibility for listing in the National Register. 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.

Hollywood Heritage appreciates the efforts of the Ford's management and its project team. Our organization believes in the sensitive development of the historic Cahuenga Pass area as a venue for the arts and will work diligently with the team to achieve the goals of the Ford and to preserve and protect the historic and cultural resources on the site and adjacent to it. Our archives and professional technical assistance is at your disposal. Please feel free to contact us at (323) 874-4005 should you have any questions.

Response to Comment No. 6-18

Thank you for your helpful and constructive participation in the review process on the Ford Theatres Project and your offer of access to your archives and technical assistance. We appreciate your acknowledgement of the Project team's efforts to implement the Project goals for this unique cultural venue with a sensitive design for future development.

As noted in these responses to your comments on the Project and on page II-19 of the Draft EIR, the Project was derived from a previous Master Plan process and includes some of the same components envisioned in the Master Plan, with modifications. In addition, as summarized on page IV.A-20 of Section IV.A, Aesthetics, Views, Light, and Glare, of the Draft EIR, the Project would employ a cohesive site design in part by ensuring architectural compatibility and integration with the surrounding environment. The Project would also rehabilitate the existing historic Amphitheatre and would not result in the removal or alteration of existing features that contribute positively to the visual character of the Project Site and surrounding area. Overall, 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. Similarly, Project grading would be designed to retain the integrity and natural grade elevations of the landforms that influence the visual quality of the Project Site. Furthermore, as illustrated in Figure IV.A-3 on page IV.A-17 and in Figure IV.A-4 on page IV.A-18, proposed Project lighting would be of low intensity and

would be designed to be non-intrusive to adjacent uses and be integrated within the buildings and overall Project Site.

Additionally, as summarized on page IV.E-28 of the Draft EIR, potential impacts to the Amphitheatre from implementation of the Project, including the addition of a shade structure, would be reduced to a less than significant level with implementation of Mitigation Measures E-1, which would ensure that the Project design complies with the Standards. The CEQA Guidelines provide that generally a project which follows the applicable Secretary of Interior Standards shall be considered as mitigated to a less than significant impact on the historic resource. The Project analysis concludes that following implementation of the Project in accordance with the applicable Standards, the integrity of the Ford Theatres as a whole would be sufficient to convey its historical significance. Therefore, the Ford Theatres would continue to be eligible for listing in the National Register and the California Register and the significance of the historic resource would not be materially impaired by the Project. Implementation of the recommended mitigation measure to prepare a Historic Structures Report would further reduce the Project's impacts.

As summarized on page IV.E-22 of Section IV.E, Cultural Resources, of the Draft EIR, the improvements approved as part of the Notice of Exemption, which include stage reconstruction, were documented independently to be in compliance with the Class 31 exemption for historic resource rehabilitation consistent with the Secretary of Interior's Standards.

Comment Letter No. 7

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Comment No. 7-1

On behalf of the Los Angeles Conservancy, thank you for the opportunity to comment on the draft environmental impact report (EIR) for the Ford Theatres Project. The Ford Theatres is significant as one of the oldest performing arts venues in Los Angeles still in use, as an example of an early twentieth century amphitheater, and for its association with architect William Lee Woollett. It was determined eligible for listing in the National Register of Historic Places in 1994 and is listed in the California Register of Historical Resources.

Response to Comment No. 7-1

This introductory comment notes review of the Draft EIR by the Los Angeles Conservancy and describes the Amphitheatre's historic status consistent with the description included in the Draft EIR. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 7-2

The Conservancy previously submitted comments on the Notice of Preparation (NOP) in March 2014, and our comments addressed various aspects relating to the rehabilitation of the historic amphitheater. With the release of the draft EIR, we've recently learned that several of the planned improvements for the amphitheater were previously approved through a Notice of Exemption prior to the NOP's release.

Response to Comment No. 7-2

Thank you for participating in the scoping and comment opportunities on this Project. The letters submitted during the Notice of Preparation process for the Project are included in Appendix A of the Draft EIR. As discussed on page II-8 of Section II, Project Description, of the Draft EIR, in September 2013, the County of Los Angeles prepared and approved a Notice of Exemption pursuant to CEQA Guidelines Section 15331, Historical Resource Restoration/Rehabilitation (Class 31) for the restoration and rehabilitation of portions of the existing Amphitheatre consistent with the Secretary of Interior Standards for the Treatment of Historic Properties.

Comment No. 7-3

We fully understand the programming needs of the Ford Theatres and recognize that the County has long served as a good steward of the historic venue. The creation of a list documenting primary and secondary character-defining features of the Ford Theatres site as part of the EIR is an important tool for understanding the significance of various features of the venue as it evolved over time. While this list provides invaluable information, it does not offer guidance for the treatment of these character-defining features in the future; the draft EIR provides generalized language specifying the application of the Secretary of the Interior's Standards for proposed work.

The Conservancy recommends that the County expand upon its stewardship of the Ford Theatres through the creation of site master plan that establishes some baseline documentation of the site and can inform and guide any future changes. Given the historical significance of the site, we strongly advise that a Historic Structure Report (HSR) be prepared for the Ford Theatres in conjunction with a Preservation Plan that can guide such areas as the implementation of recommendations for the treatment of historic materials and character-defining features.

Response to Comment No. 7-3

Thank you for your recommendation that a Historic Structures Report be prepared. Hollywood Heritage has also recommended the preparation of a Historic Structures Report and, as discussed above in the Hollywood Heritage comment letter Response to Comment No. 6-17, the Ford Theatre Foundation in consultation with the County has agreed to provide for the preparation of a Historic Structures Report as a tool to help guide treatment of recognized character defining features notwithstanding the fact that preparation of the report is not required to avoid a significant impact on the historic resource. As discussed in Response to Comment No. 6-17, preparation of a Historic Structures Report would be included in the mitigation program for the Project. Refer to Section II, Clarifications and Additions to the Draft EIR, of this Final EIR for the additional mitigation measure. The Historic Structures Report would include additional information about the history and physical features of the property. The Historic Structures Report would be prepared in compliance with National Park Service Preservation Brief No. 43: The Preparation and Use of Historic Structures Report. Pursuant to National Park Service Preservation Brief No. 43, the Historic Structures Report would include recommendations for the treatment of the character-defining features as well as guidance for complying with the Standards. Therefore, a separate Preservation Plan would not be required.

Comment No. 7-4

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 should you have any questions.

Response to Comment No. 7-4

This closing comment describes the Los Angeles Conservancy and provides contact information should questions arise regarding the Project.

Comment Letter No. 8

Michael P. Meyer
President
Outpost Homeowners Association
7007 Macapa Dr.
Los Angeles, CA 90068-2001

Comment No. 8-1

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.

Response to Comment No. 8-1

This comment provides a general introduction to the comments and concerns of the Outpost Homeowners Association related to traffic impacts in the Cahuenga Pass. Specific comments regarding the Draft EIR are provided and responded to below. As described by the commenter, Outpost Canyon is located in the area between the Hollywood Bowl and Runyon Canyon Park. The Outpost Canyon roadways are shown in Figure IV.K-1 on page IV.K-10 of Section IV.K, Traffic, Access, and Parking, of the Draft EIR. However, to provide further clarification on street locations, additional roadway name labels have been incorporated in Figure IV.K-1 included in Section II, Clarifications and Additions to the Draft EIR, of this Final EIR.

Comment No. 8-2

We provided a comment letter during your scoping comment period and feel that our issues and requested impact analyses were completely ignored. We therefore find that it would be futile to provide detailed comments on the DEIR as we expect that they will be ignored/dismissed as well. We feel that the traffic analysis in the DEIR was completely inadequate and biased in favor of the project by underestimating its potential impacts.

Response to Comment No. 8-2

Thank you for participating in both the scoping and Draft EIR comment opportunities on this EIR. It is unfortunate that you feel that your comments were ignored. The detailed traffic analysis of "worst case" conditions provided in the Draft EIR and the County's

agreement to project design features that would serve to avoid potentially significant impacts indicate that your view is unsupported and incorrect. The County and the Ford Theatre Foundation seek to be a good neighbor to the public and private land uses in the area and wish to achieve the Project goals without adverse impacts to the physical environment. We hope that a review of these responses to your comments and the information in the Draft EIR referenced will help to allay your concerns as the documents fully disclose for the public and the decision makers the analysis of the Project and the basis for concluding that this Project would cause no new significant traffic impacts.

Your comment refers to the scoping process letter dated March 7, 2014, from the Outpost Homeowners Association regarding the Ford Theatres Project EIR Scoping Comments submitted during the Notice of Preparation and included in Appendix A of the Draft EIR. The scoping comments included in the letter related to changes associated with number of events, increased attendance, traffic and parking (including study area), cumulative effect of entertainment venues in Hollywood, potential fire danger, impacts on the physical infrastructure (sewer capacity, water supply, sanitary landfills, etc.), and public safety, as well as suggested viable alternatives to be considered. Contrary to the assertion that the issues and requested analyses identified were completely ignored, the Draft EIR fully addresses impacts associated with the Project in the topic areas noted, including traffic, public services, utilities, and alternatives (refer to Section IV.K, Traffic, Access, and Parking; Section IV.J, Public Services; Section IV.L, Utilities and Service Systems; and Section V, Alternatives, of the Draft EIR).

With regard to traffic, your comment offers no basis to support the statement that the traffic analysis was completely inadequate and underestimated potential impacts. The Draft EIR and Traffic Study, included as Appendix L of the Draft EIR, provide a comprehensive analysis of the potential traffic impacts associated with the Project and includes sufficient documentation of the development of the methodology, assumptions and supporting data and information reviewed, etc., that were used, as well as the determination of baseline conditions. The approach and methodology for preparation of the traffic analysis is summarized on page IV.K-8 of the Draft EIR and further detailed in Chapter 2, Traffic Impact Analysis Methodology, of the Traffic Study. As described therein, the Traffic Study was prepared in accordance with the City of Los Angeles Department of Transportation's (LADOT's) *Traffic Study Policies and Procedures* (June 2013), which establish the guidelines for the analysis methodologies and significance thresholds. The scope of the traffic analysis was developed in consultation with the County of Los Angeles Department of Public Works (LACDPW) and LADOT staff, and in consideration of input received during the public scoping process. The base assumptions, technical methodologies, and study area were identified as part of the study approach and were reviewed and approved by LACDPW staff. As required by LADOT's *Traffic Study Policies and Procedures*, the traffic analysis focused on weekday and weekend peak hours (i.e., the time periods in which congestion is at its greatest levels), which generally corresponds to

the highest hour on a weekday during the morning and afternoon commuter periods and the midday peak hour on a weekend.

It is recognized that the Cahuenga Pass experiences high traffic volume and vehicular queuing on evenings when the Hollywood Bowl has events or is in season and therefore, an analysis of the weekday and weekend evening "pre-event" peak hour was also prepared. The relative impact of the added traffic volumes to be generated was evaluated based on an analysis of operating conditions at the study intersections, with and without the Project. In general, according to the significant impact criteria, the higher the volume-to-capacity ratio and worse level of service, the lower the amount of Project traffic that can be added before causing a significant impact. As discussed in Section IV.K, Traffic, Access and Parking, of the Draft EIR, with the implementation of project design features, particularly Project Design Feature K-2, which would require the Ford Theatres to stagger the start times of simultaneous events to be held in the Amphitheatre and the 299-seat theatre on weekday evenings after 6:00 P.M. by a minimum of 45 minutes so as to separate the arrival patterns of each theatre's patrons, the incremental increase in traffic generated by the Project would not create significant impacts at any of the study intersections under any of the analyzed peak hours using the significance impact criteria established by the City. Therefore, Project impacts on intersection operations were determined to be less than significant based upon substantial evidence.

Comment No. 8-3

Our concerns relate to the magnitude of change that will result from the County's proposed redevelopment of the John Anson Ford Theater. The number of annual events at the theaters will increase from an average of 184 today, to 331 in the future, an 80% increase. This will add traffic from the daily rehearsals; not just the artists/performers, but set designers, lighting technicians, sound people, etc., plus all the deliveries of food and beverage, refuse removal, etc. The annual attendance at the theaters will increase from 54,640 to 93,725, a 72% increase. Parking capacity will increase form 350 parking spaces to 500, and the number of employees on site will increase from 20 to 105. And yet the traffic analysis in the DEIR contends that there will be virtually no increase in traffic generated by the theaters.

Response to Comment No. 8-3

Refer to Table II-2, Summary of Events and Attendance, in Section II, Project Description, of the Draft EIR for details regarding the average number of events within each of the proposed venues. As summarized therein, the venues subject to the future expanded schedule are listed as the existing Amphitheatre (1,196 seats) and the proposed new small theatre (299 seats) and the new Flex Space (99 seats). While the Project would include an increase in events within these venues, it is noted that the open air

Amphitheatre would only operate from approximately May through October while the proposed enclosed 299 seat theatre and 99 seat Flex Space could operate year round with scheduled periods of down time for maintenance. As such, simultaneous events within all three venues would occur for an approximately six month period during the year. In addition, attendance at events at the Ford Theatres depends on the time of year and weather, as well as on the activities, programs and events. Accordingly, attendance fluctuates by season, day of the week, and time of day. However, to provide a conservative analysis, the traffic analysis provided in the Draft EIR focused on the Project impacts on the busiest days of the year for Project events, and the analysis showed that the Project would not create a significant traffic impact on those busy days. The average or daily traffic conditions would be expected to be lower than that analyzed in the Draft EIR and would not create any significant impacts.

To give context to the performance seating capacity of the Ford Theatres, even with two new venues proposed in the Project, the 299 seat theater and the 99 seat Flex Space, and accounting for the proposed removal of the existing 87-seat [Inside] the Ford venue, the net number of new performance seats within the Ford Theatres of 311 seats remains relatively small. Comparing the Ford Theatres and the Hollywood Bowl open air amphitheatres, the existing Ford Theatres Amphitheatre has a capacity of 1,196 seats while the Hollywood Bowl amphitheatre capacity is approximately 17,376 seats.

A summary of the Project traffic volumes, as well as the methodology, considerations and assumptions used in determining the Project's trip-generation forecast is provided in Section IV.K, Traffic, Access and Parking of the Draft EIR, with further details provided in Chapter 5, Project Trip Generation and Distribution, of the Traffic Study included as Appendix L of the Draft EIR. As discussed on pages 45 through 48 of the Traffic Study, the Project trip-generation forecast considered vehicular trips associated with the number of seats provided in the theatres, employees, event staff (e.g., security, event, public relations, artists/performers and other related staff), etc., as well as those related to the hiking trail and restaurant uses. As described on page IV.K-13 of the Draft EIR, the trip-generation forecasts associated with the Project is based on the Project's land use components, attendance figures, anticipated visitor arrival and departure patterns, events and other programming information collected through field data or provided by the Ford Theatres and County staff. Table IV.K-5 on page IV.K-26 of the Draft EIR summarizes the trip generation for the Project. As shown, the Project is anticipated to generate 35 net new trips during the weekday morning peak hour, 60 net new trips during the weekday afternoon peak hour, 18 net new trips during the weekday event peak hour, 92 net new trips during the Saturday midday event peak hour, and 92 net new trips during the Saturday evening event peak hour.

Contrary to the comment that the "EIR contends there will be virtually no traffic" from the Project, the Draft EIR analysis fully discloses the added traffic projected from the Project as provided in Table IV.K-5, Project Trip Generation, on page IV.K-26 of Section IV.K, Traffic, Access, and Parking, of the Draft EIR. As shown in Table IV.K-6 and Table IV.K-7 of the Draft EIR, although the Project would result in an increase in traffic within the study area, the incremental increase is not large enough to be considered significant according to the significant impact criteria established by the City of Los Angeles.

Comment No. 8-4

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 requested that you quantify the impacts of these increased vehicle trips on Cahuenga Boulevard East and West, Highland Avenue, Mulholland Drive and Outpost Drive. This reasonable request was ignored in favor of a much smaller study area focused only on the immediate vicinity of the project. The intersection of Cahuenga West at Mulholland/Woodrow Wilson, a key bottleneck in the Cahuenga Pass was ignored.

Response to Comment No. 8-4

The increase in traffic due to the Project was fully addressed in Section IV.K, Traffic, Access and Parking, of the Draft EIR, and the supporting Traffic Study included as Appendix L of the Draft EIR. The Traffic Study was prepared under the supervision of the County of Los Angeles in accordance with the County's guidelines, adopted policies, procedures, and standards, and provides a comprehensive analysis of the potential traffic impacts associated with the Project. The scope of the traffic analysis was developed in consultation with the County of Los Angeles Department of Public Works and City of Los Angeles Department of Transportation staff, and in consideration of input received during the public scoping process. The base assumptions, technical methodologies, and study area were identified as part of the study approach and were reviewed and approved by LACDPW staff.

The study area was developed so that the full range of potential impacts of the Project on the local and regional roadway network could be determined. In consultation with the County and City, as well as through the public scoping process, eight intersections (both signalized and unsignalized) in the area were identified for analysis. The intersections include intersections along the primary access routes to and from the Project Site which would be most directly impacted by Project traffic (e.g., Cahuenga Boulevard East and West, Highland Avenue, Odin Avenue, Barham Boulevard, etc.). The study intersection locations were selected based on the Project vehicle trip generation, the

anticipated distribution of the Project trips, existing intersection/corridor operations, and travel routes/patterns to and from the Ford Theatres. The traffic analysis study area encompassed several intersections in the vicinity of the site, including key intersections that may have existing or future operational issues and a relatively higher percentage of Project-related vehicle turning movements (e.g., along Cahuenga Boulevard East and West, Highland Avenue, Odin Avenue, Barham Boulevard, etc), as well as freeway on-off ramp intersections.

The comment includes a request for analysis of additional intersections that were not included as study intersections in the Traffic Study, including the intersection of Cahuenga Boulevard West & Woodrow Wilson Drive-Mulholland Drive, as well as intersections along Outpost Drive. This earlier request was not "ignored" as the comment suggests, but the intersections for impact analysis were selected following consultation with both City and County traffic engineers on the appropriate study methodology, which did not include these intersections. The named intersections, as well as other intersections in the area (e.g., Cahuenga Boulevard West & Hillpark Drive, Cahuenga Boulevard East & Lakeridge Road, Cahuenga Boulevard East & Lakeridge Place, etc.), were not selected for analysis as they would have relatively lower traffic volumes on the side street and minor approach to the intersection and no documented existing or projected future adverse operational issues, but most importantly, these locations are projected to accommodate little if any Project-related vehicular turning movements. Thus, these intersections would not be significantly impacted by Project traffic.

Comment No. 8-5

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. Traffic will be added to Outpost Drive by the proposed project, warranting a contribution of funds toward the Outpost Neighborhood Traffic Management Plan as an appropriate mitigation measure.

Response to Comment No. 8-5

A detailed description of the Project trip distribution is provided in Chapter 5, Project Trip Generation and Distribution of the Traffic Study included as Appendix L of the Draft EIR. The Project traffic volumes were distributed and assigned to the local street system based on the following considerations: location of residential, entertainment and employment centers; the level of accessibility of routes to and from the Project Site; existing intersection traffic volumes; the Project ingress/egress availability based on the proposed site access and circulation scheme; the location of the existing and proposed driveways; anticipated patron arrival and departure information; and existing traffic count data at the Ford Theatres driveways, etc.

The Project trip distribution is illustrated in Figure 9 and the associated project-only traffic volumes in Figures 10A, 10B, and 10C for weekday, weekday event, and Saturday peak hour conditions, of the Traffic Study. Outpost Drive is a local street located in the residential community located to the west of Cahuenga Boulevard West and the Hollywood Bowl. The Outpost Canyon roadways are shown in Figure IV.K-1 on page IV.K-10 of Section IV.K, Traffic, Access, and Parking, of the Draft EIR. However, as previously mentioned, to provide further clarification on street locations, additional roadway name labels have been incorporated in Figure IV.K-1 included in Section II, Clarifications and Additions to the Draft EIR, of this Final EIR. Outpost Drive does not provide direct access to or from the Ford Theatres. Accordingly, it is anticipated to carry little net new traffic associated with the Project that would be generated outside of the Outpost Neighborhood itself.

The intersection levels of service during the weekday A.M. and P.M. commuter and event peak hours, as well as the Saturday midday event and evening event peak hours are shown in Table IV.K-6 of the Draft EIR for the Existing plus Project conditions and Table IV.K-7 of the Draft EIR for the Future with Project conditions. Based on the conclusions presented in Section IV.K, Traffic, Access, and Parking, of the Draft EIR, traffic impacts were determined to be less than significant. Therefore, no mitigation measures are required. However, your comment will be provided to the decision makers prior to their consideration of Project approval.

Comment No. 8-6

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 failed to 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. The he

Response to Comment No. 8-6

Your comment is not correct when it indicates that cumulative traffic has not been disclosed and properly addressed. The Draft EIR provides a comprehensive analysis of the cumulative traffic impacts associated with the Project, as well as discloses existing and future traffic volumes and roadway operating conditions for weekday, weekday event and weekend event peak hour conditions. The traffic analysis evaluated impacts of the Project based on actual traffic count data collected at the identified study locations, which were

conducted when local schools were in session and when both the Ford Theatres and Hollywood Bowl were holding events. In addition, Hollywood Boulevard was closed from Orange Grove Avenue to Highland Avenue.[1] See Chapter 4, Future without Project Traffic Conditions, of the Traffic Study for further discussion of the development of future cumulative traffic conditions. The forecast cumulative traffic conditions were prepared in accordance with procedures outlined in CEQA Guidelines Section 15130, which provides the following two options for developing cumulative traffic volume forecast:

> *(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or*
>
> *(B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.*

As discussed in Chapter 4 of the Traffic Study, the forecast cumulative traffic conditions is conservative in that it overestimates impacts that would likely occur from both ambient traffic growth and traffic growth due to related projects (i.e., both the "A" and "B" options outlined in the CEQA Guidelines listed above). It is important to note that the entertainment venues outlined in the comment (Hollywood Bowl, TCL Chinese Theater, the El Capitan), including the Ford Theatres are all existing venues that schedule events throughout the year, and their traffic is reflected in the existing and future traffic volumes disclosed in the Draft EIR, as well as the intersection level of service for the analyzed conditions outlined in the Draft EIR.

The Draft EIR does acknowledge that the number of annual events at the Ford Theater would increase and therefore the nearby residents would experience an increase in traffic on the area streets on more days per year than occurs today. The Draft EIR traffic impact analysis, however, focused on the Project impacts on the busiest days of the year for Project events and the analysis demonstrated that the Project would not create any significant impacts on those busy days. Attendance levels for the Ford Theatre programs/events can vary depending on the time of year and the nature of the program/event. For example, programs may range from a small meeting to an event that

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[1] *Communication between Gibson Transportation Consulting Inc. and City of Los Angeles Department of Public Works, Bureau of Street Services Investigation and Enforcement Division. August 2014.*

utilizes both the Amphitheatre and smaller theatres. To evaluate the worst case scenario of operations, the traffic study analysis represents an event that utilizes the maximum seating capacity of the Amphitheatre and proposed venues, and is based on traffic conditions when both the Hollywood Bowl and Ford Theatres were in season and holding events. Thus, the Traffic Study presents a worst case analysis of the potential traffic impacts associated with the Project, and documents that there would be a less than significant traffic impact from the Project.

As discussed on page IV.K-37 of Section IV.K, Traffic, Access, and Parking, of the Draft EIR, the analysis of Future (Year 2020) with Project Conditions reflects both Project-specific and future cumulative traffic impacts related to intersection level of service. As the Project's traffic impacts would be less than significant, the Project's contribution towards cumulative traffic impacts were determined to be less than significant. Therefore, no mitigation measures are required.

Comment No. 8-7

In summary; the traffic analysis has lost sight of the forest for the trees. It focuses on the small number of cars added at a limited number of intersections immediately adjacent to the Theaters and it misses the bigger picture; the cumulative impact of more events on more days, superimposed on the other events already congesting the Cahuenga Pass causing motorists to cut through our neighborhood. This project might not cause the cut through traffic to be higher on any given day, but it will cause it to be higher on many more days of the year.

We appreciate the opportunity to submit comments on the Draft EIR. We just wish that the County of Los Angeles and its consultants were more serious about honestly disclosing and mitigating the impacts of this project on the neighborhoods that surround it. This is a very important project to Los Angeles County and one that will have a lasting impact on our neighborhood. We are disappointed that these issues of importance to the Outpost Homeowners Association were not seriously addressed in the DEIR.

Response to Comment No. 8-7

As indicated in the responses to this comment letter, we hope to address your concerns that this Project's incremental contributions to traffic rise to the level of a significant impact. The full and professional analysis and disclosure in this regard in the Draft EIR indicate that this Project, as recommended, has no significant traffic impact. Responses to the comments provided in this summary comment are contained in Response to Comment Nos. 8-2 through 8-6 above. Your comments will be provided to the decision makers prior to consideration of Project approval.

Comment Letter No. 9

Jeffrey P. Brown
2285 La Granada Dr.
Los Angeles, CA 90068-2723
jeffreypbrown@gmail.com

Comment No. 9-1

We live at 2285 La Granada Drive, around the corner from the Ford and have a few questions regarding your summary memo of June 23, 2014:

Response to Comment No. 9-1

This is an introductory comment. Specific comments regarding the Draft EIR are provided and responded to below. La Granada Drive is located in the area south of the Ford Theatres. This roadway is shown in Figure IV.K-1 on page IV.K-10 of Section IV.K, Traffic, Access, and Parking, of the Draft EIR. However, to provide further clarification on street locations, additional roadway name labels have been incorporated in Figure IV.K-1 included in Section II, Clarifications and Additions to the Draft EIR, of this Final EIR.

Comment No. 9-2

1) It is unclear from the memo if there will be one or two three-story parking structures, It/they are mentioned both in your Ford Plaza description AND your Transit Center description,

Response to Comment No. 9-2

As described on page II-22 in Section II, Project Description, of the Draft EIR, upon buildout of the Project, parking would be provided within two new three-level parking structures that would be located within the existing north and south surface parking areas. Specifically, the Ford Plaza would include a three-level parking structure, referred to as the south parking structure that would provide approximately 250 parking spaces. The Transit Center would include an additional three-level parking structure referred to as the north parking structure that would provide approximately 250 parking spaces. The Project would provide a total of 500 parking spaces within two parking structures.

Comment No. 9-3

2) Regardless of answer to the question above, how many on-site parking spaces will exist if the project is approved and built? How does that number relate to the number of patrons the site will accommodate?

Response to Comment No. 9-3

As provided in Response to Comment No. 9-2 above, the Project would include 500 parking spaces within two parking structures. As discussed on page IV.K-34 of Section IV.K, Traffic, Access, and Parking, of the Draft EIR, the parking demands of the Project would fluctuate depending on the activities, programs, and events held; time of the year (e.g., holidays); day of the week (weekdays and weekends); and time of the day. Therefore, an assessment of parking demand was conducted for several potential scenarios, including on a non-event day and during event days with varying attendance levels. The peak parking demand for the Project during the peak parking demand scenarios analyzed was estimated based on a combination of the Project's unique operational characteristics, including attendance levels, anticipated visitor arrival and departure patterns, empirical data from existing operations, industry-wide parking demand rates, average vehicle ridership rates, mode split (e.g., arriving by transit, walk, bicycle, etc.), internal capture (e.g., between the restaurant and the theatre uses), and employee data.

A detailed summary of the parking demand for different operational scenarios is provided in Table 10 through Table 13 of the Traffic Study included in Appendix L of the Draft EIR. Based on that analysis, a peak parking demand of 568 spaces would be required. Each parking structure would provide approximately 250 parking spaces, for a total of approximately 500 parking spaces. Parking within the parking structures could be expanded by approximately 75 spaces with the use of attendant assisted parking for a total of 575 parking spaces provided on-site. Additional parking at the Universal City/Studio City Metro Red Line Station would also continue to be available to accommodate the parking needs of the Project. Therefore, a sufficient number of parking spaces would be available to serve the estimated peak parking demand during a non-event day and during the event day scenarios.

Comment No. 9-4

3) Will satellite parking with bus transport be part of the plan? We ask because the Transit Center would seem to accommodate "bus and valet drop-off."

Response to Comment No. 9-4

As discussed on page IV.K-34 in Section IV.K, Traffic, Access, and Parking, of the Draft EIR, additional parking at the Universal City/Studio City Metro Red Line Station would continue to be available to accommodate the parking needs of the Project, which would include shuttle services for patrons. As described on page II-18 of Section II, Project Description, of the Draft EIR, the transit center would accommodate a bus/van loading and unloading zone.

Comment No. 9-5

4) You mention that the number of events is going to increase. Will the season also be extended so that traffic becomes a year-round challenge?

Thanks you in advance.

Response to Comment No. 9-5

As summarized in Table II-2 on page II-20 of Section II, Project Description, of the Draft EIR, events within the Amphitheatre would continue to be held only from May through October. The Amphitheatre would not be programmed on a year-round basis. Events within the proposed new 99-seat Flex Space and the proposed 299-seat theatre would be held year round with scheduled periods of down time for maintenance. As provided on page IV.K-22 of Section IV.K, Traffic, Access, and Parking, of the Draft EIR, as part of the Project, the Ford Theatres would stagger the start times of simultaneous events to be held in the Amphitheatre and the 299-seat theatre on weekday evenings after 6:00 P.M. by a minimum of 45 minutes so as to separate the arrival patterns of each theatre's patrons (see Project Design Feature K-2). Implementation of this project design feature would avoid potentially significant traffic impacts from simultaneous events. In addition, as part of Project Design Feature K-3, the Project would include a Parking and Traffic Management Plan that would include traffic management measures during events such as encouraging alternate travel options in event-related marketing/media information, identifying locations for bus drop-off/pick-up and staging, and encourage carpooling. As discussed in Section IV.K, Traffic, Access, and Parking, of the Draft EIR, the Project would result in a less than significant impact to traffic.

Comment Letter No. 10

Amy Cutter
6700 Hillpark Dr., Apt. 301
Los Angeles, CA 90068-2111

Comment No. 10-1

Attached is my formal response to the Ford Theatre Draft EIR due today, August 8th, 2014. I believe I have provided the level of detail, referenced sections and pages in the Draft EIR, and each place I am seeking the answer to a question or clarification. After each topic I have added an ASK and restated the question that I think needs to be answered.

I have also provided my initial letter sent in on 3/11/2014 as a reference to the original public notice.

Please review and let me know if you have any questions or comments.

Response to Comment No. 10-1

Thank you for participating in both the scoping and Draft EIR comment opportunities on this EIR. This introductory comment describes the format of the attached comment letter. Specific comments regarding the Draft EIR are provided and responded to below.

Comment letters provided during the Notice of Preparation are included in Appendix A of the Draft EIR.

Comment No. 10-2

I am located on Hillpark Drive at the Highlands Owners Association. This is a 192 unit condominium complex located next to the Hollywood freeway and northwest of the Ford Theatre and up from the Pilgrimage Bridge off of Cahuenga West and Hillpark drive. I have lived at this location since 1992. I am not a traffic expert, a city planner, nor an engineer. However, I am someone who lives in the Cahuenga Pass for the past 22 years and has experience traveling through and within the Pass on a daily basis. That makes me an expert on the traffic patterns and congestion. I start my trek to work from within the Pass and leave around 8:30 to 9:15 in the morning and return from work or errands anywhere from 5:30 usually 6pm through 7:30 pm in the evening on weekdays. Work is located in Glendale, California where the standard route is up Barham over to Forest Lawn and on to the eastbound 134 Freeway.

Response to Comment No. 10-2

This introductory comment provides background information regarding the commenter. Specific responses regarding the Draft EIR are provided and responded to below. As shown in Figure IV.K-1 on page IV.K-10 of Section IV.K, Traffic, Access, and Parking, of the Draft EIR, Hillpark Drive and the location for the referenced condominium complex, is located west of Cahuenga Boulevard West, north of Pilgrimage Drive.

Comment No. 10-3

I am writing in response to the draft EIR for the Ford Theatre project. I am sure there are concerns regarding noise and possibly exposed cuts in the hillside never mind a host of other environmental impacts. Since I live across the canyon I am not going to speak to these topics. Rather, this document focuses almost exclusively on traffic concerns, haul routes, emergency vehicles and services, and noise. And, specifically about the increased traffic during construction and then after construction associated with the ongoing and increased number of events at the Ford Theatre. 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. This is according to the original proposal document released back in early 2014. This is 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. This is a significant impact. Later on in this letter I will be speaking to why this is a relevant point.

Response to Comment No. 10-3

Potential noise impacts of the Project are evaluated in Section IV.I, Noise, of the Draft EIR. As discussed therein, compliance with regulatory requirements and implementation of the mitigation measures provided would reduce noise and vibration impacts associated with Project construction to a less than significant level. Project impacts with regard to operational noise were also evaluated and determined to be less than significant.

With regard to development on the hillsides, as described on page II-21 of Section II, Project Description, of the Draft EIR, the Project has been designed to minimize building footprints and remain primarily within the developed areas of the Project Site. Specifically, implementation of the Project would further develop portions of the existing 3.5 acres of developed area within the Project Site and would extend onto approximately 0.8 acre of undeveloped area. Upon buildout of the Project, approximately 4.3 acres of the 32-acre Project Site would comprise developed area. The remaining approximately 27.7 acres would comprise undeveloped open space.

Potential traffic, access, and parking impacts during construction and operation of the Project are analyzed in Section IV.K, Traffic, Access and Parking, of the Draft EIR with supporting technical data and analysis provided in the Traffic Study included as Appendix L of the Draft EIR. Section IV.K, Traffic, Access and Parking, of the Draft EIR includes an analysis of the traffic related impacts of the Project during the following periods: weekday morning commuter peak period between 7:00 A.M. to 10:00 A.M.; weekday afternoon commuter peak period between 4:00 P.M. to 6:00 P.M.; weekday evening (pre-event) peak period between 6:00 P.M. to 9:00 P.M.; Saturday midday peak period between 11:00 A.M. to 1:00 P.M.; and Saturday evening (pre-event) peak period between 6:00 P.M. to 9:00 P.M.

While the Project would include an increase in events within the Ford Theatres, it is noted that the Amphitheatre, which provides the largest number of seats compared to the proposed venues, would continue to operate from approximately May through October while the other venues could operate year round with scheduled periods of down time for maintenance. As such, simultaneous events within all three venues would occur for approximately six months of the year. In addition, attendance at events at the Ford Theatres depends on the time of year and weather, as well as on the activities, programs and events. Accordingly, attendance fluctuates by season, day of the week, and time of day. However, the traffic analysis provided in the Draft EIR focused on the Project impacts on the busiest days of the year for Project events and the analysis showed that with implementation of project design features, primarily Project Design Feature K-2 which would require the Ford Theatres to stagger the start times of simultaneous events to be held in the Amphitheatre and the 299-seat theatre on weekday evenings after 6:00 P.M. by a minimum of 45 minutes so as to separate the arrival patterns of each theatre's patrons, the Project would not create an significant traffic impact on those busy days. Therefore, average traffic conditions would be expected to be lower than that analyzed in the Draft EIR and would not result in a significant impact on traffic.

Comment No. 10-4

In the introduction of the Traffic, Access, and Parking (section K), speaks to the desire for the City and County to improve the traffic conditions. And, I think these agencies would like to insure that pressure is placed on developments to study the existing and identify additional traffic trips made based on the construction of the proposed project. Additionally, "The Congestion Management Program (CMP) is a State-mandated program enacted by the state legislature to address the increasing concern that urban congestion is affecting the economic vitality of the State, in this case the heart of Hollywood in an around the Cahuenga Pass, and diminishing the quality of life in our community. Stated differently, a lot of Angelenos avoid the Cahuenga Pass and want nothing to do with visiting this area due to the excessive congestion, at times almost grid lock. This affects the economics in Hollywood, the Hollywood Bowl, and the Ford Theatre today and in the future after the project. Basically, locals are not visiting these venues and purchasing services because it

is too difficult to make the TRIP, affecting the economics. Further the City of Los Angeles's General Plan related to Transportation states to "…provide adequate accessibility to commerce, work opportunities, and essential services and to maintain acceptable levels of mobility for all those who live, work, travel, or move goods in the City. It seems to me the Ford Theatre, a Los Angeles County operation, needs to take the opportunity to collaborate with the other major agencies and create a multi-jurisdictional project, along with the Bike Czar, CalTrans, the City of Los Angeles, Hollywood Bowl, City of Burbank, City of Hollywood, Universal, and the other entertainment companies to identify a fundamental shift in approach to traffic in the Cahuenga Pass. More on this later.

Response to Comment No. 10-4

The comments regarding opportunities to collaborate with other jurisdictions, entertainment companies and venues regarding traffic in the Cahuenga Pass will be provided to the decision makers prior to consideration of Project approval. It is noted that the City of Los Angeles Department of Transportation was consulted during preparation of the traffic analysis for the Project.

The County and the Ford Theatre Foundation seek to be a good neighbor to the public and private land uses in the area and wish to achieve the Project goals without adverse impacts to the physical environment. We hope that a review of these responses to your comments and the information in the EIR referenced will help to allay your concerns as the documents fully disclose for the public and the decision makers the analysis of the Project and the basis for concluding that this Project would cause no new significant traffic impacts. In particular, the County has identified several project design features (Project Design Feature K-1, Construction Management Plan; Project Design Feature K-2, staggering start times of simultaneous events in the Amphitheatre and the 299-seat theatre on weekday evenings; and Project Design Feature K-3, Parking and Traffic Management Plan) to be implemented as part of the Project that would avoid potentially significant traffic impacts on the surrounding street system to the extent feasible. For example, as described on page IV.K-22 of Section IV.K, Traffic, Access, and Parking, of the Draft EIR, as part of the Project, the Ford Theatres shall stagger the start times of simultaneous events to be held in the Amphitheatre and the 299-seat theatre on weekday evenings after 6:00 P.M. by a minimum of 45 minutes so as to separate the arrival patterns of each theatre's patrons (see Project Design Feature K-2). As shown in Section V, Alternatives, of the Draft EIR, Alternative 3, Simultaneous Event Schedules, which would allow events held in the Amphitheatre, the 299-seat theatre, and the Flex Space to occur simultaneously, is anticipated to result in a significant traffic impact at one study intersection. However, as demonstrated in the Project operations, with implementation of Project Design Feature K-2, the County is willing to forgo the flexibility of simultaneous event schedules in order to avoid potentially significant traffic impacts.

Comment No. 10-5

Quite simply, traffic congestion in the Cahuenga Pass is horrid. This is a subjective statement. Based on experience and observation traveling the Pass daily in the morning around 9 am and evening around 6 or 6:30 it is a level D or E based on the chart in Appendix L on page 15. For example, if I am traveling on Forest Lawn heading toward Hollywood from Burbank and make the left on to Barham, that intersection during the evening rush hour (at 6pm or later) can take an additional 10 to 15 minutes and I may be queued up and cycle through 5–7 signal light cycles. The # of cars in the queue for this light on Forest Lawn can be up to quarter mile back up. Then to travel up Barham to Barham and Cahuenga east might take an additional 10 to 15 minutes. Then to make the left on Cahuenga West might take a few more minutes and 1 additional light cycle. Traveling past Mulholland to Hillpark drive on a Hollywood Bowl night at say between 6:30 to 7:30 pm at night might take an additional 15 to 20 minutes. Again on a Hollywood Bowl night it is not uncommon for the traffic to back up from the Hollywood Bowl entrance all the way up the hill on Cahuenga West past the Pilgrimage bridge to Mulholland and at times up to Barham Blvd. This is further documented by the backup at the Highland Flyover (exit on the southbound 101 freeway to Highland Blvd that actually places you on Cahuenga West between Hillpark and the Pilgrimage Bridge. Further, the congestion is so bad and the back up from the Hollywood Bowl on to the freeway is so long, Caltrans now has a permanent light flashing, display posted of traffic congestion. You may want to check in with Caltrans if they have a record of how often or what nights this display is used. So, the contrast is during off peak hours it might take me 5–7 minutes to travel this route and on a heavily congested evening could take upwards of 45 minutes to travel this 4–5 mile stretch. This is the definition of "horrid". Adding the kind of traffic volume on streets that are already clogged appears to be studied in the Draft EIR.

Response to Comment No. 10-5

The comment expresses the opinion of the commenter regarding existing traffic congestion in the Cahuenga Pass and will be provided to the decision makers prior to consideration of Project approval. The Draft EIR and Traffic Study included as Appendix L of the Draft EIR provide a comprehensive analysis of the potential impacts associated with the Project, and includes documentation of the development of the methodology, assumptions and extensive supporting data and information reviewed, etc., that were used, as well as the determination of baseline conditions. The methodology used in the traffic analysis was reviewed and approved by the County of Los Angeles Department of Public Works. The Project is located in the County of Los Angeles, however, since all of the study intersections are within the City of Los Angeles jurisdiction, the City's analysis methodologies and significance thresholds were utilized in accordance with the City of Los Angeles Department of Transportation *Traffic Study Policies and Procedures* (June 2013). The traffic analysis focused on weekday and weekend peak hours (i.e., the time periods in

which congestion is at its greatest levels), which generally corresponds to the highest hour on a weekday during the morning and afternoon commuter periods and the midday peak hour on a weekend. It is recognized that the Cahuenga Pass experiences high traffic volume and vehicular queuing on evenings when the Hollywood Bowl has events or is in season, as well as during street closures in Hollywood. This is highlighted in both the existing and future intersection operating conditions shown in Tables 8 and 9, on pages 60 and 66 of the Traffic Study, contained in Appendix L of the Draft EIR. For example, Intersection No. 1, Cahuenga Boulevard West & Barham Boulevard and Intersection No. 2, Cahuenga Boulevard East & Barham Boulevard, which are both on the travel route described in the comment, are anticipated to operate at worse level of service, D, E, or F, during one or more of the weekday morning or afternoon commuter peak hours and/or weekday event peak hour.

The relative impact of the added traffic volumes to be generated was evaluated based on an analysis of operating conditions at the study intersection, with and without the Project. In general, according to the significant impact criteria, the higher the volume-to-capacity ratio and worse level of service, the lower the amount of Project traffic that can be added before causing a significant impact. Based on the City's sliding scale method for calculating the level of impact due to traffic generated by a Project, an impact is deemed significant if the resulting incremental increase in the volume-to-capacity ratio exceeds 0.02 while operating at level of service D or 0.01 while operating at level of service E or F. As shown in Tables 8 and 9, the maximum level of Project impact is 0.005 at any intersection operating at level of service D, E, or F. Thus, although vehicular queuing may occur along corridors in the Cahuenga Pass, the Project traffic levels at any of these individual study intersections are nowhere near the level needed to cause a significant impact. The Draft EIR concludes that the Project would not have any operational traffic impacts. As discussed in Section IV.K, Traffic, Access, and Parking, of the Draft EIR, the Project would not create significant impacts at any of the study intersections under any of the analyzed peak hours using the significance impact criteria established by the City. Therefore, Project impacts on intersection operations would be less than significant.

Comment No. 10-6

The reason I state seems to be, is that the numbers that are presented in Appendix L do not seem representative of what homeowners in the Cahuenga Pass experience on a daily basis. The good news is that there was a traffic study and my comments about the timing of the traffic study were adjusted to accommodate actual traffic congestion not the definition from previous traffic study of the definition of "rush hour". The bad news is that it is unclear the exact location within the 8 intersections where the data was collected from. All pivotal intersections but which actual streets and lanes contained the sensors? The rest of the letter will speak to:

- why and where there are concerns surrounding the data
- accurately representing the true congestion
- other concerns or statements or conclusions drawn within the Draft EIR
- request for further investigation
- request answers to questions generated prompted by the data collected and the assumptions made based on this said date.

Response to Comment No. 10-6

The scope of the traffic analysis was developed in consultation with LACDPW, in coordination with adjacent jurisdictions, and in consideration of input received during the public scoping process. The Traffic Study was prepared under the supervision of LACDPW in accordance with the County's and City's guidelines (City of Los Angeles Department of Transportation's *Traffic Study Policies and Procedures*, June 2013), adopted policies, procedures, and standards. As described in the Draft EIR, although the Ford Theatres are located within and owned by the County of Los Angeles; the street system surrounding the Project Site, including the study intersections, are within the City of Los Angeles. The base assumptions, technical methodologies, and study area were reviewed and approved by LACDPW. A summary of the existing street and highway system is provided on pages IV.K-4 through IV.K-9, in Section IV.K, Traffic, Access and Parking of the Draft EIR. The study area was developed so that the full range of potential impacts of the Project on the local and regional roadway network could be determined. In accordance with CEQA, the traffic analysis evaluated impacts of the Project on the existing environment based on actual traffic count data collected at the identified study locations. A summary of the Traffic Study scope, methodology, and traffic scenarios is provided in Chapter 2, Traffic Impact Analysis Methodology, of the Traffic Study. A detailed description of the existing traffic conditions, which serves as the basis for the traffic analysis of both existing and future traffic conditions, is outlined in Chapter 3, Existing Conditions of the Traffic and Parking Impact Report.

Traffic studies focus on the time periods in which congestion is at its greatest levels, during what is known as the "peak period" of traffic, which generally corresponds to one to two-hour segments on a weekday during the morning and afternoon commuter periods and the midday period on a weekend. In addition to the weekday morning and afternoon commuter periods and weekend midday period, as the attendance and traffic volumes associated with the Ford Theatres is the highest during evening events, an analysis of both the weekday and weekend "pre-event" peak hour was also conducted. As described on page IV.K-13 of the Draft EIR, to identify the weekday morning and afternoon peak hour and weekend midday peak hour, as well as the weekday and weekend "pre-event" peak

hour for each intersection, traffic counts were taken at the study intersections during the weekday morning and afternoon commuter peak periods (7:00 A.M. to 10:00 A.M. and 4:00 P.M. to 6:00 P.M.) and during a weekend midday peak period (11:00 A.M. to 1:00 P.M.), as well as during the weekday and weekend evening pre-event peak period (6:00 P.M. to 9:00 P.M.). The traffic counts were conducted in September 2013 when local schools were in session and when both the Ford Theatres and Hollywood Bowl were holding events. In addition, Hollywood Boulevard was closed from Orange Grove Avenue to Highland Avenue.

Consistent with Section 15125(a) of the CEQA Guidelines, the traffic counts used for preparation of the Draft EIR traffic analysis represent a reasonable definition of the physical environment at the study intersections as it existed at the time the Notice of Preparation was issued.

Table 1, Level of Service Definitions for Signalized Intersections on page 15 of the Traffic Study included as Appendix L of the Draft EIR provide the generalized description of the qualitative measures used to describe traffic conditions, including level of service categories, volume-to-capacity ratios, and associated definitions. The existing weekday, weekday event, and Saturday intersection traffic volumes are illustrated in Figures 5A, 5B, and 5C, respectively, and the existing intersection level of service during the analyzed peak hours is shown in Table 3 of the Traffic Study.

Comment No. 10-7

It is critical that the Draft EIR incorporates first-hand look at the traffic issues experienced today in the Cahuenga Pass. I do question the data in light of the Level of Service defined in Appendix L page 15 and the assessments provided at the eight intersections. For Intersections 1, 2, and 5 the data presented is probably representative of the data collection period. I wonder why Intersection 3 is missing from Appendix L , Table 3, page 30. It seems unbelievable that the data collected at intersections # 3 (that is found in the traffic section IV K-17 but missing from the Appendix L) is listed as Level A, along with intersection 4, along with intersection 7.

Response to Comment No. 10-7

Please refer to Response to Comment No. 10-5 for information regarding the analysis time periods and existing traffic count data and operating conditions. We have reviewed the data referenced, and it is correct in the Draft EIR. Thank you for pointing out the benefit of clarifying the location in the document of the substantial volume of traffic analysis and data supporting the narrative in the traffic analysis. The traffic count data worksheets of the turning movement counts at the study intersections are provided within Appendix B of the Traffic Study, which is included as Appendix L of the Draft EIR. Table 3

on page 30 of the Traffic Study in Appendix L of the Draft EIR provides a summary of the Existing Conditions intersection peak hour level of service for each of the *signalized* intersections. To provide clarification on the location of data for both signalized and unsignalized intersections, the title of Table 3 will be revised to state "Table 3, Existing Conditions Signalized Intersection Peak Hour Levels of Service." Refer to Section II, Clarifications and Additions to the Draft EIR, of this Final EIR for the revised title. The analysis of the unsignalized intersection (Intersection No. 3, Cahuenga Boulevard East & Barham Boulevard) is described and documented in Appendix E of the Traffic Study, beginning on page E-1. The delay and level of service for the unsignalized intersection for the Existing Conditions is shown in Table E-1 of the Traffic Study, at page E-5, which correspond to the reported delays and level of service shown in Table IV.K-3 on page IV.K-17 of the Draft EIR.

Comment No. 10-8

For example, diving in to a little more detail to determine what is happening with the Level of Service at the Pilgrimage bridge (intersections 3 and 4), where was the data collected? Was the data collected on the bridge as the traffic approaches Cahuenga East and West or actually recorded based on the traffic on Cahuenga East and West. Meaning,

1. At intersection # 3, was the data collected across the four lanes of traffic heading southbound on Cahuenga West including the left turn lane as well as northbound or only one of the four:

   A. South bound lanes including the left turn lane

   B. Just the left turn lane

   C. The one Northbound lane

   D. heading west across the Pilgrimage bridge

      And, were the locations different if data reflected current traffic without the project, current traffic with the project, future traffic (20 years out) without the project, future traffic (20 years out) with the project?

   ASK: Please respond with the specific location (actual streets and lanes) of the data sensors and collection

2. At intersection # 4, was the data collected across the three lanes of traffic heading Northbound on Cahuenga East including the left turn lane as well as the one southbound lane, or only one of the five

   A. one South bound lane

B. the three Northbound lanes

C. just the left turn lane in the Northbound lane,

D. heading east across the Pilgrimage bridge or

E. heading east exiting the Ford Theatre project opposite the Pilgrimage bridge?

And, were the locations different if data reflected current traffic without the project, current traffic with the project, future traffic (20 years out) without the project, future traffic (20 years out) with the project?

ASK: Please respond with the specific location (actual streets and lanes) of the data sensors and collection

Response to Comment No. 10-8

The existing traffic volumes at the study intersections during the weekday, weekday event and Saturday peak hours are highlighted in Figures 5A, 5B, and 5C, of the Traffic Study included as Appendix L of the Draft EIR. As shown in the traffic count data worksheets provided in Appendix B of the Traffic Study, the traffic count data collected are manual counts of the vehicular volume by movements (i.e., left-turns, through traffic, and right-turns) for all of the intersection approaches (each roadway) and encompass the volume from every travel lane approaching the intersection. The counts are recorded at 15-minute intervals throughout the analysis period. For example, at Intersection No. 3 (Cahuenga Boulevard West & Pilgrimage Bridge), the traffic counts reflect the northbound through and right-turn movements and the southbound left and through movements on Cahuenga Boulevard West and the westbound right-turn movements on Pilgrimage Bridge. Similarly, for Intersection No. 4 (Cahuenga Boulevard East & Pilgrimage Bridge), the traffic counts reflect the northbound left and through movements on Cahuenga Boulevard East, the eastbound left, through and right-turn volume on Pilgrimage Bridge, and the westbound left, through and right-turn movements from the Ford Theatres main driveway. A summary of the existing lane configurations at the study intersections is provided in Figure 3 on page 24 of the Traffic Study. As outlined in Section IV.K, Traffic, Access, and Parking of the Draft EIR, and further described in the Traffic Study, the existing traffic count data serves as the basis for the traffic analysis of both existing and future traffic conditions and the baseline for evaluating traffic-related impacts of the Project.

Comment No. 10-9

3. What was the calculation used to determine the LOS? Meaning, was the data collected across the designated AM, PM, and weekday event time periods and then averaged? Was additional mathematical formulas applied the understated to reflect the “Delay/V/C”?

Response to Comment No. 10-9

A summary of the traffic study scope, analysis methodology, and traffic scenarios is provided in Chapter 2, Traffic Impact Analysis Methodology, of the Traffic Study. As described on pages 11 and 12 of the Traffic Study included in Appendix L of the Draft EIR, on Intersection Level of Service Methodology, the signalized intersections were evaluated using the Critical Movement Analysis methodology, which determines volume-to-capacity ratios on a critical movement basis. The overall intersection volume-to-capacity ratio is subsequently assigned a level of service value to describe intersection operations. The Critical Movement Analysis methodology was implemented using City of Los Angeles, LADOT's Calcadb Lite spreadsheet application to analyze intersection operating conditions, consistent with LADOT's *Policies and Procedures*. It is noted that the Critical Movement Analysis methodology reflects the calculated average operating conditions for individual intersections and does not in every case account for vehicular queuing along corridors, pedestrian conflicts, etc. The unsignalized intersections were analyzed using the Highway Capacity Manual methodology (Transportation Research Board, 2010) to determine the overall intersection delay. The Highway Capacity Manual methodology calculates the average delay, in seconds, of a vehicle passing through the intersection in any direction. The intersection analyses were prepared for each of the analysis conditions (weekday A.M. and P.M. peak hours, weekday event peak hour, etc.) and reported in level of service summary tables in the Traffic Study and in Section IV.K, Traffic, Access, and Parking, of the Draft EIR.

Comment No. 10-10

4. I realize the report provided the time periods of data collection went above and beyond by extending the hours of the study to reflect more accurately the heavy congestion periods in the Cahuenga Pass. (see page 13 of the Section K: Traffic, Access, and Parking. This is appreciated considering the feedback in the original response back on 3/11/14 (see attached letter).

Response to Comment No. 10-10

Thank you for acknowledging the expanded analysis time periods included in the Draft EIR and responsiveness to the commenter's March 11, 2014, letter received during the Notice of Preparation.

Comment No. 10-11

5. On page 22 of Section K, there is a reference to the construction related deliveries will be scheduled outside of commuter peak hours. There is specific reference that:

A. construction workers would arrive at the project before 7 am.

B. And leave either before 4pm or after 6pm.

Three points come to mind:

1 According to the County code requirements, construction cannot occur the hours before 7 am on weekdays. And, there is a separate requirement regarding noisy construction work. So, if the bulk of the workers arrive before 7 am will they all stand around and do quite work (when the heavy earth movement is occurring)?

2 Commuter and event congestion really starts at 5:30 and runs through 8 pm or 8:30 depending upon the event.

3 I am not sure how these arrival and departure times improve things for the roadways surrounding the project and reduce "counted requisite TRIPS".

ASK: Please respond with the specific details why these numbers were provided and how that calculates (either increases or decreases) the total number of inbound and outbound TRIPS

Response to Comment No. 10-11

Construction-related traffic is addressed in Section IV.K, Traffic, Access, and Parking of the Draft EIR and further described in Chapter 13 of the Traffic Study included as Appendix L of the Draft EIR. As described beginning on page 87 of the Traffic Study, in general the shift times for construction workers and hours of construction typically require workers to be on site before the weekday morning commuter peak period and allow them to leave before or after the afternoon commuter peak period (i.e., arrive at the site by 7:00 A.M. and depart before 4:00 P.M. or after 6:00 P.M.). For example, an eight-hour shift between 7:00 A.M. and 3:00 P.M. would travel to and from the site outside of the weekday commuter or weekend midday peak periods, when the roadway system is most heavily constrained. The trip-generation estimates associated with construction workers outlined in the Draft EIR do not reflect a reduction in trips. As the number of trips would occur during off-peak hours, Project construction is not expected to cause a significant traffic impact at the analyzed intersections during peak hours.

Comment No. 10-12

6. The TRIP generation also seems suspect or some mathematical algorithm was used that does not equate to reality for the average driver in Los Angeles. One vehicle one person. If you review the numbers provided in Section K: Traffic, Access, and Parking on page 24 I am not sure how the report arrived at:

A. 176 daily construction worker Trips (88 inbound / 88 outbound

B. 64 haul trucks (32 inbound / 32 outbound

C. 30 daily construction material delivery trucks (15 inbound / 15 outbound

I don't state the issue to the numbers based on the shear # of daily construction works, trucks hauling dirt or deliveries. I question this data as you move to the next point on the total number of inbound and outbound trips. Keep reading as I make my two points about these TRIP numbers:

1. Not sure of the hours of the truck hauls but if you do the math 107,094 cubic yards of dirt divided by 14 cubic yards per truck and there are 64 daily deliveries (32 inbound and 32 outbound), this dirt hauling would take 119.5 days (64 * 14 = 896 cubic yards per day. 107,095 / 896 = 119.5 days. If the hauling occurred 6 days out of the week, since according to the County Code, no loud construction noise on Sundays, this could take upwards of 19.9 weeks.

ASK: is this the expected timeframe and approach for the hauling of dirt?

Response to Comment No. 10-12

A full discussion of the construction traffic trip-generation estimates, methodology, assumptions, impact analyses, etc. is provided in Chapter 13, Construction Impact Analysis, of the Traffic Study included as Appendix L of the Draft EIR. As detailed therein, the estimated number of construction workers each day, depending on the phase of construction (e.g., demolition, grading, building construction, etc.) is anticipated to range between approximately 10 and 100 workers. Assuming some level of carpooling among the construction workers, an average vehicle ridership of 1.135 person per vehicle was applied, as provided in the *CEQA Air Quality Handbook* (South Coast Air Quality Management District, 1993). Thus, during the construction phase with the largest number of workers, 100 construction workers are anticipated to generate approximately 176 trips per day [100 workers ÷ 1.135 workers per vehicle × 2 (1 inbound, 1 outbound) = 176 trips per day].

Regarding the proposed truck activity, approximately 107,094 cubic yards of material is anticipated to be exported off-site during the course of the combined excavation, demolition and other construction activities for the Project. It is anticipated that 12- to 14-cubic-yard dirt trucks would be used to export the soil. Assuming approximately 720 cubic yards of export per day, a total of 64 daily haul truck trips are estimated to be generated on a worst case construction day (during excavation and demolition phases of construction). With regard to construction material delivery trucks, it is estimated that an

average of between fewer than 10 and 30 daily delivery truck trips would travel to the Project Site, depending on the construction phase.

It should be noted that the most intensive construction phase in terms of trucks generally occurs during the demolition, grading or export phases of construction, whereas the period that generates the most construction worker traffic occurs during the building finishing and site work construction activities toward the later end of the construction phasing. However, in order to provide a conservative analysis of construction traffic, the trip-generation forecast included traffic from the peak construction worker phase, as well as the peak construction truck phase. Further, for purposes of analyzing the worst case scenario associated with construction, the Project was assumed to be complete in one phase. However, it is recognized in the Draft EIR that the Project is likely to be constructed over time, as funding allows and to keep the Ford Theatres operating during some or all of the May to October event season. It is noted, however, that the County Arts Commission has announced that the Ford Amphitheatre would be closed for the summer season in 2015 and would reopen in the spring/summer of 2016 to accommodate maintenance work in the Amphitheatre associated with previously approved Amphitheatre improvements as part of the Class 31 Notice of Exemption prepared and approved in September 2013.[2]

Comment No. 10-13

2. On page 25 in Section K, Traffic, Access, and Parking, it shows five bullet points about the inbound and outbound TRIPS. It may be I am not calculating correctly but it looks like there are 221 inbound trips and only 76 outbound TRIPS. Please clarify these numbers. Not sure if there is averaging and rounding up and rounding down that skew the numbers. What it looks like is that people in vehicles arrive but they never leave? Maybe the construction workers are arriving by car and leaving by bus?

ASK: Is it possible that people in vehicles arrive to the Project Site but they never leave?

Response to Comment No. 10-13

The bullet points outlined on page IV.K-25 of the Draft EIR summarize the anticipated Project trip-generation forecast for each of the analyzed peak hours (i.e., 1-hour segment) as shown in Table IV.K-5 on page IV.K-26 of the Draft EIR. It is incorrect to combine trips for each of the analyzed peak hours, including for different days of the week (e.g., weekday and weekend) as suggested in this comment. The trip-generation forecast

[2] *Ford Theatres, About Us, News and Press Room, http://fordtheatres.org/UserFiles/File/2014%20Summer%20Workbook/2015FordSeasonRelease_FINAL.pdf; accessed September 5, 2014.*

shown in Table IV.K-5 reflects inbound and outbound trips that are anticipated to occur during that identified peak hour, and does not show the trips made during off-peak periods. The net new Project trips during each of the analysis peak hours (weekday A.M. and P.M. peak hours, weekday evening event peak hour, Saturday midday peak hour and Saturday evening peak hour) were evaluated according to the County and City's adopted policies and procedures.

Comment No. 10-14

7. The next questionable set of numbers in Section K, Traffic, Access, and Parking talks about the Trip distribution traffic assignment. In the paragraph a top of page 27 it talks about the approximate percentage of traffic that would be assigned to north of the project, south of the project, and to/from the US-101 and the Project Site. The issue is not the distribution but the percentage. Not sure how you can end up with 160 % if the traffic is split in three areas: 50 percent to the North, 50 percent to the south, and 60 percent to/from US 101 and the Project Site. One might conclude from these numbers that congestion exceeds capacity by 160 % which might reflect reality that we are living with level E and F LOS.

   ASK: Please explain further what is being attempted.

Response to Comment No. 10-14

A detailed description of the Project trip distribution is provided in Chapter 5, Project Trip Generation and Distribution of the Traffic Study included as Appendix L of the Draft EIR. The Project trip distribution is illustrated in Figure 9 and the associated Project-only traffic volumes in Figures 10A, 10B, and 10C for weekday, weekday event, and Saturday peak hour conditions, of the Traffic Study. As described on page 49 of the Traffic Study, approximately half of the traffic was assigned to/from the north and half was assigned to/from the south. Of this, approximately 60 percent of the Project-related traffic is anticipated to utilize the US-101 to/from the Project Site. The last sentence of the first paragraph on Page IV.K-27 of Section IV.K, Traffic, Access and Parking, of the Draft EIR has been revised as provided in Section II, Clarifications and Additions to the Draft EIR, of this Final EIR. Thank you for pointing out this ambiguity so that we can clarify the wording to be consistent and correctly describe the traffic distribution illustrated in Figure 9 of the Traffic Study.

Comment No. 10-15

8. In Section K, Traffic, Access, and Parking, there is a point being made surrounding CMP, Congestion Management Program indicating based on the

inbound and outbound TRIPS and the percentage of distribution that this project is no CMP impact and no additional analysis of freeway segments is required per the CMP Criteria. That assumes the TRIP calculations are correct. I contend that the TRIP numbers are questionable along with the Percentage of traffic distribution.

ASK: Please justify the numbers identified in this paragraph on page 29 and how that compares to the numbers identified on page 25, and the details covered on page 24 breaking down the specific TRIPS.

Response to Comment No. 10-15

The Congestion Management Program Analysis, including methodology and assumptions, is addressed in Section IV.K, Traffic, Access, and Parking, beginning on page IV.K-29 of the Draft EIR, and further described in Chapter 10, Congestion Management Program Analysis, of the Traffic Study. The Project traffic volumes outlined in Table IV.K-5 on page IV.K-26 (and summarized on page IV.K-25) were assigned to the study intersections and the resulting traffic volumes are provided in Figures 10A, 10B, and 10C of the Traffic Study provided as Appendix L of the Draft EIR. These volumes reflect the anticipated net new trips associated with operation of the Project.

Based on a review of the Project traffic volumes shown in these figures, the Project would add fewer than 150 trips in either direction during the weekday morning or afternoon peak hour on the US-101 Freeway. Addition of at least 150 trips is the threshold for requiring a traffic impact analysis for a Congestion Management Program mainline freeway monitoring location according to the *2010 Los Angeles County Congestion Management Program* (Metro, 2010) guidelines. The Congestion Management Program impact analysis reflects an evaluation of the potential impacts of the Project when it is in operation. The summary of trips provided on page IV.K-24 of the Draft EIR reflects the trip generation and analysis associated with construction traffic.

Comment No. 10-16

9. More importantly, I am not sure how the report can justify the low number of net new TRIPs considering the number of additional days of events. Maybe the additional seating to the project justifies the lower number of net new TRIPs. I am just not sure how this project is able to justify this low number considering the number of new events. Again, 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%. This low TRIPs needs to be explained or recalculated in a way to reflect these 147 added events. (see original Ford Theatre report initially released at the beginning of 2014.

ASK: Please clarify how the numbers justify the low number of TRIPS

Response to Comment No. 10-16

The Draft EIR does acknowledge that the number of annual events at the Ford Theater would increase and therefore the nearby residents would experience an increase in traffic on the area streets on more days per year than occurs today. The Draft EIR traffic impact analysis, however, demonstrates that the Project impacts on the busiest days of the year for Project events would be less than significant according to the approved methodology outlined in LADOT's *Traffic Study Policies and Procedures*, with concurrence of the County. Further, the Traffic Study analysis demonstrated that there would not be an impact that was significant even assuming the worst case evaluation of operations that utilize the maximum seating capacity of the Amphitheatre and the proposed new venues (e.g., sold-out events) and traffic conditions when both the Ford Theatres and Hollywood Bowl were holding events.

To give context to the performance seating capacity of the Ford Theatres, even with two new venues proposed as part of the Project, including the 299 seat theater and the 99-seat Flex Space, and accounting for the proposed removal of the existing 87-seat [Inside] the Ford venue, the net number of new performance seats within the Ford Theatres of 311 seats remains relatively small. Comparing the Ford Theatres and Hollywood Bowl open air amphitheatres, the existing Ford Theatres Amphitheatre has a capacity of 1,196 seats while the Hollywood Bowl amphitheatre capacity is approximately 17,376 seats.

Comment No. 10-17

10. Looks like the looks like the export of dirt shifted from 83,774 cubic yards of dirt to 107,095. Please confirm if this change in export is correct? Will the amount of cubic yards of dirt change again?

    ASK: please confirm the amount of cubic yards of dirt today and did the amount change?

Response to Comment No. 10-17

Based on preliminary estimates and Project design available during the Notice of Preparation process, it was estimated that the Project would require approximately 83,774 cubic yards of export. Since the Notice of Preparation and with further development on Project design, the initial estimate was revised to approximately 107,094 cubic yards of export as described in Section II, Project Description, of the Draft EIR.

Comment No. 10-18

11. If the Ford theatre is planning to add 147 net new events according to their own report, how can the Draft EIR actually state that the new trips adjusted for the observed distribution in the vicinity of the Project Site can actually say 35 net new trips in the weekday, approximately 18 net new trips in the weekday evenings and 92 net new events on the weekends found on page 29 of section IV.K Traffic, Access, and Parking

    ASK: These net new #s could be accurate for existing events. What are the net new #s for 147 additional events at the Ford theatre?

Response to Comment No. 10-18

A full discussion of the Project trip-generation estimates, Project traffic volumes, as well as the methodology, considerations and assumptions used in determining the Project's trip-generation forecast is provided on page IV.K-25 of Section IV.K, Traffic, Access, and Parking, of the Draft EIR. The trip-generation estimates reflect the anticipated net new increases in traffic during the weekday and weekend event peak hours that could be generated by the Ford Theatres for any event held, not just for existing events, as referenced in the comment.

Comment No. 10-19

12. Emergency vehicles: Today with the excessive congestion along Cahuenga East and Cahuenga West, the emergency vehicles out of Station 76 often are unable to traverse these streets. There are no shoulders for the cars to move, with or without sirens. Sirens do no good if there is nowhere for the cars to move.

    ASK: Please explain how the added congestion from construction vehicles and added events are not going to impact emergency vehicle travel?

Response to Comment No. 10-19

As discussed in Section IV.J, Public Services, of the Draft EIR, emergency access for City Fire Department, Los Angeles Police Department, and Los Angeles Sheriff's Department vehicles within the Project Site and the surrounding vicinity could be impacted by Project construction activities due to temporary lane closures, utility line construction, and the generation of traffic as a result of construction equipment movement, hauling of soil and construction materials to and from the Project Site, and construction worker traffic. As a result, Project construction activities could increase response times for emergency vehicles along Cahuenga Boulevard East and main connectors. However, pursuant to Project Design Feature K-1, the Project would implement a Construction Management Plan

during construction of the Project, wherein traffic management personnel and appropriate signage would be employed as necessary to ensure emergency access to the Project Site and vicinity is maintained. As described in detail in Section IV.K, Traffic, Access, and Parking, of this Draft EIR, features of the Construction Management Plan may include prohibition of construction worker parking on adjacent residential streets, scheduling construction activities to reduce the effect on traffic flow, and provisions to accommodate the equipment storage and truck staging on-site. In addition, construction worker and haul truck trips would generally occur outside the typical weekday commuter morning and afternoon peak periods. Further, emergency vehicles utilize emergency sirens to clear a path of travel or drive in opposing traffic lanes to avoid heavy traffic. As such, impacts related to emergency access would be less than significant.

Comment No. 10-20

13. Looks like my comments from my 3/11/14 letter were heard. There are references to improving pedestrian access. This is a good thing. And, it speaks to a reference could be considered "transportation-friendly" and "fair and equitable access to the residents" with a limited cost to the project. This could also increase customers without increasing net new TRIPs to the Ford Theatre.

    Repeating what is in my prior letter: 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.

    ASK: This should be studied and included in the plans to encourage or increase walking traffic.

Response to Comment No. 10-20

Thank you for addressing pedestrian access to the Project Site. Potential impacts regarding access and circulation are discussed on page IV.K-32 through IV.K-34 of Section IV.K, Traffic, Access, and Parking, of the Draft EIR and further described in the Traffic Study included as Appendix L of the Draft EIR. As evaluated in Section IV.K, Traffic, Access, and Parking, of the Draft EIR, the Project would not result in significant impacts regarding traffic, access, and parking. As such, no mitigation measures are required. However, as the surrounding streets and pedestrian facilities are within the jurisdiction of the City of Los Angeles, this comment will be forwarded to City of Los Angeles Councilmember Tom LaBonge's office with an invitation to discuss sidewalk improvements in the area of the Ford Theatres with the Ford Theatre Foundation.

Comment No. 10-21

14. 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.

    ASK: The ambient noise level needs to be investigated as part of the EIR.

Response to Comment No. 10-21

You are correct that the analysis shows that the Highland's Owners Association will not be affected by construction noise. Potential noise impacts during construction and operation of the Project are evaluated in Section IV.I, Noise, of the Draft EIR. Ambient noise levels are specifically described on page IV.I-13 through IV.I-17 of the Draft EIR. As summarized on page IV.I-53 of the Draft EIR, compliance with regulatory requirements and implementation of the mitigation measures provided would reduce noise and vibration impacts associated with Project construction to a less than significant level. In addition, Project impacts during operation would be less than significant. The following mitigation measures were identified for implementation during construction of the Project:

Mitigation Measure I-1: Power construction equipment (including combustion engines), fixed and mobile, shall be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts would be generated.

Mitigation Measure I-2: Project construction shall not include the use of driven pile systems.

Mitigation Measure I-3: Contractor shall utilize smaller construction equipment, such as small bulldozer and hand held compactors, when construction occurs within 20 feet of the existing Amphitheatre structure.

Additionally, the Project would include the following project design features related to Project operations:

Project Design Feature I-1: Project-related outdoor mechanical equipment shall be designed to meet the County's Noise Ordinance.

Project Design Feature I-2: The design of the project amplified sound system for the Amphitheater shall include the sound level regulator programmed to a maximum sound level of 95 dBA, as measured in "slow" response, at the house mixer locations.

Project Design Feature I-3: The building structure for the 299-seat theatre and the Flex Space shall provide a minimum 25 dBA indoor to outdoor noise reduction.

Comment No. 10-22

15. There are references that the Pilgrimage bridge has a speed limit of 35 mph on page Appendix L page 19. There is no speed limit posted on the Pilgrimage bridge.

    ASK: Can you explain how the speed on a two lane bridge could be set to 35 mph?

Response to Comment No. 10-22

There is no posted speed limit on Pilgrimage Bridge and therefore, it is assumed to be a prima-facie speed limit of 25 miles per hour, consistent with the State of California Vehicle Code. Thank you for pointing out this inconsistency so that it can be corrected in the Final EIR. This statement has been corrected as reflected in Section II, Clarifications and Additions to the Draft EIR, of this Final EIR.

Comment No. 10-23

16. There is a reference that no significant impacts occurred even when extending past the Study Area. Specifically, in Appendix L, page 16. "The Project Study Area was designed to ensure the all potentially significantly impacted intersections, prior to any mitigations, were analyzed, and the boundary of the Study Area was extended, as necessary, to confirm that there were no significant impacts at or outside the boundary of the Study Area."

    There are two points to be made about this proclamation:

    A. Due to the excessive congestion in the Cahuenga Pass, any construction, maintenance or added construction traffic like truck hauling causes severe backups and queuing at the intersections.

Response to Comment No. 10-23

Project Design Feature K-1 includes the preparation of a Construction Management Plan, which outlines the management and traffic control measures to be implemented, haul

routes and staging plans, etc., as necessary and satisfactory to the County. The construction traffic management plan would be based on the nature and timing of the specific construction activities, including scheduling construction-related deliveries, haul trips, etc., so as to occur outside of the weekday commuter peak hours to the extent feasible. With implementation of Project Design Feature K-1, impacts associated with construction traffic and parking would be less than significant.

Comment No. 10-24

B. The Study area really needs to be extended to include:

1. Cahuenga West up through the on ramp to the 101 Freeway north of Barham.

2. Barham Blvd from Cahuenga West toward Burbank down and including the Barham and Forest Lawn intersection

3. Since traffic queues up at Cahuenga East and the Pilgrimage bridge at the Ford Theatre Project traveling southbound to North Cahuenga Blvd to at least to Franklin Blvd, Hollywood Blvd, and Sunset Blvd.

Response to Comment No. 10-24

The study area was developed so that the full range of potential impacts of the Project on the local and regional roadway network could be determined. In consultation with the County and City, as well as through the public scoping process, eight intersections (both signalized and unsignalized) in the area were identified for analysis. The intersections include intersections along the primary access routes to and from the Project Site which would be most directly impacted by Project traffic (e.g., Cahuenga Boulevard East and West, Highland Avenue, Odin Avenue, Barham Boulevard, etc.). The study intersection locations were selected based on the Project vehicle trip generation, the anticipated distribution of the Project trips, existing intersection/corridor operations, and travel routes/patterns to and from the Ford Theatres. The traffic analysis study area encompasses several intersections in the vicinity of the site, including key intersections that may have existing or future operational issues, and a relatively higher percentage of Project-related vehicle turning movements (e.g., along Cahuenga Boulevard East and West, Highland Avenue, Odin Avenue, Barham Boulevard, etc), as well as freeway on-off ramp intersections.

The comment includes a request for analysis of additional intersections that were not included as study intersections in the Traffic Study, including intersections along Cahuenga Boulevard West north of Barham Boulevard, Barham Boulevard from Cahuenga Boulevard West to the City of Burbank (including Barham Boulevard & Forest Lawn Drive),

and those intersections along North Cahuenga Boulevard south of study area. These intersections were not selected for analysis because they would not serve sufficient Project traffic volumes such that a significant Project traffic impact would be identified.

According to the City's significant impact criteria, an impact is considered significant if the project results in an increase in the volume-to-capacity ratio of an intersection by 0.01 (assuming that the intersection is operating at level of service E or F). This generally correlates to a traffic volume increase of at least 16 vehicles per lane per hour in the peak direction. The roadways described in this comment are at least four lane roads. Thus, the Project would have to add at least 32 vehicles per hour in the peak direction in order to create a significant impact at these intersections beyond the study area. Figures 10A, 10B, and 10C on pages 51 through 53 of the Traffic Study show that none of the roads leading to these intersections beyond the study area are anticipated to accommodate 32 net new vehicles per lane per hour in any one direction and, therefore, the Project would not generate enough traffic in the Barham Boulevard, North Cahuenga Boulevard, Cahuenga Boulevard West or other identified corridors beyond the study area, to create a significant impact.

Further, there would be no significant impacts at any intersections located on the boundaries of the study area, and the Project traffic assignment as shown in Figures 10A, 10B, 10C, on pages 51 through 53 of the Traffic Study show that the Project would not generate sufficient traffic volumes past the study area in any direction to cause a significant intersection impact. Therefore, the study area encompassed in the Traffic Study was large enough to capture all of the potential significant impacts of the Project and additional intersections are not required to be analyzed.

Comment No. 10-25

C. Although stated differently in the report, there are multiple intersections without left turn lanes. These intersections alone when vehicles are attempting to make the left hand turn can cause severe backups affecting traffic congestion up and down the Cahuenga Pass. Backups can occur upwards of a quarter to a half a mile. Intersections include:

   1. Cahuenga West and Mulholland Blvd—northbound. Note: this intersection is south of Cahuenga West and Barham

   2. Barham Blvd and Blair Drive—heading toward Burbank just below Lake Hollywood Blvd.

ASK: Please provide clarification on:

   1. how these intersections without a left hand turn lane affect congestion

2. should the study area include one or both of these intersections

Response to Comment No. 10-25

The analysis methodology accounts for the lane geometry at the study intersections, including exclusive left-turn lanes, where provided, as shown in Figure 3 on page 24 of the Traffic Study. As shown in Figure 3, several intersections do not provide separate left-turn lanes, which was reflected in the analysis and intersection operating conditions shown in Table IV.K-6 (Existing plus Project conditions) on page IV.K-28 and Table IV.K-7 (Future plus Project conditions) on page IV.K-30 of the Draft EIR. The City's significance criteria is based on overall intersection operations as defined by the vehicle-to-capacity ratio and level of service, and not vehicular queuing along a particular corridor or intersection.

The comment includes a request for analysis of additional intersections that were not included as study intersections in the Traffic Study, including the intersections of Cahuenga Boulevard West & Woodrow Wilson Drive-Mulholland Drive and Barham Boulevard & Blair Drive. These intersections, as well as other intersections in the area (e.g., Cahuenga Boulevard West & Hillpark Drive, Cahuenga Boulevard East & Lakeridge Road, Cahuenga Boulevard East & Lakeridge Place, etc.), were not selected for analysis as they would have relatively lower traffic volumes on the side street and minor approach to the intersection and no documented existing or projected future adverse operational issues, but most importantly, these locations are projected to accommodate little, if any, Project-related vehicular turning movements. Thus, these intersections would not be significantly impacted by Project traffic.

Comment No. 10-26

17. The reason the last point is severely relevant depends upon the ultimate haul route. Although in the report in Section IV.K page 24 it states the "anticipated" haul route might be inbound "…access the Project Site traveling northbound on Cahuenga Blvd East from the Hollwyood Freeway (US-101) and [outbound] would exit the Project Site onto Cahuenga Blvd East and travel northbound on Cahuenga Blvd East to the Hollywood Freeway. The report does not indicate the full route. The point of this entry is two-fold:

    A. Depending upon the streets traveled for the haul route, for example Barham to Forest Lawn, then the recommendation in this letter is that the Study area needs to be extended to include these intersections. Especially since, Barham and Cahuenga East based on the data reported in the Draft EIR in Appendix L indicates on weekday AM is a LOS F and weekday PM is a LOS D.

B. If the plan is to proceed with the haul route as anticipated then it makes sense to extend the Study Area to include intersections of Cahuenga North in the southbound direction toward Franklin Blvd, Hollywood Blvd, and Sunset Blvd.

ASK: include these additional intersections south of the project and north and east of the project to anticipate impacts from the project both during Construction and after the Project is implemented. In either case, both parts of the Cahuenga Pass will be impacted.

Response to Comment No. 10-26

Pursuant to Project Design Feature K-1, as part of the Project, a Construction Management Plan would be implemented, including haul routes and staging plans, to the satisfaction of the County. The Construction Management Plan shall include elements such as provisions to accommodate the equipment storage and truck staging on-site, scheduling construction-related deliveries, haul trips, etc., so as to occur outside of the commuter peak hours to the extent feasible, as well as obtaining the required permits for truck haul routes prior to issuance of permits for the Project as described on page IV.K-22 of the Draft EIR. The truck haul route would comply with the approved truck routes designated within the City and County. Based on the proximity of the Hollywood Freeway to the Project Site, it is anticipated that haul trucks leaving the site (outbound) would travel northbound on Cahuenga Boulevard East to US-101 and inbound trucks would travel northbound on Cahuenga Boulevard East from US-101. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community.

Further, as described on page 88 of the Traffic Study, approximately 14 truck trips per hour (seven inbound, seven outbound) are forecast to occur during the excavation and demolition periods, assuming haul truck trips would occur uniformly over a 5-hour period (e.g., 10:00 A.M. to 3:00 P.M.). The intersections identified in this comment, among others, were not selected for analysis because they would not serve sufficient haul truck traffic during the commuter peak periods such that a significant impact could occur. Based on the construction traffic analysis included in Section IV.K, Traffic, Access, and Parking, of the Draft EIR, with implementation of the Construction Management Plan, construction-related impacts would be less than significant. Thus, expansion of the study area related to construction traffic is not required.

Regarding the request to expand the study area to include intersections to the south, north, and east of the Project due to increases in traffic from Project operations, refer to Response to Comment No. 10-24 above. As discussed therein, there would be no significant impacts at any intersections located in the boundaries of the study area and the Project would not generate sufficient traffic volumes past the study area in any direction to

cause a significant intersection impact. Therefore, the study area encompassed in the Traffic Study was large enough to capture the potential significant impacts of the Project and additional intersections are not required to be analyzed.

Comment No. 10-27

18. The traffic study did take in to account midweek evening event traffic when both the Ford Theatre and the Hollywood Bowl events were occurring simultaneously. Don't know if this was a light Hollywood Bowl night or one of the heavily attended event night at the Hollywood Bowl.

    ASK: provide more details about whether the study included a Hollywood Bowl event that experienced peak or very high attendance.

Response to Comment No. 10-27

The traffic count data included in the Draft EIR was conducted on Friday, September 6 and Saturday, September 7, 2013, when both the Ford Theatres and the Hollywood Bowl held events. On those days, the Hollywood Bowl hosted the Blue Man Group, which was considered a busy, well-attended event, with attendance of approximately 14,606 on Friday evening and approximately 15,105 on Saturday evening. As noted on page II-9 of Section II, Project Description, of the Draft EIR, the Hollywood Bowl has a seating capacity of approximately 17,376. Therefore, the traffic counts included in the Project traffic analysis captured well-attended events at the Hollywood Bowl.

Comment No. 10-28

19. The traffic study does not indicate if the data collection occurred on a night when the Hollywood Blvd street closure was in effect.

    ASK: provide more data if Hollywood Blvd was closed on the day or night of the data collection.

Response to Comment No. 10-28

The City issues permits at various times throughout the year for the temporary closure of travel lanes along roadways throughout the Hollywood community, including Hollywood Boulevard, to accommodate special events (e.g., the Academy Awards, movie premieres, marathons, parades and festivals, etc.). Daily traffic counts on urban roadways, such as Hollywood Boulevard, are variable and can be highly influenced by recurring and intermittent events such as school traffic, roadway construction, as well as accidents, special events, economic trends, weather, etc. In addition to being conducted when both the Ford Theatres and Hollywood Bowl held events, the traffic counts used for the

preparation of the Draft EIR traffic analysis were conducted when street closures were in effect on Hollywood Boulevard from Orange Grove Avenue to Highland Avenue.[3]

Comment No. 10-29

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 just add any more events without addressing traffic. The Draft EIR is making a claim that the new trips adjusted for the observed distribution in the vicinity of the Project Site can actually say 35 net new trip sin the weekday an peak hour, approximately 18 net new trips in the weekday evenings and 92 net new events on the weekends if the Ford theatre is planning to add 147 net new events according to their own report. Based on these numbers the Draft EIR on section IV,K page 29 Congestion Management Program requirements are met based on the # of net new trips. And, therefore since these net new #s are less than 150 trips in either direction during the weekday morning and afternoon peak hours, no CMP impact would occur and no additional analysis of freeway segments is required per the CMP criteria. Again, this is why I am asking to have a review of the TRIP #s in general and the net new TRIPS.

Response to Comment No. 10-29

A summary of the Project traffic volumes, as well as the methodology, considerations and assumptions used in determining the Project's trip-generation forecast is provided in Section IV.K, Traffic, Access and Parking of the Draft EIR, with further details provided in Chapter 5 (Project Trip Generation and Distribution) of the Traffic Study included as Appendix L of the Draft EIR. As discussed on pages 45 through 48 of the Traffic Study, the Project trip-generation forecast considered vehicular trips associated with the number of seats provided in the Amphitheatre and proposed venues, employees, event staff (e.g., security, event, public relations, artists/performers and other related staff), etc., as well as those related to the hiking trail and restaurant uses. The trip-generation forecasts associated with the Project is based on the Project's land use components, attendance figures, anticipated visitor arrival and departure patterns, events and other programming information collected through field data or provided by the Ford Theatres and County staff. Table IV.K-5 on page IV.K-26 of the Draft EIR summarizes the trip generation for the Project.

The commenter correctly summarizes the net new traffic anticipated to be generated by the Project, including 35 net new trips during the weekday morning peak hour, 60 net

[3] *Communication between Gibson Transportation Consulting Inc. and City of Los Angeles Department of Public Works, Bureau of Street Services Investigation and Enforcement Division. August 2014.*

new trips during the weekday afternoon peak hour, 18 net new trips during the weekday event peak hour, 92 net new trips during the Saturday midday event peak hour, and 92 net new trips during the Saturday evening event peak hour. The Draft EIR provides an extensive analysis of the traffic-related impacts of the anticipated net new traffic generated by the Project and concludes that traffic impacts at the study intersections would be less than significant.

As previously described, the traffic analysis includes an assessment of Congestion Management Program arterial and freeway monitoring stations that may be impacted by the Project, in accordance with the Traffic Impact Analysis guidelines referenced in the 2010 Congestion Management Program for Los Angeles County. Refer to Chapter 10, Congestion Management Program, of the Traffic Study for a summary of the Congestion Management Program traffic assessment for arterial and freeway monitoring locations, as well as transit. The Congestion Management Program is a State-mandated program that serves as the monitoring and analytical basis for transportation funding decisions in the County made through the Regional Transportation Improvement Program and State Transportation Improvement Program processes. The Congestion Management Program requires that a Traffic Impact Analysis be performed for all Congestion Management Program arterial monitoring intersections where a project would add 50 or more trips and Congestion Management Program mainline freeway monitoring locations where a project would add 150 or more trips during either the morning or afternoon weekday peak hours.

As outlined on page 71 of the Traffic Study, based on the estimated Project trip-generation forecast and the assignment of Project traffic volumes shown in Figures 10A, 10B, and 10C, there would be fewer than 150 A.M. or P.M. peak hour trips distributed to the freeways in the Project area; therefore, the Project's Congestion Management Program freeway impacts are considered to be less than significant and no further analysis is required based on the Congestion Management Program guidelines, significance criteria, and methodology. The Congestion Management Program arterial monitoring stations closest to the Project Site include the intersections of Santa Monica Boulevard & Highland Avenue (approximately one and one-half miles south of the Project Site) and Cahuenga Boulevard & Lankershim Boulevard (approximately two and one-quarter miles northwest of the Project Site). Based on the Project trip-generation forecast, there would be nominal Project trips traveling past these Congestion Management Program arterial monitoring stations during either the weekday morning and afternoon peak hours. Therefore, the Project's Congestion Management Program arterial impacts are considered to be less than significant, and no further analysis is required for these arterial monitoring stations.

As previously described, the Draft EIR does acknowledge that the number of annual events at the Ford Theater would increase and therefore the nearby residents would experience an increase in traffic on the area streets on more days per year than occurs

today. The Draft EIR traffic impact analysis showed that the Project did not create any significant impacts on those busy days.

Comment No. 10-30

Rather than declaring they are exempt from further analysis, 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 make improvements in capacity that in turn reduces exponentially the traffic congestion. Stated differently, BE A LEADER!

Response to Comment No. 10-30

The comment regarding opportunities to trigger a multi-jurisdictional project to make changes in the City of Los Angeles streets to increase capacity to reduce the traffic congestion will be provided to the decision makers prior to consideration of Project approval.

Comment No. 10-31

As mentioned during the public hearing and again in my letter date 3/11/2014, this is an opportunity for a key development project to take a bold step and produce a truly innovative approach to traffic congestion and corresponding mitigations. This could be a project that uses creative solutions, collaboration amongst multiple agencies and multiple interests for the greater improvement of traffic congestion in the Cahuenga Pass. There is great interest by the bike Czar to implement bike paths in the Cahuenga Pass

A. Obviously, LA City and LA County can provide contributions to improve the streets to alleviate congestion. And, they are key stakeholder for this project.

B. 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 the Major to figure out a creative solution so we maintain traffic lanes and widen the street (and add bike and pedestrian routes).

C. One idea 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.

D. There are other stakeholders who have a vested interest in a solution who may want to sign up to contribute to the solution. I am thinking of the City of Hollywood, City of Burbank, MTA, Hollywood Bowl (LA Philharmonic), Trizacon Complex (Hollywood and Highland), Universal Studios, Warner Brothers, and other entertainment companies just to name a few.

Response to Comment No. 10-31

Thank you for your comment regarding opportunities to improve streets and alleviate congestion, implementation of bike lanes through the Cahuenga Pass, cantilevering over the slopes of the Hollywood Freeway, and other stakeholders with interest in the community. Your comment will be provided to the decision makers prior to consideration of Project approval.

Comment No. 10-32

Seize the opportunity. This project could be held up as shining example of how projects could be run in a way to improve congestion and circulation in difficult economic times. If you pull the resources and partner with other agencies in the city and county might be ripe for solution that could provide a larger solution.

Based on my participation on February 18th and June 23rd a review of the Ford Theatre Project Draft EIR these are my comments/recommendations and questions to continue shaping the Draft EIR. Basically, things to consider based on unique aspects of the Cahuenga Pass where the Ford Theatre resides.

Response to Comment No. 10-32

Thank you for your comment. Your comment letter will be provided to the decision makers prior to consideration of Project approval.

Comment Letter No. 11

Stephen DeCordova
2336 Lorenzo Dr.
Los Angeles, CA 90068-2726

Comment No. 11-1

I live at 2336 Lorenzo Drive, on the back side of the hill behind/around the Ford Theater stage. For years, my neighbors and I have worked to keep the county apprised of homeless encampments on the hillside above our homes. Their cooking fires are a great danger to our entire neighborhood, especially during our constant dry weather. Their unsightly, unhealthy garbage is also a problem. The Ford Theater hiking trail has been one of the primary sources of access to the hillside for these people.

Response to Comment No. 11-1

As described on page II-5 of Section II, Project Description, of the Draft EIR, there are no designated hiking trails within the Project Site. However, 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. The County continues to work with the surrounding community and the Sheriff's Department to prohibit the use of the existing unofficial trails. Please see the responses below concerning the proposed formal trail that is a part of the Project.

Comment No. 11-2

The county has responded to our information and requests with repeated sweeps removing these people from the hillside. It has been our hope that the hiking trail would be closed. Are we really going to "improve" the trail and ensure its continuance? Does the Ford Theater really need a hiking trail to justify it's existence?

I am in favor of rehabilitation of the Amphitheater and development of new facilities for the performing arts at the Ford, but I am vehemently opposed to any further development of the hiking trail. In the interest of public safety, please consider amending your plans to include shutting down the hiking trail, and fencing off all public access points to the adjacent hillside areas.

Response to Comment No. 11-2

As described on page II-19 of Section II, Project Description, of the Draft EIR, the Project proposes a 0.75-mile ridgeline hiking trail which may utilize portions of existing

user-established informal trails. As shown in Figure II-4, Overall Conceptual Site Plan, on page II-13 of the Draft EIR, the majority of the section of the proposed trail that begins at the southern trailhead off the Ford Terrace and continues uphill to the area where the cross is situated would be located downslope of the ridgeline; thus, physically separating trail users from residences. In addition, with the establishment of a formal trail, the County would observe standard park hours of operation for use of the trail of sunrise to sunset. As discussed in Section IV.J.2, Public Services—Police Protection, of the Draft EIR, as part of the Project, Project Design Feature J.2-2 would require the implementation of security measures that would deter transients from using the hiking trail such as securing the proposed public restroom, which would be located at one of the trail heads, after hours to prevent use by transients and providing signage along the hiking trail advising users that the trail is closed at night and that camping and smoking are strictly prohibited. The trail would also be well-marked to prevent users from getting lost and the brush next to the trail would be cut short to prevent people from hiding or concealing illicit materials. Restrooms, drinking fountains, and picnic/rest areas would not be provided along the trail. The entire length of the trail would be monitored for litter and violation of use twice daily, once in the morning and once before closing of the trail by Ford Theatres maintenance staff. Trail maintenance would be conducted by the Parks Trails Unit as needed.

As provided on page II-11 of Section II, Project Description, of the Draft EIR, one of the Project's key objectives is to enhance the Ford Theatres' role as a County Regional Park by increasing public access to the entire site, integrating passive recreational opportunities, and encouraging visitors to experience the natural landscape and views of surrounding iconic landmarks from a formal trail within the park boundary. The proposed hiking trail would achieve this key objective of the Project.

This comment expressing opposition to the development of the hiking trail will be provided to the decision makers prior to consideration of Project approval.

Comment Letter No. 12

Marci Diller
2370 San Marco Dr.
Hollywood, CA 90068-2735

Comment No. 12-1

I came to the meeting with concerns over hiking trail, more people/traffic, and proper spending for renovations/improvements. I am leaving very encouraged and excited to watch Ford grow. I look forward to becoming more involved. ☺

Response to Comment No. 12-1

This introductory comment acknowledges attendance at the Public Meeting conducted during the public review period for the Draft EIR and support for the Project. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 12-2

Concern is protecting our Hwd Hills wildlife.

Response to Comment No. 12-2

Potential Project impacts to wildlife in the surrounding hillsides are evaluated in Section IV.D, Biological Resources, of the Draft EIR. As summarized on page IV.D-26 of the Draft EIR, there are no regional wildlife movement corridors within or adjacent to the Project Site. In addition, the Biological Study Area is not within a designated regional wildlife linkage area identified in the Los Angeles County General Plan. Furthermore, development of the Project would occur primarily within the developed portions of the Project Site and, upon implementation of the Project, the Project Site would remain mostly undeveloped hillsides. Additionally, in accordance with Mitigation Measure D-9, the fencing proposed to be installed along the lower trail alignments to keep people on the designated walking path would be designed to be lower in height with openings between posts and rails to allow wildlife to pass over or through the fence. Therefore, Project impacts with regard to wildlife movement were determined to be less than significant.

Comment Letter No. 13

Joyce and Stanley Dyrector
6866 Iris Cir.
Hollywood, CA 90068-2716

Comment No. 13-1

Please address the following concerns in the EIR

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

Response to Comment No. 13-1

This introductory comment supports the Project design by Levin and Associates and notes the main concerns regarding the Project are traffic-related. Specific comments regarding the Draft EIR are provided and responded to below.

Potential impacts to wildlife during construction are discussed in Section IV.D, Biological Resources, of the Draft EIR. As evaluated on page IV.D-16 through IV.D-17 of the Draft EIR, implementation of Mitigation Measures D-3 through D-7 would reduce potential impacts to sensitive wildlife species potentially on the site, including the coastal California gnatcatcher; migratory birds, nesting birds, and raptors; the coast horned lizard and the San Diego desert woodrat; and certain bat species to a less than significant level.

Comment No. 13-2

Cahuenga east is a heavily trafficked road which is at times is either 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 north and south bound traffic on Highland turning east to go 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 our traffic begins before, during, and after so called rush hour(s). The light at Cahuenga and Odin backs up traffic all the way south, 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 to the general public who use Cahuenga as a pass thru to Burbank and the Valley. The word needs to get out before construction for people to avoid the area and take another route. The people who live here have no choice, but you need to give choices to the others, much like what was done during the 405 construction. Lot's of publicity. Signs placed far enough south and north telling people to avoid the area. And no construction during Bowl season and their pre Bowl events or post Bowl events.

Response to Comment No. 13-2

The Draft EIR addressed traffic, access and parking in Section IV.K, Traffic, Access and Parking, with supporting technical data and analysis provided in the Traffic Study included as Appendix L of the Draft EIR. As shown in Figure IV.K-1 on page IV.K-10 of the Draft EIR, the traffic study evaluated potential traffic-related impacts at intersections along the corridors referenced in the comment (i.e., Cahuenga Boulevard East, Pilgrimage Bridge, Odin Avenue, etc.). As discussed in Section IV.K, Traffic, Access and Parking, of the Draft EIR, the incremental increase in traffic generated by the Project would not create significant impacts at any of the study intersections under any of the analyzed peak hours using the significance impact criteria established by the City. Therefore, Project impacts on intersection operations were found to be less than significant.

Traffic studies focus on the time periods in which congestion is at its greatest levels, during what is known as the "peak period" of traffic, which generally corresponds to one to two-hour segments on a weekday during the morning and afternoon commuter periods and the midday period on a weekend. As the attendance and traffic volumes associated with the Ford Theatres is the highest during evening events, an analysis of both the weekday and weekend "pre-event" peak hour was conducted in addition to the weekday morning and afternoon commuter periods and weekend midday period. As described on page IV.K-13 of the Draft EIR, to identify the weekday morning and afternoon peak hour and weekend midday peak hour, as well as the weekday and weekend "pre-event" peak hour for each intersection, traffic counts were taken at the study intersections during the weekday morning and afternoon commuter peak periods (7:00 A.M. to 10:00 A.M. and 4:00 P.M. to 6:00 P.M.) and during a weekend midday peak period (11:00 A.M. to 1:00 P.M.), as well as during the weekday and weekend evening pre-event peak period (6:00 P.M. to 9:00 P.M.).

Construction-related traffic is addressed in Section IV.K, Traffic, Access, and Parking of the Draft EIR and further described in Chapter 13 of the Traffic Study. Pursuant to Project Design Feature K-1, as part of the Project, a Construction Management Plan would be prepared and implemented, which would outline the traffic control measures to be

implemented, haul routes and staging plans, etc., as necessary and satisfactory to the County. The Construction Management Plan would be based on the nature and timing of the specific construction activities, including scheduling construction-related deliveries, haul trips, etc., so as to occur outside of the weekday commuter peak hours to the extent feasible. With implementation of Project Design Feature K-1, impacts associated with construction traffic and parking would be less than significant.

Comment No. 13-3

Also the neighborhood would not be in favor of more concerts that bring more traffic into our already over congested streets.

Response to Comment No. 13-3

The increase in traffic due to the Project is addressed in Section IV.K, Traffic, Access, and Parking, of the Draft EIR. As concluded in that analysis, implementation of the Project would not result in any significant traffic impacts in the study area during any of the analyzed peak hours. In addition, pursuant to Project Design Feature K-2, as part of the Project, the start times of events to be held in the Amphitheatre and the 299-seat theatre would be staggered on weekday evenings and, per Project Design Feature K-3, a Parking and Traffic Management Plan would be implemented to manage traffic and parking during events. These project design features have been incorporated to minimize the effect of parking and traffic on the surrounding street system. The comment describing the neighborhood's position on additional concerts with more traffic will be forwarded to the decision makers prior to consideration of Project approval.

Comment Letter No. 14

Wendy Horowitz
horowitz@lapl.org

Comment No. 14-1

I live on Cahuenga Terrace by the Ford Theater and my property sits right behind a trail that leads up to the Pilgrimage Cross. For decades, I've lived in constant fear of brushfire because homeless persons regularly use the hiking trail to set up tents and encampments where they smoke and cook and drink. I read that the Ford Theater plans to enhance the hiking trail and I want to urge you to reconsider this as it puts all of us living in the Hollywood Dell in danger.

After years of campaigning with the police and fire departments, we finally got a No Tresspassing sign, with the municipal code listed, put up in the path of the trail. Therefore, it is now officially unlawful to access that area. Why would the Ford Theater flagrantly disregard the law?

Response to Comment No. 14-1

As described on page II-5 of Section II, Project Description, of the Draft EIR, there are no designated hiking trails within the Project Site. However, 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. The County continues to work with the surrounding community and the Sheriff's Department to prohibit the use of the existing unofficial trails. It is noted that as the surrounding hillsides are public land the existing "No Trespassing" signs are not appropriate. Signs for use control such as "Do Not Go Beyond This Point" or "Over Night Camping Prohibited" and "No Camp fires or Smoking" etc. as well as hours of operation for the trail are available for public use and would replace the "No Trespassing" signs.

As described on page II-19 of Section II, Project Description, of the Draft EIR, the Project proposes a 0.75-mile ridgeline hiking trail which may utilize portions of existing user-established informal trails. As shown in Figure II-4, Overall Conceptual Site Plan, on page II-13 of the Draft EIR, the majority of the section of the proposed trail that begins at the southern trailhead off the Ford Terrace and continues uphill to the area where the cross is situated would be located downslope of the ridgeline; thus, physically separating trail users from residences. In addition, with the establishment of a formal trail, the County would observe standard park hours of operation for use of the trail of sunrise to sunset. As discussed in Section IV.J.2, Public Services—Police Protection, of the Draft EIR, as part of the Project, Project Design Feature J.2-2 would require the implementation of security

measures that would deter transients from using the hiking trail such as securing the proposed public restroom after hours to prevent use by transients and providing signage along the hiking trail advising users that the trail is closed at night and that camping and smoking are strictly prohibited. The trail would also be well-marked to prevent users from getting lost and the brush next to the trail would be cut short to prevent people from hiding or concealing illicit materials. Restrooms, drinking fountains, and picnic/rest areas would not be provided along the proposed trail. The entire length of the trail would be monitored for litter and violation of use twice daily, once in the morning and once before closing of the trail by Ford Theatres maintenance staff. Trail maintenance would be conducted by the Parks Trails Unit as needed.

Comment No. 14-2

I unfortunately am working the night shift on Monday, July 14, or I would raise my concerns at the information meeting, but I did ask my neighbors to attend, so I hope this component of the expansion plan will be explained in detail as well as safety issues realting to it.

Response to Comment No. 14-2

Thank you for your comment and these concerns have been raised. Please refer to Response to Comment No. 14-1 above, regarding the security measures to be implemented along the proposed hiking trail.

Comment No. 14-3

Please undertsand that I am happy that the Ford will get needed improvements and increased space, but there is no need to invite trouble, and frankly grave danger, with a new and improved hiking trail in a brush fire zone where homes are only yards away.

Thank you very much for your consideration,

Response to Comment No. 14-3

As discussed on page IV.J.1-15 in Section IV.J.1, Public Services—Fire Protection, of the Draft EIR, given the Project Site's location within a Very High Fire Hazard Severity Zone, the Project would be required to comply with all applicable City and County requirements regarding construction, access, water mains, fire hydrants, fire flows, and brush clearance for this zone. In addition, the Project would implement a fuel modification plan that would identify buffer zones for the planting of specific vegetation and areas where routine landscape maintenance is required so as to create adequate defensible space around all potentially combustible structures. Routine landscape maintenance would be conducted in accordance with the County Fire Department's Fuel Modification Plan

Guidelines and would include pruning; removal of plant litter, dead plants, and unwanted species; and regular inspection and repair of the irrigation system.

Comment Letter No. 15

Greg Johnson
6728 Hillpark Dr.
Los Angeles, CA 90068-2170

Comment No. 15-1

i am happy to see that there will be a nice and overdue improvement for the theater. I am a resident in the pass, at the Highlands complex across the 101 from the Ford.

Response to Comment No. 15-1

Thank you for your support for the Project. Your specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 15-2

I have a great concern what the traffic will be like when this project in happening. Just a quick question. will the pilgrimage bridge be replaced or widened for the influx of new traffic that will be coming to ford.

Response to Comment No. 15-2

The Draft EIR evaluated both construction and operational traffic for the Project and concluded that with the inclusion of project design features there would be no significant impact on traffic. Potential traffic impacts during construction of the Project are discussed in Section IV.K, Traffic, Access, and Parking, of the Draft EIR. As discussed on page IV.K-23 through IV.K-25 of the Draft EIR, the Project would be constructed in several phases and may be completed as early as 2020. To provide a worst-case analysis, the Project's traffic analysis assumed the Project would be constructed in a single phase. The Project construction would comply with County Code requirements, which prohibits noise-generating construction activities between the hours of 7:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, and anytime on Sundays or legal holidays if such noise would create a noise disturbance across a residential or commercial real-property line. As part of the Project, it is anticipated that most, if not all, of the construction worker trips would occur outside of typical commuter peak periods since the hours of construction typically require workers to be on-site before the weekday morning commuter peak period and depart before or after the afternoon commuter peak period (i.e., arrive at a site prior to 7:00 A.M. and depart before 4:00 P.M. or after 6:00 P.M.). Based on the proximity of the Hollywood Freeway to the Project Site, it is anticipated that haul trucks and delivery trucks would access the Project Site traveling northbound on

Cahuenga Boulevard East from the Hollywood Freeway (US-101) and would exit the Project Site onto Cahuenga Boulevard East and travel northbound on Cahuenga Boulevard East to the Hollywood Freeway. During the most intense construction phase, it is anticipated that construction activities would generate approximately 176 daily construction worker trips. In addition, based on a passenger car equivalency factor of 2.0, the 64 haul truck trips per day and the 30 daily delivery truck trips would be equivalent to 188 passenger car trips per day. Therefore, Project construction could generate a total of approximately 364 trips per day based on the construction phase. However, given the typical construction hours the Project would comply with, the majority of these trips would occur during off-peak hours. As such, Project construction would not be expected to result in a significant impact at any of the analyzed intersections. In addition, the Project would include implementation of a Construction Management Plan to minimize the amount and effect of construction traffic. As outlined in Project Design Feature K-1, the Construction Management Plan would prohibit construction workers, haul trucks and delivery trucks from parking, staging, or queuing along the surrounding residential streets.

As summarized on page IV.K-38 of the Draft EIR, the Project would result in less than significant impacts to traffic. As such, no mitigation measures are required. The Project does not propose to replace or widen the existing Pilgrimage Bridge.

Comment No. 15-3

i know the city is planning on taking away one lane of Cahuenga West traffic for a bike lane. That in itself seems rather frightening, especially during Bowl season.

Please advise and thank you,

Response to Comment No. 15-3

The existing and future bicycle facilities are addressed in Section IV.K, Traffic, Access, and Parking, of the Draft EIR and is further described in Chapter 3, Existing Conditions (page 20), and Chapter 4, Future without Project Traffic (page 34), of the Traffic Study contained in Appendix L of the Draft EIR. Any City of Los Angeles proposal to change Cahuenga Boulevard West is beyond the scope of the proposed Ford Theatres Project and would be the subject of a separate environmental review. The comment related to the City's potential removal of a travel lane on Cahuenga Boulevard West to accommodate a bike lane will be forwarded to the decision makers prior to consideration of the Project.

Comment Letter No. 16

Eric Preven (1)
esp3800@aol.com

Comment No. 16-1

The following email and the ensuing 11 other emails that will follow separately, should be included as public comment for the John Anson Ford EIR comment period ending today. The attachments should be printed and included. Thank you.

From: Kathline J. King [KKing@parks.lacounty.gov]
Sent: Friday, August 08, 2014 10:33 PM
To: Laura Rodriguez; Joan Rupert
Subject: Fwd: 1. Fwd: CRD3 -- The Zev Anson Ford Theatre
Attachments: p._23-25_12-18-12_Board_Meeting_Transcript_(C).pdf; ATT00001.htm

Follow Up Flag: Follow up
Flag Status: Flagged

First of many from Mr. Preven.

Sent from my iPhone

Begin forwarded message:

> **From:** <esp3800@aol.com>
> **Date:** August 8, 2014, 4:51:23 PM PDT
> **To:** <kking@parks.lacounty.gov>
> **Cc:** <newstips@latimes.com>
> **Subject: 1. Fwd: CRD3 -- The Zev Anson Ford Theatre**
>
> The following email and the ensuing 11 other emails that will follow separately, should be included as public comment for the John Anson Ford EIR comment period ending today. The attachments should be printed and included. Thank you.
>
> Eric Preven
> The County Resident from District 3
> 818-762-7719
> 818-645-2616 mobile
>
> -----Original Message-----
> From: esp3800 <esp3800@aol.com>
> To: executiveoffice <executiveoffice@bos.lacounty.gov>; jbellman <jbellman@bos.lacounty.gov>
> Cc: abkatz <abkatz@bos.lacounty.gov>; zev <zev@bos.lacounty.gov>; jcharney <jcharney@bos.lacounty.gov>; newstips <newstips@latimes.com>; mike.boehm <mike.boehm@latimes.com>
> Sent: Fri, Jan 11, 2013 12:05 pm
> Subject: CRD3 -- The Zev Anson Ford Theatre
>
> On the third page of the attachment, Board meeting transcript 12-18-12, numbered page 25, Supervisor Yaroslavsky's comments are not properly identified. He is the speaker, who addresses the Chair on line 14 to the end of the page. Inadvertent or not, this error should be corrected by the Executive Office. Supervisor Yaroslavsky deserves credit for responding to CRD3's concern about how, specifically, we were spending the 17 million dollars earmarked for the Ford. {This does not include the raise for Mr. Davis and the recent $7500 gift}
>
> *YAROSLAVSKY: "The scope of the work to be implemented by the Foundation includes the repair and or replacement of performance equipment, fixtures and infrastructure, including heating, ventilation and air conditioning, utilities and fire protection systems. That is essentially the project, the first phase of the project. The CEO Board letter more than adequately addressed the scope of the work. Thank you."*
>
> Ask yourself, if your mother reported that she was spending another $17 million dollars to repair or replace 'performance equipment, fixtures and infrastructure' if the above description would be sufficient.

There is a big difference between repairing an air conditioner and installing a brand new one. Remember, the 1200 seat amphitheatre is an outdoor facility, so its safe to say the 'heating, ventilation and air con' referred to by the Supervisor is for the 87 seat [Inside] theatre.

Joel, if you could send me a copy of the master plan and all of it's phases, it would make the project go down smoother for the public. The devil is in the details and we do have to let the chips fall where they may, but arts supporters everywhere want to know what specifically is happening and what mechanism is in place for the selection of a restaurateur etc. Hopefully not more Patina group who have fallen down in quality as they've expanded.

If you don't respond appropriately by directing me to the documents online or sending them on in PDF I could widen out the reach of this inquiry. Levin must be very well-respected and could have someone in her office forward over something with Zev's permission.

Cheers.

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

CRD3: "ITEM NO. 12 IS THE FORD AMPHITHEATER, WHICH I, FRANKLY, CHERISH, AND WE ARE SPENDING 10 MILLION OR ALMOST 10 MILLION ON MORE UNSPECIFIED UPGRADES. LAST YEAR WE SPENT APPROXIMATELY 6 OR 7 MILLION ON UNSPECIFIED UPGRADES. HERE'S MY TINY LITTLE RESIDENT REQUEST. COULD WE SPECIFY WHAT THOSE UPGRADES ARE? BECAUSE THEN I THINK IT WOULD BE EASIER TO FOLLOW AND ENJOY AS THESE THINGS BLOSSOM. FOR EXAMPLE, I THINK WE WERE VERY CLEAR ABOUT THE YAROSLAVSKY RESTROOM AT THE HOLLYWOOD BOWL ACROSS THE STREET. AND I JUST THINK IT'S NICE TO KNOW WHAT WE'RE FIXING UP BECAUSE IT WAS NOT IN THE DOCUMENTATION.

Wow! The below upgrade at the classic Capitol in Port Chester, only cost $2 million!!!
December 31, 2012, 2:48 pm2 Comments

Promoter Who Revamped Capitol Theater Buys It

The concert promoter who revitalized the Capitol Theater in Port Chester, N.Y., this year as a rock music hall has bought that landmark building from its previous owner. The promoter, Peter Shapiro, who is also a partner in the Brooklyn Bowl, said he paid $11.5 million for the 1,800-seat theater, closing a deal on Friday with the previous owner, Marvin Ravikoff.

Mr. Shapiro had been leasing the building, which in recent years Mr. Ravikoff rented out for only corporate events and private parties. But last summer Mr. Shapiro spent more than **$2 million refurbishing the space and installing a modern lighting and sound system** with an eye toward restoring its status as a rock-'n'-roll mecca.

Since September, when the theater reopened with a Bob Dylan concert, Mr. Shapiro has promoted more than 50 rock shows, showcasing acts including My Morning Jacket and Fiona Apple, and a well-received series of reunion shows by the Rascals. "I'm doubling down," Mr. Shapiro said. "I decided to have this theater for the rest of my life."

A version of this article appeared in print on 01/01/2013, on page C2 of the NewYork edition with the headline: Promoter Buys Capitol Theater.

WHITNEY ENGERAN CORDOVA: HI. GOOD MORNING, MR. CHAIRMAN, MEMBERS OF THE BOARD. MY NAME IS WHITNEY ENGERAN CORDOVA, I'M SENIOR DIRECTOR OF PUBLIC HEALTH FOR A.I.D.S. HEALTHCARE FOUNDATION. I'M SPEAKING TO ITEMS 25 AND 26, SOLE-SOURCE CONTRACTS FOR SERVICES. A.H.F. HAS INDICATED, A.I.D.S. HEALTHCARE FOUNDATION HAS INDICATED IN A LETTER TO DR. FIELDING DATED DECEMBER 17, 2012, OBJECTS TO SOLE-SOURCE CONTRACTS WITHOUT BIDS FOR THESE SERVICES. WE HAVE FILED A PROTEST, BELIEVE THAT THEY ARE PROCEDURALLY FLAWED AND BAD POLICY AND ASK THAT THEY BE WITHDRAWN. WE HAVE HEARD FAR TOO MANY TIMES FROM D.H.S.P. THAT DEADLINES ARE APPROACHING OR THAT THERE'S INSUFFICIENT TIME TO DO A PROPER BID. THESE EXCUSES SHOULD NOT OVERRIDE THE PUBLIC'S INTERESTS AND WE HOPE THAT THE BOARD WILL EXERCISE OVERSIGHT IN MAKING D.H.S.P. ACT MORE RESPONSIBLY AND DO THAT WHICH THEY ARE CONSTITUTED TO DO, BID AND PURCHASE SERVICES FOR THE CITIZENS OF LOS ANGELES COUNTY IN ACCORDANCE WITH THE LAW AND PRACTICES ESTABLISHED WITHOUT ABUSING IT OR YOU WITH THESE REQUESTS. THANK YOU FOR YOUR ATTENTION.

SUP. KNABE: THANK YOU, WHITNEY. WOULD THE DEPARTMENT LIKE TO RESPOND, PLEASE? MR. FIELDING OR SOMEONE FROM HIS STAFF HERE TO RESPOND?

CYNTHIA HARDING: GOOD MORNING. THIS IS CYNTHIA HARDING, DEPUTY DIRECTOR FOR THE DEPARTMENT OF PUBLIC HEALTH. AND WE UPHOLD OUR RECOMMENDATIONS TO THE BOARD TO APPROVE THESE SOLE- SOURCE CONTRACTS THAT WERE PULLED TOGETHER AND DEVELOPED. FOLLOWING ALL OF THE BOARD'S POLICIES AND QUALIFICATIONS, WE FEEL THAT THE AGENCIES WE'RE RECOMMENDING HAVE A UNIQUE SET OF QUALIFICATIONS AND EXPERTISE TO PROVIDE THE SERVICES OUTLINED IN THE SCOPES OF WORK AND THEREFORE BELIEVE THAT WE HAVE NOT VIOLATED ANYTHING IN PRESENTING THEM TO YOU FOR RECOMMENDATION TODAY.

SUP. RIDLEY-THOMAS, CHAIRMAN: ALL RIGHT. THANK YOU VERY MUCH. ANY FURTHER COMMENT ON IT? SUPERVISOR YAROSLAVSKY?

SUP. YAROSLAVSKY: WE'RE STILL IN THE MULTIPLE ITEMS, CORRECT?

SUP. RIDLEY-THOMAS, CHAIRMAN: YES. WE ARE IN MULTIPLE ITEMS. ARE WE DONE WITH?

SUP. KNABE: THIS IS REGARDS 25 AND 26.

SUP. YAROSLAVSKY: I WANT TO ADDRESS SOMETHING ON ITEM 12.

SUP. RIDLEY-THOMAS, CHAIRMAN: YES. ON THE MATTER OF SOLE-SOURCE, I THINK IT CAME UP AT THE LAST BOARD MEETING

PERTAINING TO THE DEPARTMENT OF HEALTH SERVICES. I THINK THE REQUEST WAS MADE TO GET FEEDBACK FROM THE SAID DEPARTMENT REGARDING ANY PATTERN OF SOLE SOURCING AND THE PREPONDERANCE OF SUCH. THE SAME MAY BE APPLICABLE IN THE CASE OF THE DEPARTMENT OF PUBLIC HEALTH. SO, MR. FUJIOKA WITH RESPECT TO THOSE TWO OFFICES -- MR. FUJIOKA? WITH RESPECT TO THOSE TWO OFFICES IN TERMS OF SOLE SOURCE, IT MIGHT BE USEFUL FOR A REPORT TO COME BACK TO EACH BOARD OFFICE AS TO THE PREPONDERANCE OR THE PATTERN OF SOLE SOURCING. IT WOULD BE USEFUL FOR THE BOARD TO HAVE KNOWLEDGE OF THE SAME. THAT WAS REQUESTED REGARDING D.H.S. LAST WEEK, DEPARTMENT OF PUBLIC HEALTH THIS WEEK. SO WHEN WE RETURN, IF YOU COULD GIVE AN UPDATE TO THE BOARD, IT WOULD BE USEFUL. THANK YOU VERY MUCH. SUPERVISOR YAROSLAVSKY, YOU WANTED TO RAISE AN ISSUE? MR. CHAIRMAN, I JUST WANTED TO VERY SUCCINCTLY ADDRESS THE COMMENTS THAT WERE MADE ON ITEM NO. 12. IN THE C.E.O.'S BOARD LETTER, THIS IS ON THE JOHN ANSON FORD THEATER, I'LL JUST QUOTE FROM PAGE 2. THE SCOPE OF WORK TO BE IMPLEMENTED BY THE FOUNDATION INCLUDES THE REPAIR AND/OR REPLACEMENT OF PERFORMANCE EQUIPMENT, FIXTURES AND INFRASTRUCTURE, INCLUDING HEATING, VENTILATION AND AIR CONDITIONING UTILITIES AND FIRE PROTECTION SYSTEMS. THAT IS ESSENTIALLY THE PROJECT, THE FIRST PHASE OF THIS PROJECT. THE C.E.O. BOARD LETTER MORE THAN ADEQUATELY ADDRESSED THE SCOPE OF THE WORK. THANK YOU.

Response to Comment No. 16-1

This comment transmits the referenced email and attachments of other emails of dates between December 2012 and January 2013. This introductory comment does not raise any environmental issue regarding the Draft EIR, for which public outreach during scoping and public outreach prior to the preparation of the Draft EIR occurred in February 2014, and public comment on the Draft EIR occurred June through August 2014. As requested, the attachments have been printed and included with the full text of these commentsand will be provided to the decision makers prior to consideration of Project approval.

Comment Letter No. 17

Eric Preven (2)
esp3800@aol.com

Comment No. 17-1

See following page for comment.

From: Kathline J. King [KKing@parks.lacounty.gov]
Sent: Friday, August 08, 2014 10:33 PM
To: Laura Rodriguez
Cc: Joan Rupert
Subject: Fwd: 2. Fwd: Benchmarking the Zev Anson Ford renovation...

Follow Up Flag: Follow up
Flag Status: Flagged

Sent from my iPhone

Begin forwarded message:

> **From:** <esp3800@aol.com>
> **Date:** August 8, 2014, 4:51:45 PM PDT
> **To:** <kking@parks.lacounty.gov>
> **Subject: 2. Fwd: Benchmarking the Zev Anson Ford renovation...**

-----Original Message-----
From: esp3800 <esp3800@aol.com>
Sent: Sat, Jan 26, 2013 5:09 pm
Subject: Benchmarking the Zev Anson Ford renovation...

I now have the master plan and budget documents for the dream Zev is trying to make reality.

January 26, 2013

As Open as the Genre It Celebrates

By **NATE CHINEN**

SAN FRANCISCO — Hours before the opening-night concert for the SFJazz Center here on Wednesday, Randall Kline stood on the floor of the Robert N. Miner Auditorium and briefly slipped into reverie. Onstage, a few feet away, the pianist McCoy Tyner and the vibraphonist Bobby Hutcherson were testing out acoustics and rekindling a partnership; others scurried about, giving the room an expectant hum.

“I’m sorry, you’ll have to excuse me,” said Mr. Kline, the founder and executive artistic director of SFJazz, as he took it all in, finally snapping some pictures with his phone. “We’ve been working toward this moment for so long, it almost feels surreal.”

In one sense he was referring to the history of SFJazz, a presenting organization that began as a weekend festival called Jazz in the City in 1983 and now ranks among the leaders in its field. But he was also speaking more tangibly about the center, a $64

million, 35,000-square-foot building that suggests a physical manifestation of his organization's ideals.

An approachable three-story structure in glass and concrete, the SFJazz Center is being billed as the nation's first free-standing building created for jazz. And if the careful wording of that claim suggests a hedge against comparisons with Frederick P. Rose Hall — the $128 million home of Jazz at Lincoln Center, ensconced within the Time Warner Center in Manhattan — it hardly diminishes the extraordinary scope and promise of SFJazz's achievement.

"It's an impressive building, and has a certain grandeur," said the saxophonist Joshua Redman on Wednesday. "But it also feels kind of down-to-earth, and like it's part of the neighborhood." (Mr. Redman, a former artistic director of SFJazz, happened to be warming up in the center's Joshua Redman dressing room.)

The jazz circuit in this country has always relied on a network of nightclubs, but there are far fewer now than there once were — and not just in San Francisco, which counts Yoshi's as the exception that proves the rule. For 30 years SFJazz was nomadic, using spaces like the Herbst Theater and Grace Cathedral. Mr. Kline began thinking about a dedicated home more than a decade ago, eager to solidify an identity and establish a consistent standard of production.

In 2004 he shared his vision with the Bay Area architect Mark Cavagnero. After weighing options like a partnership with the San Francisco Symphony, they set their sights on a property occupied by an auto repair shop in the emergent-chic Hayes Valley neighborhood (and just a block away from Davies Symphony Hall). Mr. Cavagnero began drawing up designs.

But the idea of a purpose-built structure wasn't necessarily an easy sell with the SFJazz board: as some members pointed out, the organization had flourished for years without it. One thing that helped Mr. Kline's cause was the focus and passion of his argument about permanence; another was a lead gift of $20 million, which he had secured from an anonymous benefactor.

One core principle for the new building, through many rounds of planning, was that it would be a community center as much as a concert hall. To that end, the glass exterior conveys a literal and conceptual transparency, while the second-floor lobby is bracketed by bars and balconies. (A pair of commissioned murals depicting jazz scenes, by the artists Sandow Birk and Elyse Pignolet, adorn the lobby walls.) The Joe Henderson Lab, a secondary 80-seat performance space that will accommodate workshops and other gatherings, sits at ground level, its goings-on visible to passers-by.

And while a street-level cafe called South at SFJazz won't open for business until next month, it will be run by Charles Phan, the influential chef and owner of the Slanted Door restaurant group. It will be open all day, serving customers who aren't SFJazz patrons, which Mr. Kline said was the point.

As for the feel of the auditorium, Mr. Cavagnero said, "I started looking at these Unitarian churches, because they're places that are about people meeting, and there is no formal power relationship; it's about everyone being equal."

He said he drew particular inspiration from Frank Lloyd Wright's Unity Temple and Louis Kahn's First Unitarian Church, adopting similar proportions for the hall. Its steeply raked seating plan offers good sightlines, and even a sense of intimacy, from just about every vantage. (One row of balcony seats, which peers down from behind the stage, is likely to become a prized perch for music students looking to get inside the action.)

Mr. Kline, whose own set of references included a range of nonsacramental spaces like the Brooklyn Lyceum and the Fat Cat in Greenwich Village, put it this way: "We wanted the focused feeling of a concert hall but the relaxed proximity of a club."

The sound in the cubelike auditorium, which was designed with input from the theater consultant Len Auerbach and the acoustician Sam Berkow, runs toward the drier end of the spectrum: generally better for jazz than the reverberant standard of a classical hall, which can drown a group in cymbal wash. Wooden slats running along the walls disperse sound while adding a low-key visual flair.

It will take a little while for sound technicians to get to know the room; during Wednesday's concert, which featured an honor roll of musicians with established ties to SFJazz, there were some inconsistencies. But the natural drum sound was a winner: Jeff Ballard came across crisply behind Mr. Redman and the tenor saxophonist Joe Lovano on "Blackwell's Message," a tune by Mr. Lovano. And there was a pristine hush in the air during a first-time duet by the pianist Chick Corea and the guitarist Bill Frisell.

Wednesday was the kickoff for an opening-week festival that also featured concerts by Mr. Tyner, Mr. Hutcherson, the SFJazz Collective and the organization's five resident artistic directors this season: Mr. Frisell, the violinist Regina Carter, the pianist Jason Moran, the alto saxophonist Miguel Zenón and the percussionist John Santos.

The programming — not just this week but throughout a 30th-anniversary season that will feature multi-night appearances by the pianist Brad Mehldau, the fado singer Ana

Moura, the tabla player Zakir Hussain and the banjoist Béla Fleck — speaks to an inherent curiosity in the SFJazz psyche, an eagerness to tease out unlikely connections. (One immediately talked-about component of Mr. Moran's residency, in May, will be an improvised collaboration with local skateboarders.)

And to the extent that the SFJazz Center has enabled that breadth of style and approach, it disarms the very comparisons it invites. Jazz at Lincoln Center, taking its cue from Wynton Marsalis, its artistic director, has always used its programming to express a firm conviction about what jazz is (and by strong implication, what it isn't — or what isn't it). Mr. Kline and his team aren't naturally inclined toward that definitive sort of mission, and it's fortunate that they don't have to be.

A permanent home is a sign of hard-fought maturity; it demands that an organization be understood on its own terms. That will increasingly be the case for SFJazz — and yet the bicoastal symmetry has its uses, at least for now.

"Jazz at Lincoln Center has been incredibly successful," said Mr. Redman, "and if SFJazz can be successful, maybe one of the legacies will be that in the foreseeable future, they won't be the only two. There'll be other venues, other buildings for jazz that can enter the discussion. I think that would be fantastic."

Response to Comment No. 17-1

This comment transmits the referenced email from January 2013. This comment does not raise an environmental issue regarding the Draft EIR. This comment will be provided to the decision makers prior to consideration of Project approval.

Comment Letter No. 18

Eric Preven (3)
esp3800@aol.com

Comment No. 18-1

See following page for comment.

From: Kathline J. King [KKing@parks.lacounty.gov]
Sent: Friday, August 08, 2014 10:39 PM
To: Laura Rodriguez
Cc: Joan Rupert
Subject: Fwd: 3. Fwd: CRD3 -- The Zev Anson Ford... soundproofing the 101 -- Tx $80, $60, $40 ?

Follow Up Flag: Follow up
Flag Status: Flagged

Sent from my iPhone

Begin forwarded message:

> **From:** <esp3800@aol.com>
> **Date:** August 8, 2014, 4:52:03 PM PDT
> **To:** <kking@parks.lacounty.gov>
> **Subject: 3. Fwd: CRD3 -- The Zev Anson Ford... soundproofing the 101 -- Tx $80, $60, $40 ?**

-----Original Message-----
From: esp3800 <esp3800@aol.com>
Sent: Mon, Jan 27, 2014 5:13 pm
Subject: Fwd: CRD3 -- The Zev Anson Ford... soundproofing the 101 -- Tx $80, $60, $40 ?

Do you happen to have the drawings I gave you last year? The Zev Anson Ford is back in a robust way tomorrow at item 12 tomorrow -- $76,464,000 in Cap Improve money is a lot!!!

It's way too much… and sneaky. Or maybe it's not sneaky. Is someone covering this?

Each of the last years, Zev has been squirreling away this and that…. see below. But the County Arts money… should not be poured into a place across from Hollywood bowl…
that will never quite be all that.... It's nice as is as a piece of faded glory. What is actually going on is a fancy parking lot and office structure… for the Arts Dept.

The Zev Signature series is expensive… really expensive. Tx $80, $60, $40 ?
http://fordtheatres.org/en/events/seasonataglance

http://file.lacounty.gov/bos/supdocs/82598.pdf

"We shouldn't be struggling this much. God love the Museum of Contemporary Art, which can raise $100 million in 10 months to endow itself," he said. "They were so successful they moved the goal posts to $150 million, and we're just trying to keep our heads above water."

http://www.latimes.com/local/la-me-0126-lopez-homeboy-20140126,0,3300815.column#ixzz2reOGeCi7

Young Musicians Foundation: *Gamer Jams: Music Behind the Screen*
FRI Sept. 27, at 8:30PM

Pairing classical music with pop culture, **Young Musicians Foundation** offers a one-of-a-kind show as they highlight a rich but often overlooked component of the video game industry. Led by conductor **Roger Kalia**, the 65-member youth orchestra will perform the soundscapes of popular video games in *Gamer Jams: Music Behind the Screen*. Audiences will be immersed in the digital world of the ultimate pop medium through a display of live music, synchronized lighting and video projection.

Tickets: $80, $60, $40
Subscribers & Friends of the Ford: $64, $48, $32

-----Original Message-----
From: esp3800 <esp3800@aol.com>
Sent: Mon, Feb 18, 2013 8:53 pm
Subject: CRD3 -- The Zev Anson Ford... soundproofing the 101

The following bits caught my attention:

May 29, 2012 - Wendell (Adam) Davis salary supplement ($ amount unknown):
http://file.lacounty.gov/bos/supdocs/68684.pdf

July 3 2012 - $7.5 million
http://file.lacounty.gov/bos/supdocs/69569.pdf

Sept. 25, 2012 - $7,500
Supervisor Yaroslavsky
Ford Theatre Foundation in the amount of $7,500 (12-4279)

Dec 18, 2012 - $9.745 million
http://file.lacounty.gov/bc/q4_2012/cms1_187901.pdf

So I filed a PRA for Master Plan - which you now have...

Things I would like to know...

How many people attended the public input meetings (2 were held)? Was a record made of the attendees and their backgrounds? One would assume these were the most self-interested members of the public. Since public dollars will fund the County's "reinvestment" in the master plan including considerable expansion of existing facilities, one would like to see a showing of real public engagement in the process rather than just the affluent patrons and staff closest to the Ford, both of whom stand to gain the most from this massive public expenditure. How were these public meetings noticed and advertised? Where were they held? Was public transit accessible for attendees?

Have any demand studies been done of whether there is really a need for this facility expansion within the County's theatre arts community (both public and private)? Considering its out-of-the-way location and poor parking capacity, wouldn't the County get a bigger bang for its buck by investing in a facility that is more connected to existing public access and does not require a huge investment in parking structures? Is there an endowment and capital campaign planned along with this in order to demonstrate a wide and deep desire for the

public to co-invest in this master plan so this does not turn out to be a white elephant that leaves the public having to pay the long-term legacy costs for an under-utilized facility? In addition to the expensive access challenges, does it make sense to invest in more use of a facility that has such big noise issues? Rather than spend gobs of money mitigating the 101 noise issues, why not invest in another County facility that doesn't present these problems in the first place? How many days does Disney Hall sit idle and likewise for other similar arts venues in LA County?

Page 12 of the master plan is hilarious - cites a need for venues "woven into the fabric of city life." The Ford will NEVER be that without a huge outlay completely out of scale for its importance to our civic life and vitality. The Ford failed as a private facility and has limped along as a viable facility only through ongoing public subsidy. Nothing suggests a private operator would ever consider making this kind of investment absent some kind of market analysis. So why should the County?

Basically this a chance for the very affluent communities around the Ford to have their own "private" community center that will suck vitality and customers from other nearby civic areas while further worsening community isolation and class segregation. Why should someone from a fancy Hollywood Hills subdivision venture to downtown LA or even Hollywood or Studio City if they can isolate themselves in their own little "arts village" nestled in the hills just a few minutes drive from their expensive homes?

Pork/Patronage opportunities for Zev and Co.:

1) Restaurant concession
2) Likely in conjunction with (1) above, a catering/private event space concession subsidised at great public expense with huge parking facility, security and landscaping - bar mitzvahs and corporate retreats will be charged top-dollar, yet the public will be unlikely to get the premium though they will be left with the economic consequences of this activity being sucked from elsewhere
3) Museum/gallery space will likely be a valuable addition to some well-to-do donor of Zev's who needs to give their pet not-for-profit something to do

This will be a big stimulus program for all the affluent kids who can't find real jobs but are happy to be buoyed by the County's generous arts programming while public safety gets cut in Montabello.

In true Zev fashion, this presents itself as an innocuous, politically correct arts boost, but it is really a massive disguised re-distribution of precious arts funding to help an already over-served area and does nothing to help the overall arts profile in the rest of the County.
Thank you.

Eric Preven
The County Resident from District 3
818-762-7719
818-645-2616 mobile
Resaurant agreement w/ Diamond & Elias Inc. (not sure if it is still in place)
http://file.lacounty.gov/bos/supdocs/55182.pdf

Bottega Consulting (engaged by CEO's office to supervise:
http://file.lacounty.gov/bc/q3_2012/cms1_182075.pdf

Response to Comment No. 18-1

This comment transmits the referenced emails and attachments. This comment does not raise an environmental issue regarding the Draft EIR. This comment will be provided to the decision makers prior to consideration of Project approval.

Comment Letter No. 19

Eric Preven (4)
esp3800@aol.com

Comment No. 19-1

See following page for comment.

From: Kathline J. King [KKing@parks.lacounty.gov]
Sent: Friday, August 08, 2014 10:39 PM
To: Laura Rodriguez
Cc: Joan Rupert
Subject: Fwd: 4. Fwd: CRD3 -- Jan 22, 2013 -- PROP A -- motion -- What should be done with Prop A funds that remain unspent? -- Zev Anson Ford?

Follow Up Flag: Follow up
Flag Status: Flagged

Sent from my iPhone

Begin forwarded message:

From: <esp3800@aol.com>
Date: August 8, 2014, 4:52:15 PM PDT
To: <kking@parks.lacounty.gov>
Subject: 4. Fwd: CRD3 -- Jan 22, 2013 -- PROP A -- motion -- What should be done with Prop A funds that remain unspent? -- Zev Anson Ford?

Updated: August 5, 2014 -- following August 5th board meeting:
http://www.latimes.com/local/countygovernment/la-me-park-property-tax-20140806-1-story.html

"...under the keen stewardship of the program, the Regional Park & Open Space District that was created to administer Proposition A has generated $256 million worth of "Excess Funds" that have also been made available for park and open space purposes."

What should be done with funds that remain unspent?

However, in the waning years of the assessment it becomes a drafting error in which the "last" 20% never gets spent. How can this problem be solved?

How does the Department of Parks & Recreation propose to administer the wind-down of Proposition A once Proposition A funding is no longer available?

by Alisa Bellinkoff Katz, Yaroslavsky's Chief Deputy...

MOTION http://file.lacounty.gov/bos/supdocs/73922.pdf

AGN. NO. ___)
M OTION BY SUPERVISOR ZEV YAROSLAVSKY January 22, 2013
By any standard, Proposition A – the Los Angeles County Safe Neighborhood Parks Propositions of 1992 and 1996 – has been a tremendous success. Hundreds of park, recreation, beach, open space, museum, senior citizen centers, and at-risk youth facilities have been bought, built, renovated and expanded in every area of the county, providing benefits to every resident and every property owner. Almost every project proposed in the measures has been completed, and we are on track to complete the rest, at the projected cost of $859 million, within the next few years. Additionally, through its keen stewardship of the program, the Regional Park & Open Space District that was created to administer Proposition A has generated $256 million worth of "Excess Funds" that have also been made available for park and open space purposes. Each of these measures imposed an assessment for a period of 22 years. The

assessment for Proposition A of 1992 will expire after fiscal year 2014-15, and the assessment for Proposition A of 1996 will expire after fiscal year 2018-19. The Regional Park & Open Space District (RPOSD), of which this Board is the Board of Directors, should consider whether and how a new park funding measure might be

implemented to take the place of Proposition A. In addition, the RPOSD should examine issues that will arise in the next few years in connection with the impending phase-out, and take action where necessary to ensure a smooth transition to whatever may come next.

These issues include the following:

A. Each of these assessments lasts for 22 years, but each also allows for a slight change in administration after 20 years. On that date, which occurs on July 1, 2013 for the 1992 assessment, the requirement to spend 80% of the assessment for capital outlay is removed. If the Board agrees, this could allow the RPOSD to recoup its full administrative costs, which have in recent years exceeded the 5% of assessment otherwise available to it.

B. The expiration of the 80% capital outlay requirement will also allow agencies to expend a portion of Excess Funds for Maintenance & Servicing, if the Board agrees.

C. The measure allows only 80% of "available" excess to be spent every year on "Excess Funds" projects. This provision was placed in the measure to ensure that funds were handled in a fiscally conservative fashion. However, in the waning years of the assessment it becomes a drafting error in which the "last" 20% never gets spent. How can this problem be solved?

D. Of the $540 million allocated for projects under the 1992 Proposition, $535 million has been committed and $518 million has been paid out. Of the $319 million allocated for projects under the 1996 Proposition, $304 million has been committed and $282.5 million has been paid out. Of the $256.6 million

made available in "Excess Funds," almost $150 million has been allocated but only $79 million has been paid out. There is also an unspent balance of approximately $47 million in the Maintenance & Servicing fund. Should a firm deadline be established for the actual expenditure of these funds? What should be done with funds that remain unspent?

E. Some funds have been allocated to agencies and so technically have been "spent" by the RPOSD; however, the monies have not actually been used to buy or build park or open space projects. Should a firm deadline be established for the actual expenditure of these funds on projects?

F. It appears likely that all funds will not have been expended before the collection of assessments comes to an end. How does the Department of Parks & Recreation propose to administer the wind-down of Proposition A once Proposition A funding is no longer available?

These and other questions should be resolved as quickly as possible so that we can ensure an orderly and successful phase-out of Propositions A of 1992 and 1996.

I, THEREFORE, MOVE that the Board direct the Regional Park & Open Space District, in consultation the CEO, County Counsel, financial advisors and consultants as necessary, to prepare the following:

1. A report summarizing the projects completed with Proposition A funding to date;
2. An assessment of the need for capital outlay to buy and build park and open space projects during the next 10 and 20 years in Los Angeles County;
3. A legal analysis of potential mechanisms to raise the funds identified in Item 2., above;
4. A report in response to the phase-out issues identified as A. to F. in the preamble to this motion.

ABK/MCC S:\Prop A Phase-Out.1

Response to Comment No. 19-1

This comment transmits the referenced information forwarded by the commenter. This comment does not raise an environmental issue regarding the Draft EIR. This comment will be provided to the decision makers prior to consideration of Project approval.

Comment Letter No. 20

Eric Preven (5)
esp3800@aol.com

Comment No. 20-1

See following page for comment.

From: Kathline J. King [KKing@parks.lacounty.gov]
Sent: Friday, August 08, 2014 10:46 PM
To: Laura Rodriguez
Cc: Joan Rupert
Subject: Fwd: 5. Fwd: CRD3 -- The County's FY 11-12 Civic Art Program Report is out!!!

Follow Up Flag: Follow up
Flag Status: Flagged

Sent from my iPhone

Begin forwarded message:

> **From:** <esp3800@aol.com>
> **Date:** August 8, 2014, 4:52:25 PM PDT
> **To:** <kking@parks.lacounty.gov>
> **Subject: 5. Fwd: CRD3 -- The County's FY 11-12 Civic Art Program Report is out!!!**

-----Original Message-----
From: esp3800 <esp3800@aol.com>
Sent: Thu, Feb 21, 2013 7:26 pm
Subject: CRD3 -- The County's FY 11-12 Civic Art Program Report is out!!!

http://file.lacounty.gov/bc/q1_2013/cms1_190762.pdf

Don't miss the bureaucratic work of art on page one of the report... the CC list... call it a japanese neoclassical arrangement on the title Executive Officer...*Chief Executive Officer*, *Deputy Chief Executive Officer*, *Acting Senior Assistant Executive Officer*, *Senior Manager, Chief Executive Office.*

I'll riff for a moment... how about: *Acting Senior Assistant Chief Deputy Executive Officer ... in training.* lol

But nary a word about old John Anson Ford. Which I found surprising. You'd think plenty of local artists would be cooking up installations. For some reason not too much noise re: the Zev Anson Ford... (other than the 101) Sorry.

Anyway, the Civic Art report is interesting. They spend a lot of real money on art and presumably artists -- and a few (not enough) school programs. [my point about blowing through 70 million on a restaurant venue].

I do worry wince when I see a $304,000 mural for the Bob Hope Patriotic hall. Not because I don't love murals, I do, in fact. The Bob Hope Patriotic Hall restoration commenced in 2006, cost $48 million dollars...and still isn't done-- doh! I'll spare you a conniption here-

Seeing the San Angelo Multi-purpose Center among the listed projects tugged on my heart strings for the artist, Mara Lonner.
I remember July 17, 2012 when Gloria Molina for no stated reason flushed a $292,000 net-zero energy design down the proverbial toilet, along with Mara's work, I think. Maybe it will survive. I'm sure she got to keep her small check, but as you know, a successful commission can be more valuable for a local artist. It was very weird, because the architect, Michael

Lehrer, who is highly respected, told me that the project was already out to bid... That's a huge red flag -- all the community engagement stuff had already happened. Lehrer is an award winning architecture firm and the chap was geniunely flummoxed. Molina swung the axe, but nobody quite knows why. Like a movie star who won't wear the custom made dress. If I were the producer, I'd say "put it on, It's net-zero energy and it cost 300 grand!"
http://file.lacounty.gov/bos/supdocs/69869.pdf

San Angelo Multi-Purpose Center
Artist Mara Lonner worked closely with the project architect to design a 37-foot long lasercut steel artwork that reaches across the entire the south wall of the building. Three larger-than-life bronze flowers will blossom from the two dimensional panels. The back of the artwork will be coated with a florescent paint to create a halo glow, adding to the dynamic cast shadows of the patterned pieces.
245 San Angelo Dr.
La Puente, CA 91746
First
$38,000
Project Name
Description
Address
District
Civic Art Budget
Department Parks and Recreation
CP Number CDC

Response to Comment No. 20-1

This comment transmits the referenced email. This comment does not raise an environmental issue regarding the Draft EIR. This comment will be provided to the decision makers prior to consideration of Project approval.

Comment Letter No. 21

Eric Preven (6)
esp3800@aol.com

Comment No. 21-1

See following page for comment.

From: Kathline J. King [KKing@parks.lacounty.gov]
Sent: Saturday, August 09, 2014 8:54 AM
To: Laura Rodriguez
Cc: Joan Rupert
Subject: Fwd: 6. Fwd: CRD3 -- Take three town meetings a day and call me in the morning!!!
Attachments: pb-120831-shock-camp-nj-07.photoblog600.jpg; ATT00001.htm; CRD3_--_Exhibit_A,_as_to_why_Wendy_Watanabe_should_not_be_the_auditor_oversensei_Paul_Tanaka's_masterpiece_--_Get_Smarter_10_4_12_--_LA_CountyMaritime_Operations.pdf; ATT00002.htm

Follow Up Flag: Follow up
Flag Status: Flagged

Sent from my iPhone

Begin forwarded message:

From: <esp3800@aol.com>
Date: August 8, 2014, 4:52:39 PM PDT
To: <kking@parks.lacounty.gov>
Subject: 6. Fwd: CRD3 -- Take three town meetings a day and call me in the morning!!!

-----Original Message-----
From: esp3800 <esp3800@aol.com>
To: ESP3800 <ESP3800@aol.com>
Cc: newstips <newstips@latimes.com>; molina <molina@bos.lacounty.gov>; dknabe <dknabe@bos.lacounty.gov>; zev <zev@bos.lacounty.gov>; fifthdistrict <fifthdistrict@lacbos.org>; markridley-thomas <markridley-thomas@bos.lacounty.gov>; bfujioka <bfujioka@ceo.lacounty.gov>; constituent <constituent@auditor.lacounty.gov>; executiveoffice <executiveoffice@bos.lacounty.gov>
Sent: Mon, Mar 18, 2013 9:05 pm
Subject: CRD3 -- Take three town meetings a day and call me in the morning!!!

The cat is out of the bag, big meeting on the jails Tuesday March 19, 2013, including S-1, a preview of the nearly 1 Billion dollar plan to build a new Men's Central Jail at 11am. S-5 is at 1pm, where the Sheriff and his posse report back on his self-improvement efforts, from this year's Sheriff of the year. According to the Sheriff, there have been 1572 town meetings in the jails since October 2011. Which you may not know is nearly three a day. The Board of Supervisors has one Board meeting in the time the Sheriff has 21 Town Meetings.

From: esp3800 <esp3800@aol.com>

To: esp3800 <esp3800@aol.com>

Subject: CRD3 -- Exhibit A, as to why Wendy Watanabe should not be the auditor over sensei Paul Tanaka's masterpiece -- Get Smarter 10/4/12 -- LA County Maritime Operations

Date: Mon, Mar 18, 2013 3:38 pm

Attachments: GET_SMART_-_Recap.pdf (6073K), Sheriff's_Maritime_Audit__10_4_12.pdf (1602K), BACA_--_CCJV-Transcript-7-27-12-FINAL-FOR-POSTING.pdf (598K)

FYI -- We're all listening.
-----Original Message-----
From: esp3800 <esp3800@aol.com>
To: newstips <newstips@latimes.com>; esp3800 <esp3800@aol.com>; fifthdistrict <fifthdistrict@lacbos.org>; dknabe <dknabe@bos.lacounty.gov>; markridley-thomas <markridley-thomas@bos.lacounty.gov>; zev <zev@bos.lacounty.gov>; molina <molina@bos.lacounty.gov>; bfujioka <bfujioka@ceo.lacounty.gov>; constituent <constituent@auditor.lacounty.gov>; executiveoffice <executiveoffice@bos.lacounty.gov>
Sent: Sun, Oct 7, 2012 11:35 am
Subject: CRD3 -- Get Smarter 10/4/12 -- LA County Maritime Operations

Wendy Watanabe the fearless Auditor Controller of Los Angeles County has finally slipped her report on the Sheriff's Maritime division into the mix. It's only four months late but given what we already know - it is not at all encouraging.

Turns out there are four separate Sheriff units that comprise the Sheriff's Maritime operations - three are managed, if you can call it that, by the Sheriff's Field Operations Region II division. The Special Enforcement Bureau which constitutes about a third of the fleet is run by the Homeland Security division.

THE UNITS
-Marina del Rey (MDR) w/ emphasis on county coastline near Marina and Santa Monica Bay.
-Parks Bureau patrols Castaic and Pyramid Lakes.
-Avalon Station patrols Catalina and San Clemente Islands.
-Special Enforcement Bureau (SEB) conducts specialized missions in county waterways.

ADMINISTRATIVE OVERSIGHT
It is not a surprise that according to Wendy Watanabe - who should be pictured, wearing a life-vest to highlight the absurdity of her signing off on the Get Smart Sonar vessel in June - to slip under a September 30, 2012 funding deadline, has determined, five months after setting out on this voyage, that Sheriff Baca needs to improve the tracking of maritime operations and cost.

At this time shockingly, a basic level of accountability is simply not happening... at all!!!

-None of the units track vessel usage.
-Maritime units do not always track objectives and resources for operations and activities.
-No standard or benchmarks have been established to evaluate maritime operations.

THE FLEET
The Sheriff has 30 vessels, but since he does not track vessel usage or maritime activities, Watanabe was unable to determine if this was enough. Any suggestion that this division needs beefing up is insane, to use the official term. (See Get Smart Recap)

-MDR has six vessels, but only three are available on any given day and the unit uses only two.
[This is not a riddle.]

-SEB has no information about its activities.
[Red Flag]

-AVALON station management complained that inboard gasoline engines, have a greater risk of explosion, so new boats.... See OMG -- (See Get Smart Recap)

STAFFING

MDR Station claim they do not have enough deputy boat operators to cover the maritime shifts they currently work. Often one deputy, sometimes with limited experience, as opposed to a minimum of two, operate vessels alone, creating safety risks.

Watanabe notes that without activity and staffing information it's difficult to assess what's really needed.

VESSEL ACQUISITION AND OPERATING COST

Watanabe's analysis reveals that 18 of the 30 vessels were acquired through grants or donations. Obviously there is big difference between state funding and a donor gift. Watanabe's report has no specificity. 3 vessels were purchased with county funds.

For the remaining 9 vessels the Sheriff could not produce acquisition method or cost and did not record these 9 vessels in the county's eCAPS accounting system, as required by county fiscal policy.
[Tanaka-ccounting]

For this reason the auditor, who may or may not get seasick, was unable to assess the value of these 9 vessels. The 21 registered vessels were estimated to have cost 7.1 million.

Since the Sheriff does not separately track operating costs, they are seamlessly blended into unit or patrol stations total operating costs.

Watanabe's recommendations:

Sheriff's management:

1. Improve the tracking and evaluation of maritime operations' objectives, resource usage, and activities.
2. Evaluate their current vessels to ensure they are appropriate for their unassigned usage.
3. Evaluate maritime unit staffing, and consider training additional deputies to operate vessels.
4. Evaluate the feasibility of obtaining customs officer cross-designation for boat operators in other appropriate Sheriff's units.
5. Record all vessels in eCAPS, including the acquisition method and total cost/value of acquiring and outfitting vessels for use.
6. Consider tracking maritime costs separately.
7. Evaluate the feasibility of consolidating all maritime operations into an existing single unit.

CRD3 recommendations:

Get rid of both Tanaka and Baca

Though it is tempting to wait for the Aero Bureau division audit, inform the public immediately as to yet another piece of the puzzle that points to the management change desperately needed in the Sheriff's department. If the feeling is, 'Steady As She Blows', after consuming the attached and below - including a dazzling exchange on the status of the Electronic Monitoring program, at end of GET SMART recap doc...

I would be very surprised.

Sheriff Lee Baca -- 7-27-12 CCJV Transcript -- Page 200 (11 of PDF in attached packet) -

"And what I'm saying is what's problematic here is that everyone's to blame and I'll take the blame for everyone because of my position as the Sheriff." [Line 14-17]

"I know the policy. And I know how to write policy. And so I've written several policies here that are critical to your commission. I appointed Paul Tanaka as the undersheriff because he's uniquely qualified for this position. You go through two recessions and you're losing hundreds of millions of dollars for the public service mission, you do need a C.P.A. I've had non C.P.A financial officers, they do a terrific job. But when it comes to the hard times, they don't do a terrific job. And when we ran the budget over 25 million and I told the Board of Supervisors I was going to pay back the 25 million in the next fiscal year. I'm the only department that ever ran over their budget and paid it back. **So there's a lot of things that Mr. Tanaka is able to do that he probably doesn't get enough credit for.** When it comes down to the so-called values and standards of the departments, which I have cherished and I helped write, I don't believe in talking about things in a way that confuses the deputies or confuses anybody."

"By contrast, LASD **provisions on the use of force are neither comprehensive nor easy to understand.** There is no single, comprehensive, and organized policy, and the various provisions do not reflect unified higher-level principles governing all policies related to the use of force. Use of force provisions are scattered in seemingly random chapters and subsections in the Manual, as well as in unit directives, facility memoranda and other written orders. **A deputy or supervisor would need to spend hours even to locate -- let alone read and understand -- the various provisions relating to the use of force scattered throughout thousands of pages in the Manual.** For example, the force reporting provisions follow a provision concerning the rent control laws and are located hundreds of pages after policies describing when force is appropriate."

COPYPASTE:

Zev's Blog: A boatload of homeland security

January 10, 2012

Sheriff's officials are hoping to soon have a second terrorist-fighting boat patroling the waters off L.A. County.

Its crews have secured evidence from offshore pot busts. Its advanced sonar helped locate wreckage from a mid-air plane crash off the coast three years ago.

But mostly the Ocean Rescue II spends its days scanning for a threat that its crew hopes will never appear on any law enforcement blotter: the possibility that weapons of mass destruction might be smuggled into the massive **Port of Los Angeles.**

"This boat essentially provides homeland security for the entire L.A.County coast," says **Los Angeles County Sheriff**'s Lt. Jack Ewell, who has worked on the 55-foot-long, super-high-tech vessel since its deployment in the port three years ago.

Paid for with a **$2.25 million federal grant** from the Department of Homeland Security and operated by a rotating 3-man crew from the sheriff's special enforcement bureau, the Ocean Rescue II can scan ship hulls for traces of biological,

radiological, chemical and nuclear weapons and can transmit the data to onshore labs in real time. Its sonar sees threats in the murkiest waters; its remote underwater vehicle can pluck bombs from ship bottoms and retrieve evidence 3,000 feet underwater.

"It's pretty unique," says David Gutierrez, vice-president of manufacturing at Willard Marine in Anaheim, which custom-built the vessel for the Sheriff's Department. "It looks like just a standard boat with a lot of bells and whistles, but it's a very important piece of equipment at the port."

But the combination of all that technology and salt air is an ongoing issue: "You have to keep it painted, maintain the engines—to keep a boat like that working 7 days a week requires a lot of maintenance," Ewell says.

"It's like a patrol car," agrees Gutierrez. "It has to always be ready to go."

This, Ewell says, is why the sheriff **hopes to bring in a backup** with the help of a $3 million federal grant won by the department last year.

"A second boat will give us the capability to rotate vessels, or to have two boats in the water at the same time," Ewell says.

It also will add to the sheriff's already impressive counter-terrorism arsenal, which includes a radiation-detecting helicopter and a biological- and chemical-weapon-sniffing Labrador named Johnny Ringo.

At least eight of the 34 boats in the sheriff's department fleet are assigned to the Special Enforcement Bureau, which includes the Homeland Security Division where Ewell works. Another dozen—including an offshore vessel with nuclear detection capabilities—patrol out of Marina del Rey or Catalina Island.

Backing them up, of course, are maritime forces from the U.S. Coast Guard as well as port-stationed boats manned by the Long Beach police, the Port of Los Angeles police and other law enforcement agencies.

The stakes are high, Ewell explains.

"It's been estimated that an incident that shut down the port here would cost theU.S.economy $2 billion a day," he says. "Forty percent of the nation's imports come through here, and our coastal region is heavily populated. It would devastate the region if anything were to affect the port."

So far, Ewell says, the boat's daily scanning hasn't uncovered any dirty bombs. ("Believe me, you'd know it if they did.")

But it has been put to other uses. In April 2010, for instance, the sheriff's department used it to help secure **a large cache of marijuana** from an isolated cove on Catalina Island where a smuggler's boat had been stranded.

And in 2009, when two private planes **collided in mid-air** off the coast of Long Beach, Ewell says, "the boat was used for two weeks straight to recover parts of the planes, and to **find the victims**and return the remains to their families."

The second boat, if authorized next week by the Board of Supervisors, would similarly do double duty, Ewell says. Like Ocean Rescue II, it is expected to be equipped with advanced life support equipment, and to be set up for large-scale diver operations.

"We'll use it on medical emergencies, criminal investigations, plane crashes," he says. "The way budgets are these days, you have to get a lot of bang from the buck."

Posted 1/10/12 - a day that will also live in infamy!!!! Best, Target Preven, CRD3

Response to Comment No. 21-1

This comment transmits the referenced emails and attachments. This comment does not raise an environmental issue regarding the Draft EIR. This comment will be provided to the decision makers prior to consideration of Project approval.

Comment Letter No. 22

Eric Preven (7)
esp3800@aol.com

Comment No. 22-1

See following page for comment.

From: Kathline J. King [KKing@parks.lacounty.gov]
Sent: Saturday, August 09, 2014 8:54 AM
To: Laura Rodriguez
Cc: Joan Rupert
Subject: Fwd: 7. Fwd: CRD3 -- Public Request to post the John Anson Ford Master Plan on the Supplemental Agenda
Attachments: image001.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

Sent from my iPhone

Begin forwarded message:

> **From:** <esp3800@aol.com>
> **Date:** August 8, 2014, 4:52:47 PM PDT
> **To:** <kking@parks.lacounty.gov>
> **Subject: 7. Fwd: CRD3 -- Public Request to post the John Anson Ford Master Plan on the Supplemental Agenda**

-----Original Message-----
From: esp3800 <esp3800@aol.com>
To: ADavis <ADavis@arts.lacounty.gov>
Cc: lzucker <lzucker@lacountyarts.org>; abkatz <abkatz@bos.lacounty.gov>; newstips <newstips@latimes.com>; zev <zev@bos.lacounty.gov>; markridley-thomas <markridley-thomas@bos.lacounty.gov>; fifthdistrict <fifthdistrict@lacbos.org>; dknabe <dknabe@lacbos.org>; molina <molina@bos.lacounty.gov>; pkim <pkim@counsel.lacounty.gov>
Sent: Thu, Jan 30, 2014 6:00 pm
Subject: CRD3 -- Public Request to post the John Anson Ford Master Plan on the Supplemental Agenda

Hi, Adam:
Thanks for reaching out.

We have not met, but I am familiar with your work. As you know by now, I adore the open air vibe at the John Anson Ford and I'm a bit an open government aficionado, too.

The public is going to put more than $10 million dollars in precious cap improvement money into a project next Tuesday, but do not have the full picture that you and Ms. Zucker and others presumably have, like what is the total budget? Are you aware of how much money has been approved for work at the John Anson Ford in the last few years?

-How much of that work that was previously earmarked has actually been completed?
-What is the master plan?
-How does this $10,000,000 relate to the master plan?
-What is the total cost of the project and timeline?
-How much is for the new offices & parking?

-How much is for the restaurant/gallery?

I remember when Michael Govan came down recently with Ms. Pisano, he was chastised by a cranky Supervisor who shall remain nameless, after giving a detailed presentation that I thought was quite strong, because he did not bring visual aids on the LACMA plans.

On the John Anson Ford project the pubic has seen nothing, as far as I know. The master plan and related studies have never been posted or made public. Is that right?

I only know that those materials exist because I attended a board meeting and asked about it. The third district public affairs maven directed me to do a public records act request, which, reluctantly, and at my expense, I did. But, as Supervisor Yaroslavsky, once told me, "you are only one resident from District 3."

He's right.

As a preservationist, I have my own opinion, but what about everybody else?

It seemed to me that there were only two lightly attended workshops some years ago, and I remember wondering if those who attended the workshops were individuals close to the project? Were they? Did the department of regional planning do a mailer? I am pleased that you intend to have more meetings because in no way was the outreach on this robust and the public has a big appetite for outreach details… it's zeitgeisty.

It is essential, therefore, that the master plan and the studies and the renovation program be posted for several weeks so that people can understand and then fully embrace what is happening… or perhaps raise issues or concerns.

Adam, I assume that you and Laura take seriously the obligation and responsibility to make plans for exciting public works PUBLIC before approval.

I'll copy Alisa B. Katz, Zev's Chief of staff, and ask her if this is the last chance that the public has to understand the project before the money is committed, but regardless of her response, because Ms. Katz is understandably busy, please post a reasonable roadmap tomorrow on the supplemental agenda -- sometimes referred to [in anger] as the Green sheet!!

Laura attended this Tuesday's meeting, so she knows what I mean.

I want you to know that everybody adores the arts community downtown, in fact, Supervisor Knabe was specifically identified as an Arts Champion! [Disclosure: it was from a nice chap who he was honoring with scroll, but it's actually true -- all the supervisors are -- Knabe's been funding Opera for educators for years!]

Anyway, the takeaway from the standing room only meeting was that capital improvement money needs to be distributed where it is most needed, and the supervisors need to be prepared to go to the mat to explain the priorities to their many and varied constituents. Next Tuesday...

Kindly confirm receipt.

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

-----Original Message-----
From: Davis, Adam <ADavis@arts.lacounty.gov>
To: esp3800 <esp3800@aol.com>
Sent: Thu, Jan 30, 2014 3:59 pm
Subject: RE: CRD3 -- Follow-up on John Anson Ford

Dear Mr. Preven,

Thank you for your interest in the Ford Theatres project. We are working to send up a public scoping meeting in the coming weeks. I will make sure you are invited to this meeting. If you have any questions please feel free to contact me.

Best,

Adam Davis
Managing Director of Productions
Los Angeles County Arts Commission
John Anson Ford Theatres
323-856-5793

From: Zucker, Laura
Sent: Tuesday, January 28, 2014 4:36 PM
To: Davis, Adam
Subject: Fw: CRD3 -- Follow-up on John Anson Ford

Pls handle.

From: esp3800@aol.com [mailto:esp3800@aol.com]
Sent: Tuesday, January 28, 2014 04:05 PM
To: Zucker, Laura
Subject: CRD3 -- Follow-up on John Anson Ford

Hi:
It was very nice running into you today at the board meeting. Re: posting a quick 'Where we are' 'where we are going' and 'when' document alongside the proposed master plan for the Ford ...

...I would be happy to speak on the phone in next day or so, if convenient, or, if you've already posted, please direct me to the link. Thanks.

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

Response to Comment No. 22-1

This comment transmits the referenced emails. Some statements in the emails provided raise specific issues regarding the planning process that resulted in the project description for this Project while other comments do not. Responses to those specific comments raised regarding planning for the Project are provided below. This comment will be provided to the decision makers prior to consideration of Project approval.

With respect to the email dated January 30, 2014, as noted on page II-19 of Section II, Project Description, of the Draft EIR, the Project was derived from a previous Master Plan process and includes some of the same components envisioned in the Master Plan, with modifications. The Project is not being developed as a Master Plan. As described on page II-12 of the Draft EIR, 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 plaza deck featuring a restaurant, a 299-seat theatre, a new box office, a conference room, and offices and visitor amenities; (4) the Transit Center, which would include a designated area for bus and valet drop-off, a new three-level parking structure, an event space, and a maintenance facility; and (5) a 0.75-mile hiking trail. As discussed on page II-25 of the Draft EIR, the Project could be implemented in several phases to provide flexibility to continue operating the Ford Theatres while scheduling off-season construction. Construction of the Project may be completed as early as 2020.

In accordance with CEQA, the environmental review process for the Project commenced with solicitation of comments from identified responsible and trustee agencies, as well as interested parties on the scope of the Draft EIR, through a Notice of Preparation process. The County Department of Parks and Recreation prepared an Initial Study and circulated a Notice of Preparation for public comment to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties on February 7, 2014, for a 30-day review period. In addition, a public scoping meeting was conducted on February 18, 2014. The public scoping meeting provided the public with the opportunity to receive information regarding the Project and to provide input regarding issues to be addressed in the Draft EIR. The Initial Study, Notice of Preparation, and Notice of Preparation comment letters are included in Appendix A of the Draft EIR.

Consistent with the requirements of Sections 15087 and 15105 of the CEQA Guidelines, the Draft EIR was submitted to the State Clearinghouse, Office of Planning and Research, and was circulated for a 45-day public review and comment period beginning on June 23, 2014, and ending on August 8, 2014. In addition, a public meeting was held on July 14, 2014. The public meeting provided an overview of the findings of the Draft EIR

and provided the public an opportunity to submit comments regarding the Draft EIR. Following the Draft EIR public comment period, this Final EIR has been prepared that includes responses to the comments raised regarding the Draft EIR.

Comment Letter No. 23

Eric Preven (8)
esp3800@aol.com

Comment No. 23-1

See following page for comment.

From: Kathline J. King [KKing@parks.lacounty.gov]
Sent: Saturday, August 09, 2014 4:13 PM
To: Laura Rodriguez
Cc: Joan Rupert
Subject: Fwd: 8. Fwd: CRD3 -- FOUR MONTHS LATER -- 5of6 -- Community Development Commission to accept up to $10,000,000 in First 5 LA funds --
Attachments: CRD3_--_Community_Development_Commission_--_LACK_OF_INTERNAL_CONTROL.pdf; ATT00001.htm

Follow Up Flag: Follow up
Flag Status: Flagged

Sent from my iPhone

Begin forwarded message:

> **From:** <esp3800@aol.com>
> **Date:** August 8, 2014, 4:52:59 PM PDT
> **To:** <kking@parks.lacounty.gov>
> **Subject: 8. Fwd: CRD3 -- FOUR MONTHS LATER -- 5of6 -- Community Development Commission to accept up to $10,000,000 in First 5 LA funds --**
>
> -----Original Message-----
> From: esp3800 <esp3800@aol.com>
> To: esp3800 <esp3800@aol.com>
> Sent: Mon, Feb 3, 2014 9:49 am
> Subject: CRD3 -- FOUR MONTHS LATER -- 5of6 -- Community Development Commission to accept up to $10,000,000 in First 5 LA funds --
>
> Mark Ridley-Thomas wants the Community Development Commission to oversee the Vermont corridor renovation and for Zev to butt out of Second District business…
> http://www.youtube.com/watch?v=VYS6sFWwZ-A [Running time: 2:26]
>
> CRD3 wants the John Anson Ford Master Plan made public before another $10 million in 2014!!!
>
> http://www.youtube.com/watch?v=hzhIX5YGxVQ [Running time: 1:18]
>
> http://fordtheatres.org/UserFiles/File/2010%20Summer/LATimesCultureMonster_MasterPlan.pdf
> "Thank you, Sir. Item 12 today was delayed. And apparently we do need a Vin Scully down here, as Supervisor Yaroslavsky intimated last week, or a couple weeks ago. Item 12 was some capital improvement projects. And the reason why it was contentious is because of the different district offices were getting theirs and one getting the other, one getting this and that. Supervisor Yaroslavsky got a $10 million John Anson Ford delivery. But unfortunately that money was one in a series of deliveries of money. And

Laura Zucker, who is the head of the LA County arts, has agreed to post the plan, the master plan for the John Anson Ford redo that's coming up down the road. And then we'll all get a chance to look at it before next week. I appreciate that and look forward to scrutinizing it the way we would in any community, like Mark Ridley-Thomas's or Mayor Antonovich's or Gloria Molina's or or yours, Sir. Like with county golf. Thank you."
Eric Preven
"Ha!"
Don Knabe

IMPLEMENTING THE PRELIMINARY RECOMMENDATIONS OF THE BLUE RIBBON COMMISION ON CHILD PROTECTION http://file.lacounty.gov/bos/supdocs/82771.pdf

-----Original Message-----
From: esp3800 <esp3800@aol.com>
To: esp3800 <esp3800@aol.com>
Sent: Thu, Oct 3, 2013 12:41 am
Subject: CRD3 -- 5of6 -- Community Development Commission to accept up to $10,000,000 in First 5 LA funds --

Authorize the Community Development Commission to accept up to $10,000,000 in First 5 LA funds into Fiscal Year 2013-14 approved budget http://file.lacounty.gov/bos/supdocs/79953.pdf

"This is a First 5 matter. We're essentially accepting these dollars for the purposes of our moving forward with the implementation of services to youth and their families. This adds to the $25 million that was adopted last year. And we are taking advantage of the good work of the community development commission for this purpose."
Mark Ridley-Thomas

Does that mean that the Antelope Valley's growth in homelessness and reduction of capacity would be considered? And if so, how would that be?
Mike Antonovich

"Given the motion and the timeline that's before us, time is an urgent matter. The First 5 board has an expectation that this N.O.F.A. be out by the end of october."
Sean Rogan

"Dr. Southard, yesterday at the blue ribbon commission, the issue came up with the department of children and family services, the department of public health, health services and l.A.S.H.A. That they have trouble getting the mental health information from our departments of mental health on homeless

families and other families in distress. Why can't a portion of the grant funds be used to create a system to ensure communication among departments and agencies to provide those services to the homeless families?"
Mike Antonovich

"If there are obstacles that are related to financing of systems to assist the provision of that information, mental health department would be eager to find resources to do that."
Marv Southard

"Next week would be too late?"
Mike Antonovich

"It would mean it would be two weeks. That's the problem."
Mark Ridley-Thomas

"We were told that the department of mental health was not sharing that information. So if we could have a report back from the C.E.O. On that precise issue."
Mike Antonovich

"Certainly, Supervisors."
Marv Southard

"Through sequestration and budget cuts, H.U.D. Is messaging that our jurisdiction should anticipate about an 8 percent-- 5 to 8 percent cut in homeless service dollars. So here in Los Angeles and the Los Angeles continuum of care, we have about a $7 million potential reduction in funding that can come in and serve programs that are already operating."
Mike Arnold

"I have a question. It claims that it's all for subsidies. Is there any administrative costs that C.D.C. Is taking from it?"
Gloria Molina

"Yes. 8 percent."
Mike Arnold

"8 percent of how much?"
Gloria Molina

"Half of what it was before."
Mark Ridley-Thomas

"I'm sorry."
Gloria Molina

"Half of what it was before. "
Mark Ridley-Thomas

"Half of what it was before? They shouldn't get any. So how much is that out of this amount?"
Gloria Molina

"$800,000 for the $10 million. "
Sean Rogan

"It was 15 before, correct? And fully justified as such. On the 25 [million] it was 15 [percent], was it not?
Mark Ridley-Thomas

"I don't know what the exact number is so I don't want to be misquoted."
Sean Rogan

"But you know i'm somewhere in the region. And you argued as hard as you could to make sure that the administrative fee was such that you could do the best job that the agency could do. And the fact of the

matter is what's fair is fair. And we are now moving with roughly 8 percent. And we will get every ounce of our money's worth because we've turned to this agency because they consistently have done what we think is a reputable job. And we thank you. And 5 percent sounds better. Anything more for now? Supervisor?"
Mark Ridley-Thomas

"He wanted 15 percent from you, too? "
Zev Yaroslavsky

"Yeah, he did."
Mark Ridley-Thomas

"Son of a gun."
Zev Yaroslavsky

"It's really shameful. They already do this work. And I just can't believe they'd take any administrative money into it. It's children's money."
Gloria Molina

"All right. Thanks very much."
Mark Ridley-Thomas

"All right. Mr. Chairman, I just want to say that I think Sean and his department have done a really good job on administering this program. The program you're about to embark under, the one we did last year, they came in with a gun to your head with no time left to do it. You administered it. You got the money out. You got the contracts signed. The money is getting out the door really, from my point of view in record time. Somebody was going to have to pay for it. We were going to have to pay somebody to do it. If we didn't pay C.D.C., we would have to pay the consultant to do it. This is a better deal and they know what they're doing. So I just wanted to say that, leaving all joking aside, that Sean has delivered and that's pretty good."
Zev Yaroslavsky

"Thank you very much, Supervisor Yaroslavsky. Any further comment on the matter?"
Mark Ridley-Thomas

"Yes, I think I have to. This wasn't a criticism of Sean and his work. He does great work. I just think it should have been a straight up subsidy that First 5 could have done instead of relaying it here.
Gloria Molina

"All right. Thanks very much. The item is before us. Are there any objections to moving forward With the item as amended?"
Mark Ridley-Thomas

"Yes. I'd like to abstain as it's a new term around here."
Gloria Molina

"A term of art."
Mark Ridley-Thomas

"Not new."
Zev Yaroslavsky

"New and improved."
Mark Ridley-Thomas

"It hasn't been new since Ridley-Thomas got here. [Laughter]."
Zev Yaroslavsky

"Well, I'm glad to know that I've made a contribution. Thank you so much."
Mark Ridley-Thomas

CRD3: The Community Development Commission was found in June to have serious INTERNAL CONTROL issues
after KCET ran a piece on Knabe "Family Ties" and in particular, a toxic Enterprise Rental Car procurement. www.socalconnected.org - search for "family ties"
Also, in July 2012, $87.3 million from First 5 LA was transferred to the county's health and mental health departments to fight childhood obesity, provide Ins. coverage for children and substance abuse treatment for parents. Sheila Shima of CEO said the money would be held in a... *special county fund* in order to streamline administrative processes. Molina may have had it right, a classic "rip-off."

http://egpnews.com/2012/08/supervisor-calls-87-3m-in-funding-for-children's-programs-a-'rip-off'/

10.

4.

From: esp3800 <esp3800@aol.com>
To: esp3800 <esp3800@aol.com>
Subject: CRD3 -- Community Development Commission -- LACK OF INTERNAL CONTROL
Date: Sun, Aug 11, 2013 12:44 pm

-----Original Message-----
From: esp3800 <esp3800@aol.com>
To: newstips <newstips@latimes.com>
Cc: constituent <constituent@auditor.lacounty.gov>; molina <molina@bos.lacounty.gov>; fifthdistrict <fifthdistrict@lacbos.org>; dknabe <dknabe@bos.lacounty.gov>; zev <zev@bos.lacounty.gov>; markridley-thomas <markridley-thomas@bos.lacounty.gov>
Sent: Sat, Jun 22, 2013 4:35 pm
Subject: CRD3 -- Community Development Commission -- LACK OF INTERNAL CONTROL

http://file.lacounty.gov/bos/supdocs/77626.pdf

This item buried late last week, and not scheduled before the board, is a great example of why the auditor is practically useless. It was only a couple weeks ago that Watanabe was lauded for securing $742,000,000 in CRA money by investing $1,000,0000 in overtime, yet it appears that the CDC is apparently underspending it's budget by almost $100 million annually. Worse, this was/is during one of the hardest economic periods in years. Arggh. That's like 20% of the money earmarked, but not invested...in the community. See attached page 18 for the reasons. For CRD3, it makes no sense and quite frankly, doesn't cut it.

As always, with run-of-the-mill county bungling, all of the following problems are merely relics from a bygone era (2010)...."relax, we've already improved everything." Like the jails, and the DCFS. A brand new procurement team leader, identified as a lawyer, has been brought in to remedy the appalling mismanagement. It better not be Mike Gennaco. The former procurement officer has apparently left.

-CDC supervision of overtime has been lax at best.

-CDC Management has kept no written justifications for Sole Source purchasing.

The auditor also found that the CDC staff did not always follow the commission's contracting procedures. Those procedures are being completely rewritten by July 1, 2013, yet we have not heard back from Ellen Sandt or Mr. Yaroslavsky about the countywide initiative to improve this category.

Apparently, evaluators did not always sign conflict of interest statements and evaluator comments did not always adequately support the assigned scores. Dates for approvals were left off documents so it was hard to tell the sequence of approval.

In one 1.2 million dollar contract, [most of this stuff was 2010, so why it took three years is baffling] CDC did not document their method for selecting a shortlist vendor, or indicate how vendors would be selected. Nor did CDC have any written procedures for selecting proposers from a list of qualified vendors. Important to remmeber that the Board of supervisors is the overseeing board for this group, personally. They could install folks who would pay attention, but that would involve relinquishing control.

Auditor found invoices where CDC paid higher rates than specified in the contract and one instance where CDC did not take an available discount.

CDC staff have not been "signing conflict of interest statements before evaluating proposals" as is required.

Bottom line, "contract solicitation outreach efforts" are bad to extra bad. For the six solicitations reviewed, CDC staff did not document when the solicitation notices were mailed to vendors and the auditor could not determine if the notices were timely or, in many cases, who they were sent to. PFFFFT.

Anyone remember ...Enterprise rent a car ... an Englander Knabe & Allen client have benefited from these lax protocols. (see below)

CDC must ensure that proposal scores are adequately supported. The Auditor found numerous instances where comments did not support the assigned scores. Two of five (40%) of the five evaluations reviewed were not scored in accordance with CDC procedures.

Now, CDC has some new procedures that will be unveiled July 1, 2013.

Let's ALL look the new procedures over together to be sure they are clean and simple. And the public wants
the report back to Mike D. Antonovich, on what actions have been taken in connection with the Enterprise rental car imbroglio.

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

Copypaste:
CRD3 -- If it walks like a duck and it quacks like a duck... it could be bid-rigging!!! (Enterprise)

From **esp3800** esp3800@aol.com hide details

To **jlacey** jlacey@da.lacounty.gov, **kamala.harris** kamala.harris@doj.ca.gov

Cc **newstips** newstips@latimes.com, **constituent** constituent@auditor.lacounty.gov, **fraudnet** fraudnet@gsa.gov

Find the link below for the report back from the Auditor-Controller that we've all been waiting for following last year's KCET piece on Knabe "Family Ties" and in particular, the toxic Enterprise Rental Car procurement. www.socalconnected.org - search for "family ties"

http://file.lacounty.gov/bc/q1_2013/cms1_189487.pdf

The report by the Auditor Controller confirms key findings "by the media" and concludes that "Community Development Commission's (CDC) outreach was substantially inadequate given the many competitors in the retail vehicle leasing industry in Southern California" but the investigators found "no evidence showing familiar business relationships between the three enterprise employees and four CDC employees involved with the solicitation."

CRD3: This type of investigation ought to be conducted by law enforcement not The Office of County Investigations (OCI). Time and time again this group provides an unwanted cushion for even the most hard to stomach actions and or omissions that may constitute serious criminal misconduct. Watanabe who is an auditor appointed by the Board will admit that such wrongdoing is for the District Attorney, Attorney General or Federal investigators to determine.

On January 15, 2013, prior to publishing this report back that had been called for urgently by Supervisor Antonovich, OCI "met with CDC management." The CDC expressed general agreement with the findings and recommendations. They will respond in 30 days.

CRD3: This explicitly subverts the protocol the public expects - which is a thorough dragging out into the light of day. A credible independent investigation by law enforcement is needed without further delay.

Matt Knabe (Lobbyist for Enterprise) and Don Knabe (Voting member of Community Development Commission)
The Board of Supervisors currently serves as the Commissioners of the CDC setting policy for the agency. In Fiscal Year 2012-2013 the agency has a budget of $485 million and a total staff size of 551. Over 74 percent of the CDC's funding comes from the U.S. Department of Housing and Urban Development (HUD).

Matt Knabe told investigators that he was unaware of the CDC's vehicle leasing and fleet services solicitation until the proposed contract with Enterprise appeared on the board's agenda for March 6, 2012 -- http://file.lacounty.gov/bos/supdocs/66779.pdf ;
Mr. Matt Knabe told the auditor controller that "no one from his firm (EKA) had any contact with Don Knabe about the solicitation." The investigators found no evidence to support any attempts to influence the award of this fleet services contract" worth nearly 2 million dollars.

CRD3: That's nice, but the public is not willing to take Matt Knabe at his word alone. Too many issues have arisen, and the notion of he himself conducting an investigation among his employees is insufficient to restore confidence. Matt Knabe attended the Board meeting on March 6 and or March 13, 2012 presumably to help Santos Kreimann and his client, Modern Parking Inc., to secure a deal to manage more than 10,000 parking spaces for County Beaches and Harbors, over spectacular objection. This matter was also addressed in the Socal Connected piece. Modern Parking Inc. has subsequently stopped lobbying with EKA and the lobbying firm has added Standard Parking as its new Parking client. Though this practice may be common it begs numerous questions as to who, specifically, is controlling the awarding of county contracts. [EKA recently dumped Come Land Maintenance and picked up Diamond Contract Services in the janitorial sector -- worthy of careful scrutiny.]

Mr. Kreimann completed his ethics training on December 3, 2012, after years of serving as Director of Beaches and Harbors without AB1234 ethics training, as is required. A critical part of Mr. Kreimann's job in that role is to meet behind closed-doors with Marina del Rey developers, some of whom may now be experiencing investigation by the District Attorney regarding various Assessor-related malfeasances. For the last nine months Mr. Kreimann has played a key role in the Assessor's office as, CEO Bill Fujioka's 'exceptional manager'. He has allegedly been sorting through cases to determine which may require further review by the DA's Public Integrity Division. This type of sifting should obviously not be done by the man who worked closely with numerous Marina del Rey developers. The public takes exception with that 'exceptional' arrangement.

Executive Director, Sean Rogan
Investigators interviewed the CDC's Executive Director, Sean Rogan, who stated that he was "100% confident that there was absolutely no influence in regards to the Supervisor's son." He added that, "There certainly wasn't any political influence or lobby pressure."

CRD3: How Mr. Rogan knows that, is of great interest. He must mean he felt no pressure of any kind himself. Also of interest for the public is how in the world such a boldly, toxic-on-its-face, solicitation containing the following passage could pass muster for the county board of supervisors...?

"Enterprise was the only company that responded to the request. Based on Enterprise being the only respondent, Commission staff has concluded that Enterprise is the only vendor in the area available to provide the needed services."
[...the area is Southern California!]

Mr. Rogan claims a contract analyst came to him in December 2012 saying he failed to act appropriately and correct outreach details, because he/she was simply too embarrassed. The CDC represented to the board that they had sent an email to 50 firms in the fleet rental business. In fact they only sent the Request for Information (RFI) to 16, but the document attached to the CDC's email did not clearly inform potential vendors what content was expected and an exhibit that was to accompany the RFI and list the vehicles to be acquired was not included with the email.

Only 10 of the 16 firms were actually in the business of automobile fleet rental. But these ten firms stated that they had no recollection of receiving an email solicitation. Four firms told investigators that they would have been interested in bidding, had they received the RFI.

The CDC failed to contact over 60 entities in the business of fleet rental. They received just one bid. *CRD3: Pffft.*

The CDC violated its own policy of not advertising for procurements over $10,000 on their website and the county's website.

"Substantially inadequate outreach" is a gross understatement.

CRD3 conclusion: The Enterprise deal was rigged. If it walks like a duck and quacks like a duck it is a duck. There is no way that this happened by chance. This was a rigged bid. We don't yet know by whom, but the OCI report merely confirms that nobody wants to confess to any crimes at this time. That is of course expected. This matter requires the attention of credible independent investigators - other than Mr. Kreimann - who are experienced at enforcing bid-rigging and collusion laws. The un-named 'contract analyst' who may be scapegoated here, needs to be protected by civil rights organizations and applicable whistleblower rules and guidelines.

A full wide investigation is long overdue.

Thank you for your interest in county government.

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

From March 6, 2012 -
1-D. Recommendation: Approve and authorize the Executive Director to negotiate, execute, and if necessary, terminate a five-year contract with Enterprise Fleet Management using up to a total of $1,750,000 in Commission and Housing Authority program funds for all five years

On motion of Supervisor Ridley-Thomas, seconded by **Supervisor Knabe**, this item was approved.

CRD3 notes:
-- no RFP cuz nobody was interested in providing cars to county ???

On December 20, 2011, a RFI was issued to determine the feasibility of utilizing leased vehicles with a full maintenance service program for the Community Development Commission.

This letter recommends approval of a five-year lease contract with Enterprise Fleet Management

(Enterprise) to **provide 61 new** leased vehicles and a full maintenance service program for those vehicles as well as a maintenance program for **17 existing vehicles** being retained by the Commission. **The vehicles will be used by Commission and Housing Authority staff.**

78 company cars -- for 650 employees -- w/ maint agreement ???

On March 9, 2010, the Board approved a similar agreement with Enterprise for the lease of five vehicles to be used for the **Section 8 inspectors** in Lancaster as a pilot program. This program has proven successful, and when implemented agency-wide, will significantly reduce fleet costs. In Fiscal Year 2011-2012, the total fleet annual budget was over **$880,000**, with the average vehicle age of approximately 8 years with over 76,000 miles. The move to Enterprise will replace the aged existing fleet with new models and reduce the size of the fleet pool by allowing staff to rent additional vehicles from Enterprise daily as needed. The estimated fleet budget in future years will be approximately $580,000, which includes approximately $350,000 per year for the Enterprise contract, plus fuel, miscellaneous maintenance costs and administrative expenses. This represents an estimated savings of approximately $300,000 per year.

The Commission issued a Request for Information (RFI) for the purpose of seeking information regarding leased vehicles with full maintenance service programs. Enterprise was the only company that responded to the request. **Based on Enterprise being the only respondent, Commission staff has concluded that Enterprise is the only vendor in the area available to provide the needed services.**

Response to Comment No. 23-1

This comment transmits the referenced emails and attachments. This comment does not raise an environmental issue regarding the Draft EIR and will be provided to the decision makers prior to consideration of Project approval.

Comment Letter No. 24

Eric Preven (9)
esp3800@aol.com

Comment No. 24-1

See following page for comment.

From: Kathline J. King [KKing@parks.lacounty.gov]
Sent: Saturday, August 09, 2014 4:13 PM
To: Laura Rodriguez
Cc: Joan Rupert
Subject: Fwd: 9. Fwd: CRD3 -- Zev Anson Ford Update -- Item 12 Tuesday February 11, 2014

Follow Up Flag: Follow up
Flag Status: Flagged

Sent from my iPhone

Begin forwarded message:

From: <esp3800@aol.com>
Date: August 8, 2014, 4:53:11 PM PDT
To: <kking@parks.lacounty.gov>
Subject: 9. Fwd: CRD3 -- Zev Anson Ford Update -- Item 12 Tuesday February 11, 2014

-----Original Message-----
From: esp3800 <esp3800@aol.com>
Sent: Tue, Feb 11, 2014 1:13 am
Subject: CRD3 -- Zev Anson Ford Update -- Item 12 Tuesday February 11, 2014

This item on tomorrow's schedule…re: the proposed partnership schedule… etc.

http://file.lacounty.gov/bos/supdocs/82834.pdf

12. Recommendation: Approve the proposed roster for the John Anson Ford Amphitheatre's 2014 season; and authorize the Executive Director to make the necessary expenditures within the approved Fiscal Year 2013-14 budget to implement the program. (14-0391)

FORD AMPHITHEATRE
PROPOSED 2014 SUMMER PARTNERSHIP SEASON

*indicates organizations new to Partnership Program

Bellydance Evolution*
Alice in Wonderland
Middle Eastern dance is fused with Western forms in a retelling of this classic story.

Chris Isaacson Presents, LLC*
Broadway Under the Stars
Two evenings with Tony Award-winning artists sharing treasured memories and songs from popular Broadway shows.

Eastside Luv*
English as a Second Language

An evening of live music by L.A. Latino groups and DJ sets mixing a range of classic Mexican, American and European rock hits.

Rong Music & Entertainment*
Cosmic Boogie
An evening of experimental and new age music.

I thought they were going to redo the stage last year… and are these the dressing rooms, one wonders that are going
to be soundproofed…? Sigh.

"This summer, the season will conclude approximately 30 days earlier than in previous years to accommodate the schedule of capital improvements planned during the amphitheatre off-season starting on September 15. Anticipated improvements will include reconstruction of the Ford's stage, installation of a comprehensive drainage system for the amphitheatre, renovation of backstage artist dressing and green rooms, stabilization of the hillside and improvements to the hard and planted landscape to mitigate erosion, and a redesign of theatrical lighting and sound systems."

Response to Comment No. 24-1

This comment transmits the referenced email. This comment does not raise an environmental issue regarding the Draft EIR and will be provided to the decision makers prior to consideration of Project approval.

Comment Letter No. 25

Eric Preven (10)
esp3800@aol.com

Comment No. 25-1

See following page for comment.

From: Kathline J. King [KKing@parks.lacounty.gov]
Sent: Saturday, August 09, 2014 4:28 PM
To: Laura Rodriguez
Cc: Joan Rupert
Subject: Fwd: 10. Fwd: CRD3 -- John Anson Ford Scoping meeting…. & Request for Radius map

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Sent from my iPhone

Begin forwarded message:

> **From:** <esp3800@aol.com>
> **Date:** August 8, 2014, 4:53:25 PM PDT
> **To:** <kking@parks.lacounty.gov>
> **Subject: 10. Fwd: CRD3 -- John Anson Ford Scoping meeting…. & Request for Radius map**
>
> -----Original Message-----
> From: esp3800 <esp3800@aol.com>
> Sent: Wed, Feb 19, 2014 1:04 pm
> Subject: CRD3 -- John Anson Ford Scoping meeting…. & Request for Radius map
>
> Very odd but pleasant enough meeting in the small Ford theatre… numerous concerns from locals re: traffic congestion etc.
> Architect Brenda Levin was there… who Zev celebrates (on her website) because she brings a sense of 'common ownership and civic pride' and Zucker & Davis were there too. I was disappointed that there was no model, no presentation form Laura or Adam… or Levin explaining… or introducing [Insert Eli Broad-type] who is going to take us home on this!!!! It was a format… best described as follow the sketchy posters and county spinners will answer your questions…
>
> There was a fire retardant blanket that the county team would occasionally inflate to smother a hot questioner. hehe. I jest, but I delivered my message about transparency.
>
> They made it seem like… oh, we have no idea, the EIR has to come back, then we'll have a better idea… As you know, the EIR is a safe zone - that gives any agency official an excuse to throw their hands up in the air…dunno! "Need to wait for the EIR!"
>
> And the funding, they claimed, not approved. I said, what about the 20+ million that has been earmarked over the last couple years… including the $10 million, last week. Brenda Levin reminded me that the overall budget was over $100,000,000 million … I had thought $75,000,000… you corrected me to $60,000,000…
>
> The current work, going on now, according to Levin, who made it seem like she's supervising is a very expensive painting of the two old towers. (Argh) Caught my attention, that the new wooden stage (outdoor) won't be installed until next 2015 off season… she said the new seats were nice. The 299 theatre seems to be…a tool for managing director Davis to be able to provide a year round house to accommodate some demand…he did not elaborate.
>
> And oddly he complained to me that folks won't come to Ford because they don't like stacked parking and the restaurant isn't good. Another chap said Crumbles who currently have the conession, cater to the

crowd… in a cool artsy local way… for a swedish performance they do swedish meatballs…for a mexican folkloric… tamales, for a korean dance… kimchee.

so I don't understand. I told Maria Chong-Castillo, Zev's deputy, we should call the new restaurant, Zev's or maybe Maria's? She winced...

I asked about the increase from 79 or so perfs a season to over 300… this caught the attention of a neighborhood council rep who was there. He left early, when he saw there was no there, there.

The presentation about what is happening was almost non-existent, beyond those photos we've seen. I don't think I saw anything new… a lot of weird EIR talk… from county consultants who, one had the feeling just came from,
the visioning process in marina del rey…

There was one persistent theme…

A number of folks asked about city approvals and the response was always the same…" this is county jurisdiction. "

But someone pressed… but the Mulholland view council… (tk) do you need their approval?

See Zev.

I was reminded that I asked for a PDF copy of the December 12, 2012 "Right of Entry Permit" for the John Anson Ford.
I'll keep you posted. {pardon the informality… I'm running.}
CRD3e

-----Original Message-----
From: Stephanie Eyestone-Jones <s.eyestone@matrixeir.com>
To: esp3800 <esp3800@aol.com>
Sent: Wed, Feb 19, 2014 12:22 pm
Subject: Re: Radius map

Nice meeting you too. We will get you the map and info tomorrow.

Sent from my iPhone

On Feb 19, 2014, at 11:53 AM, "esp3800@aol.com" <esp3800@aol.com> wrote:

> Hi, nice meeting you last night at the Ford. Could you send me the radius map, asap,
> with an accompanying description of the specific outreach. ie. how many emails, mailed letters etc.
> Thx. Kindly confirm receipt.
>
> Eric Preven
> The County Resident from District 3
> 818-762-7719
> 818-645-2616 mobile
>
> -----Original Message-----
> From: Eric Preven <esp3800@aol.com>
> To: s.eyestone <s.eyestone@matrixeir.com>
> Sent: Tue, Feb 18, 2014 8:26 pm
> Subject: Radius map
>
> Thx,
> Eric Preven
>
> Sent from my iPhone

Response to Comment No. 25-1

This comment transmits the referenced emails. Some statements in the emails provided raise specific issues regarding the scoping meeting for the Project.. This comment will be provided to the decision makers prior to consideration of Project approval.

With regard to the Scoping Meeting, as described on page 1 of the Notice of Preparation distributed on February 7, 2014, the Scoping Meeting was held to solicit input regarding the content of the Draft EIR and "will be in an open house format." Because the purpose of scoping and early public consultation on a Draft EIR is to solicit information from agencies and the public about environmental issues to be addressed in a Draft EIR, it is an early stage of the process. This may explain what the comment characterizes as responses that defer answers to the later Draft EIR. The scoping topic most raised was traffic congestion, as noted in the comment.

The comment expresses the opinion that there should have been a project model and more visual aids at the scoping meeting and that funding information should have been available. The comment also mentions hearing about various proposed elements of the Project that were described, including the proposed small theatre, restaurant and new parking lots to avoid the current stacked parking and a proposed increase in the number of performances.

As provided in Comment Letter No. 26, below, the requested information regarding the radius map and Notice of Preparation distribution used in the scoping process was provided to Mr. Eric Preven at his request on February 28, 2014.

Comment Letter No. 26

Eric Preven (11)
esp3800@aol.com

Comment No. 26-1

See following page for comment.

From: Kathline J. King [KKing@parks.lacounty.gov]
Sent: Saturday, August 09, 2014 4:28 PM
To: Laura Rodriguez
Cc: Joan Rupert
Subject: Fwd: 11. Fwd: CRD3 -- Radius & outreach for John Anson Ford
Attachments: Radius_and_Outreach_-_John_Anson_Ford_EIR.pdf; ATT00001.htm

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Sent from my iPhone

Begin forwarded message:

> **From:** <esp3800@aol.com>
> **Date:** August 8, 2014, 4:53:34 PM PDT
> **To:** <kking@parks.lacounty.gov>
> **Subject: 11. Fwd: CRD3 -- Radius & outreach for John Anson Ford**
>
> -----Original Message-----
> From: esp3800 <esp3800@aol.com>
> Sent: Mon, Mar 3, 2014 11:37 pm
> Subject: CRD3 -- Radius & outreach for John Anson Ford
>
> Apparently less than 2000 letters re: the meeting about the John Anson Ford went to the following:
>
> 113 agencies
> 756 owners
> 389 occupants
> 451 arts commission emails
>
> See the radius map attached, too.
>
> I still do not, unfortunately, have an idea of what specifically is happening. I got the feeling that a very expensive painting of the old towers was happening.
> But what the ten million Zev approved was for… still, dunno.
>
> I think the Public is entitled to a punch list, but instead we're facing a yearlong EIR… over sketchy plans, that are not approved…? Comments, as I ref'd earlier, end March 11!
>
> CRD3e

COUNTY OF LOS ANGELES
OFFICE OF THE COUNTY COUNSEL
648 KENNETH HAHN HALL OF ADMINISTRATION
500 WEST TEMPLE STREET
LOS ANGELES, CALIFORNIA 90012-2713

TELEPHONE
(213) 974-2163
FACSIMILE
(213) 617-7182
TDD
(213) 633-0901

JOHN F. KRATTLI
County Counsel

February 28, 2014

Eric Preven
3758 Reklaw Drive
Studio City, CA 91604

Re: Request for Radius Map and Outreach Information

Dear Mr. Preven:

This is in response to your Public Records Act request made on February 18, 2014 for a copy of a radius map and a description of the mailing outreach regarding the radius map.

We have completed our search and have determined that there is 1 page of document responsive to your request. A copy of the radius is enclosed.

With respect to outreach information, there are as follows:

Agency List: 113 - 105 Fed Express, 7 certified mails, 1 in person filing at County Clerk.

Fed Ex: 104 addresses

State Clearinghouse Package: 1 address (shipped Fed Ex)

Certified Mail (PO Boxes): 7 addresses

County Clerk: Filed the notice in person

Owners List: 756 - mailed by mailing house, regular mail

Occupants List: 389 - mailed by mailing house, regular mail

Total number of stakeholders who received the email blast from the Arts Commission: 451

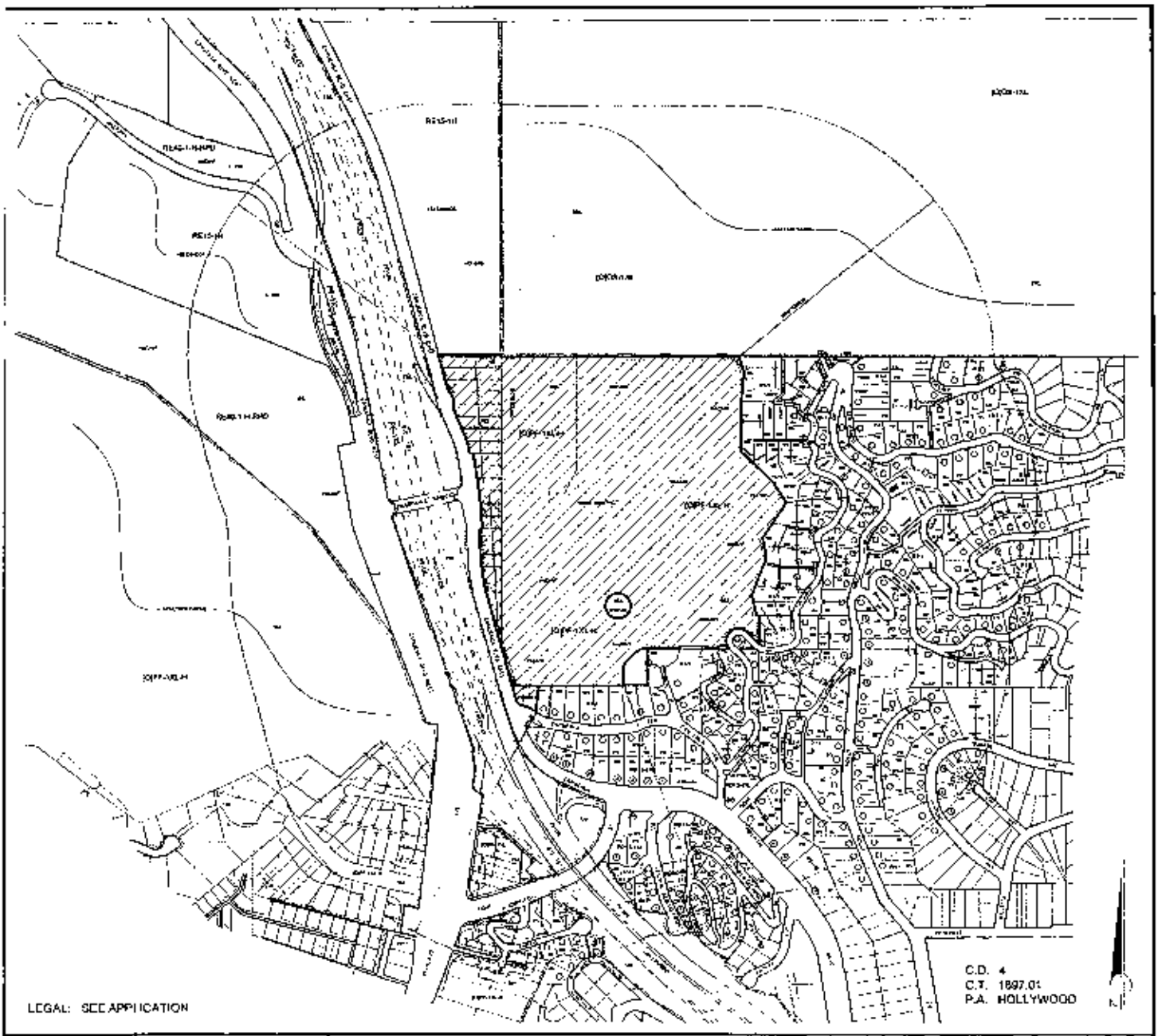
If you have any questions, please contact me at (213) 974-2163.

Very truly yours,

JOHN F. KRATTLI
County Counsel

By
PAUL H.S. KIM
Deputy County Counsel
Government Services Division

PHSK:lat
Enclosure



GC MAPPING SERVICE, INC.
3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803
(626) 441-1080 FAX (626) 441-8850

E.I.R.

CASE NO.
DATE: 01-28-2014
SCALE: 1" = 200'
USES: FIELD
D.M.: 154 5 A 185, 153 A 185, 151 5 A 185, 154 5 A 187, 153 A 187, 151 5 A 187
T.B. PAGE: 593 GRID: E-2, E-3

Response to Comment No. 26-1

The commenter received the records in response to his request for public records for the Project scoping outreach mailings and radius list for owner/occupant mailings on February 28, 2014. That letter is attached to his comment, which then summarizes the distribution during the Notice of Preparation process and indicates his disappointment with the length of the "yearlong" EIR process.

This comment will be provided to the decision makers prior to consideration of Project approval.

Comment Letter No. 27

Eric Preven (12)
esp3800@aol.com

Comment No. 27-1

See following page for comment.

From: Kathline J. King [KKing@parks.lacounty.gov]
Sent: Sunday, August 10, 2014 4:08 PM
To: Laura Rodriguez
Cc: Joan Rupert
Subject: Fwd: 12. Fwd: CRD3 -- Items 67c & 67d -- Increase from $127,000/yr to $158,000/yr for the executive director arts commissioner and the (unclassified designation) not including their unidentified supplements.
Attachments: Animal_Care_&_Arts_Commision_budgets.pdf; ATT00001.htm

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Sent from my iPhone

Begin forwarded message:

> **From:** <esp3800@aol.com>
> **Date:** August 8, 2014, 4:54:02 PM PDT
> **To:** <kking@parks.lacounty.gov>
> **Subject: 12. Fwd: CRD3 -- Items 67c & 67d -- Increase from $127,000/yr to $158,000/yr for the executive director arts commissioner and the (unclassified designation) not including their unidentified supplements.**
>
> Thank you. Please let me know if you have any questions.
> Eric Preven
> 818-645-2616 mobile
> -----Original Message-----
> From: esp3800 <esp3800@aol.com>
> To: bfujioka <bfujioka@ceo.lacounty.gov>
> Cc: executiveoffice <executiveoffice@bos.lacounty.gov>; dsommers <dsommers@ceo.lacounty.gov>; mfleming <mfleming@losangelesregister.com>; bculp <bculp@ceo.lacounty.gov>; rsylvester <rsylvester@losangelesregister.com>; newstips <newstips@latimes.com>; pkim <pkim@counsel.lacounty.gov>
> Sent: Tue, Jun 17, 2014 3:40 pm
> Subject: CRD3 -- Items 67c & 67d -- Increase from $127,000/yr to $158,000/yr for the executive director arts commissioner and the (unclassified designation) not including their unidentified supplements.
>
> 2.
>
> Bumps, but not actual pay increases, for the Zev Anson Ford gang.
>
> Attached is the budget for Arts Commission (and Animal Control for benchmarking) -- I just wanted to understand the 'increase in staff' and 'size and scope' of the arts edu programming-- but the arts commish budget doesn't track any budgeted positions like other county depts. This must have to do with the Foundation running things. But, has the staff increased substantially?
>
> I think so. Can you ask Joel to send over an accurate staff list with salaries.
>
> In the recent past I barked about an unidentified supplement being generously provided to Zucker and Davis -- nothing wrong with generous supplements, but they ought to be disclosed. This is a PRA 6250 et seq. to see all previous, current and planned, salary supplements for Laura Zucker and Adam Davis dba

Wendell*, including any other compensation packages, to ensure that we are benchmarking with the field, and not lagging.

Arts development is so important and it is absolutely critical that we not lose this team and thus I request a delay pending a full review of the ARTS commission budget in advance of the upcoming budget hearing in June.

During the April/May campaign, 3rd district candidates suggested that we were not spending enough $ on art... and not equitably enough.

Let's get a report, to be clear.

I propose an Special Item (S-1) on all of the great Art stuff we have been admirably doing... inclusive of the challenges, that the commission may have encountered. I think it should be a co-presentation between the CEO's Brence Culp, who has roots in the 3rd district and knowledge about the great work that is being done, supplementally, including a variety of AECOM upgrades. We should also have Brenda Levin, Zev's favorite architect pontificate briefly about the ongoing EIR... and master plan budget. We've payed her a lot it would be good to hear her wax poetic about the great plan.

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

67-C Recommendation to adjust the salary range for two (2) non-represented classifications in the department of the Executive Office of the Board of Supervisors. The justification for this request is to recognize the expanding role of the Arts Commission since its original allocation, most notably in the size and scope of the arts education programs as well as a notable increase in the size of the staff under the Director.

"Specifically, we are recommending a salary range increase for the position of Executive Director, Arts Commission from salary range R12 to R15."

"The projected budgeted annual cost for the salary changes is estimated to total $36,721"

"Please note, we are recommending changes in the salary range designations, not actual pay increases for the current incumbent."

Monthly....

R15 = Approx. $13,208.42

Item #8807
$10,631.85 EXEC DIRECTOR,ARTS COMMISSION N23 R12

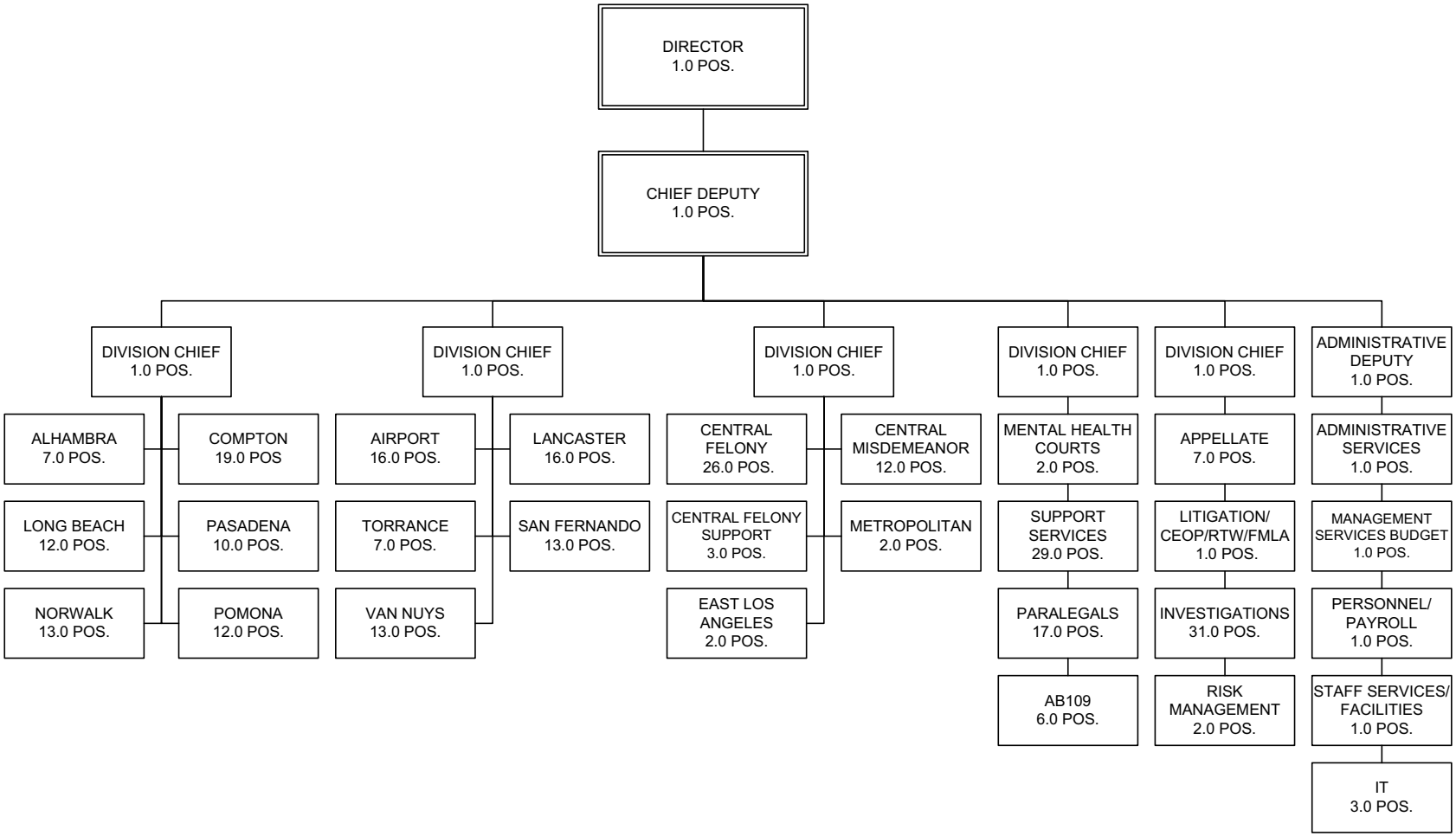
Item #8808
$10,631.85 EXEC DIRECTOR,ARTS COMMISSION(UC) N23 R12

67-C. Chief Executive Officer's recommendation: Approve the introduction of an ordinance amending County Code, Title 6 - Salaries, to adjust the salary range for the Executive Director, Arts Commission, and the Executive Director, Arts Commission (Unclassified), in the Executive Office of the Board of Supervisors to recognize the expanding role of the Arts Commission since its original allocation. (Relates to Agenda No. 67-D) (14-2762)

2. 67-D. Ordinance for introduction amending County Code, Title 6 - Salaries by changing the salaries of two non-represented employee classifications for the Executive Director, Arts Commission, and the Executive Director, Arts Commission (Unclassified), in the Executive Office of the Board of Supervisors. INTRODUCE, WAIVE READING, AND PLACE ON THE AGENDA FOR ADOPTION (Relates to Agenda No. 67-C) (14-2765)

   Ordinance

ALTERNATE PUBLIC DEFENDER
JANICE Y FUKAI, ALTERNATE PUBLIC DEFENDER
FY 2014-15 RECOMMENDED BUDGET POSITIONS = 293.0



Animal Care and Control

Marcia Mayeda, Director

Animal Care and Control Budget Summary

CLASSIFICATION	FY 2012-13 ACTUAL	FY 2013-14 ESTIMATED	FY 2013-14 BUDGET	FY 2014-15 REQUESTED	FY 2014-15 RECOMMENDED	CHANGE FROM BUDGET
REVENUE	$ 12,988,619.48	$ 13,434,000	$ 14,659,000	$ 14,659,000	$ 14,659,000	$ 0
EXPENDITURES/APPROPRIATIONS						
SALARIES & EMPLOYEE BENEFITS	$ 27,020,252.83	$ 27,941,000	$ 28,877,000	$ 30,950,000	$ 30,784,000	$ 1,907,000
SERVICES & SUPPLIES	6,666,874.68	7,587,000	7,990,000	11,627,000	7,251,000	(739,000)
OTHER CHARGES	223,223.27	434,000	290,000	422,000	422,000	132,000
CAPITAL ASSETS - EQUIPMENT	9,434.11	565,000	565,000	250,000	250,000	(315,000)
OTHER FINANCING USES	336,308.63	237,000	296,000	237,000	296,000	0
GROSS TOTAL	$ 34,256,093.52	$ 36,764,000	$ 38,018,000	$ 43,486,000	$ 39,003,000	$ 985,000
NET TOTAL	$ 34,256,093.52	$ 36,764,000	$ 38,018,000	$ 43,486,000	$ 39,003,000	$ 985,000
NET COUNTY COST	$ 21,267,474.04	$ 23,330,000	$ 23,359,000	$ 28,827,000	$ 24,344,000	$ 985,000
BUDGETED POSITIONS	356.0	371.0	371.0	389.0	384.0	13.0

FUND	FUNCTION	ACTIVITY
GENERAL FUND	PUBLIC PROTECTION	OTHER PROTECTION

Mission Statement

The Department of Animal Care and Control, operating under State law and County ordinance, provides for public safety in the community through the removal and impoundment of domestic animals and livestock in the unincorporated areas of the County and contract cities. Central to the core mission of the Department is enforcement of applicable animal control laws, medical care and sheltering of impounded animals, recovery and redemption of lost animals with their owners, adoption and placement of available animals, investigation of animal cruelty and dangerous animal complaints, rabies vaccinations, and licensing of dogs and cats. The Department also provides for public education programs, spay and neuter surgeries and evacuation of animals during local and regional emergencies. The Department operates six animal shelters which have veterinary medical clinics as part of their operations. Department costs are partially offset by revenue from pet licenses, income from contract cities, and fees collected for various activities in the shelters.

2014-15 Budget Message

The 2014-15 Recommended Budget reflects an overall increase in NCC of $1.0 million primarily due to Board-approved increases in salaries and employee benefits, funding for 10.0 positions for the Antelope Valley Communication Center, 3.0 positions for the Major Case Unit, one-time funding for the replacement of the Voice Recorder System, and aging vehicles. These increases are partially offset by the deletion of one-time funding for safety equipment, vehicles, and a video surveillance system.

Critical/Strategic Planning Initiatives

The Department of Animal Care and Control will continue to enhance revenue and develop more efficient processes for the delivery of its services. The primary efforts will be the implementation of the Antelope Valley Communication Center to streamline response to service calls from constituents in the Antelope Valley and offset the workload from the existing communication center, and augmentation of staff in the department's Major Case Unit. The Department is contemplating an enterprise solution for mobile connectivity to provide field staff and service vehicles access to data and updates through real time connectivity to the department's network and shelter management system.

This endeavor will significantly enhance the efficiency of the officers in the field by providing mobile access to licensing information, and report writing in the field. The deployment of video surveillance continues to be a high priority for the department, ensuring the safety of our employees, the public, and animals in our care; and provides a secure environment, improves workforce accountability, and discourages theft and other inappropriate conduct. The department has been finalizing its 2020 plan. This is a five year plan for fiscal years 2015-16 through 2019-20 that focuses on two key areas of need: facilities improvement and replacement; and staffing requirements. In the interim, the refurbishment of aged kennel buildings and other animal housing facilities continues to be a primary focus of the department's facility management strategy.

Changes From 2013-14 Budget

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
2013-14 Final Adopted Budget	**38,018,000**	**0**	**14,659,000**	**23,359,000**	**371.0**
New/Expanded Programs					
1. Antelope Valley (AV) Communication Center: Reflects an increase in salaries and employee benefits and services and supplies to fund 6.0 Intermediate Typist Clerks, 1.0 Supervising Typist Clerk, 2.0 Animal Control Officer I, and 1.0 Animal Control Officer II positions at the new AV Communication Center.	706,000	--	--	706,000	10.0
2. Major Case Unit: Reflects funding for 3.0 additional Animal Control Officer II positions to conduct criminal investigations.	242,000	--	--	242,000	3.0
Other Changes					
1. Salaries and Employee Benefits: Primarily reflects Board-approved increases in salaries and health insurance subsidies.	589,000	--	--	589,000	--
2. Retirement: Reflects an increase primarily due to prior-year losses in Los Angeles County Employees Retirement Association's investment portfolio and revised investment return assumptions.	259,000	--	--	259,000	--
3. Countywide Cost Allocation Adjustment: Reflects an adjustment in rent charges to comply with Federal Office of Management and Budget claiming guidelines (2CFR Section 225).	132,000	--	--	132,000	--
4. One-Time Funding: Reflects the deletion of one-time funding for safety equipment, vehicles, video surveillance and a public address system.	(1,275,000)	--	--	(1,275,000)	--
5. Reclassification: Reflects the reclassification of a Warehouse Worker II to Procurement Assistant II position.	--	--	--	--	--
6. Voice Recorder System: Reflects one-time funding for the replacement of the Voice Recorder System.	150,000	--	--	150,000	--

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
7. Ongoing Funding: Reflects the transfer of ongoing funding to the Provisional Financing Uses budget unit.	(68,000)	--	--	(68,000)	--
8. Vehicle Replacement: Reflects one-time funding for the replacement of five aging vehicles.	250,000	--	--	250,000	--
9. Unavoidable Costs: Reflects changes in worker's compensation costs due to anticipated benefit increases and escalating medical cost trends and an increase in retiree health premiums, fully offset by a reduction in unemployment insurance costs and services and supplies.	--	--	--	--	--
Total Changes	**985,000**	**0**	**0**	**985,000**	**13.0**
2014-15 Recommended Budget	**39,003,000**	**0**	**14,659,000**	**24,344,000**	**384.0**

Unmet Needs

The Department's unmet needs request include funding for volunteer and medical programs. Additionally, the Department is requesting funding for replacement of asphalt in the perimeter of the kennel buildings and parking lots at all of the department's care centers, replacement of kennels at the Carson, Baldwin Park, Lancaster and Downey care centers, a mobile connectivity solution for field access to the department's network and shelter management system, implementation of a CCTV system at the Downey Care Center, and implementation of countywide dead animal removal services.

ANIMAL CARE AND CONTROL BUDGET DETAIL

CLASSIFICATION	FY 2012-13 ACTUAL	FY 2013-14 ESTIMATED	FY 2013-14 BUDGET	FY 2014-15 REQUESTED	FY 2014-15 RECOMMENDED	CHANGE FROM BUDGET
REVENUE DETAIL						
ANIMAL LICENSES	$ 3,461,402.73	$ 3,483,000	$ 3,200,000	$ 3,200,000	$ 3,200,000	$ 0
CHARGES FOR SERVICES - OTHER	755,884.40	1,142,000	1,452,000	1,452,000	1,452,000	0
HUMANE SERVICES	8,526,126.11	8,625,000	9,600,000	9,600,000	9,600,000	0
MISCELLANEOUS	235,143.85	179,000	400,000	400,000	400,000	0
SALE OF CAPITAL ASSETS	10,062.39	5,000	7,000	7,000	7,000	0
TOTAL REVENUE	$ 12,988,619.48	$ 13,434,000	$ 14,659,000	$ 14,659,000	$ 14,659,000	$ 0
EXPENDITURES/APPROPRIATIONS						
SALARIES & EMPLOYEE BENEFITS						
SALARIES & WAGES	$ 15,747,513.36	$ 16,382,000	$ 17,280,000	$ 18,437,000	$ 18,094,000	$ 814,000
CAFETERIA BENEFIT PLANS	4,320,407.11	4,688,000	4,709,000	5,016,000	5,252,000	543,000
COUNTY EMPLOYEE RETIREMENT	1,511,100.30	2,930,000	2,991,000	3,386,000	3,342,000	351,000
DENTAL INSURANCE	95,925.45	103,000	72,000	72,000	72,000	0
DEPENDENT CARE SPENDING ACCOUNTS	40,603.00	42,000	46,000	46,000	46,000	0
DISABILITY BENEFITS	131,403.59	94,000	96,000	96,000	96,000	0
FICA (OASDI)	230,503.84	238,000	201,000	212,000	209,000	8,000
HEALTH INSURANCE	242,043.67	266,000	225,000	225,000	225,000	0
LIFE INSURANCE	33,805.22	22,000	40,000	40,000	40,000	0
OTHER EMPLOYEE BENEFITS	0.00	2,000	2,000	2,000	2,000	0
RETIREE HEALTH INSURANCE	3,281,586.00	1,638,000	1,638,000	1,803,000	1,803,000	165,000
SAVINGS PLAN	115,155.59	123,000	160,000	163,000	160,000	0
THRIFT PLAN (HORIZONS)	245,866.26	286,000	290,000	320,000	311,000	21,000
UNEMPLOYMENT INSURANCE	26,049.00	58,000	58,000	39,000	39,000	(19,000)
WORKERS' COMPENSATION	998,290.44	1,069,000	1,069,000	1,093,000	1,093,000	24,000
TOTAL S & E B	27,020,252.83	27,941,000	28,877,000	30,950,000	30,784,000	1,907,000
SERVICES & SUPPLIES						
ADMINISTRATIVE SERVICES	558,032.31	628,000	484,000	600,000	600,000	116,000
CLOTHING & PERSONAL SUPPLIES	95,510.66	125,000	120,000	138,000	127,000	7,000
COMMUNICATIONS	172,318.68	163,000	183,000	583,000	183,000	0
COMPUTING-MAINFRAME	154.87	0	0	0	0	0
COMPUTING-MIDRANGE/ DEPARTMENTAL SYSTEMS	137,414.26	120,000	60,000	120,000	120,000	60,000
COMPUTING-PERSONAL	258.26	15,000	7,000	7,000	7,000	0
CONTRACTED PROGRAM SERVICES	10,905.00	8,000	0	10,000	10,000	10,000
HOUSEHOLD EXPENSE	217,710.12	276,000	249,000	249,000	249,000	0
INFORMATION TECHNOLOGY SERVICES	206,145.00	160,000	57,000	57,000	57,000	0
INSURANCE	3,827.37	4,000	4,000	4,000	4,000	0
MAINTENANCE - BUILDINGS & IMPRV	746,395.13	1,122,000	1,278,000	4,318,000	668,000	(610,000)
MAINTENANCE - EQUIPMENT	27,522.87	16,000	53,000	53,000	53,000	0
MEDICAL DENTAL & LAB SUPPLIES	555,335.24	692,000	1,075,000	939,000	939,000	(136,000)
MEMBERSHIPS	300.00	1,000	2,000	2,000	2,000	0
MISCELLANEOUS EXPENSE	47,760.96	75,000	204,000	176,000	156,000	(48,000)
OFFICE EXPENSE	183,813.55	147,000	214,000	180,000	180,000	(34,000)
PROFESSIONAL SERVICES	821,801.66	899,000	1,064,000	960,000	960,000	(104,000)
PUBLICATIONS & LEGAL NOTICE	2,193.92	4,000	2,000	2,000	2,000	0
RENTS & LEASES - BLDG & IMPRV	56,423.71	60,000	88,000	68,000	88,000	0

ANIMAL CARE AND CONTROL BUDGET DETAIL (Continued)

CLASSIFICATION	FY 2012-13 ACTUAL	FY 2013-14 ESTIMATED	FY 2013-14 BUDGET	FY 2014-15 REQUESTED	FY 2014-15 RECOMMENDED	CHANGE FROM BUDGET
RENTS & LEASES - EQUIPMENT	66,562.32	50,000	6,000	40,000	40,000	34,000
SMALL TOOLS & MINOR EQUIPMENT	2,304.01	5,000	0	5,000	5,000	5,000
SPECIAL DEPARTMENTAL EXPENSE	958,873.94	1,178,000	939,000	1,139,000	839,000	(100,000)
TECHNICAL SERVICES	56,703.19	87,000	35,000	50,000	35,000	0
TELECOMMUNICATIONS	502,545.87	535,000	663,000	712,000	712,000	49,000
TRAINING	14,666.67	20,000	30,000	30,000	30,000	0
TRANSPORTATION AND TRAVEL	771,354.94	762,000	743,000	750,000	750,000	7,000
UTILITIES	450,040.17	435,000	430,000	435,000	435,000	5,000
TOTAL S & S	6,666,874.68	7,587,000	7,990,000	11,627,000	7,251,000	(739,000)
OTHER CHARGES						
JUDGMENTS & DAMAGES	15,144.27	221,000	139,000	139,000	139,000	0
RET-OTHER LONG TERM DEBT	208,079.00	213,000	151,000	283,000	283,000	132,000
TOTAL OTH CHARGES	223,223.27	434,000	290,000	422,000	422,000	132,000
CAPITAL ASSETS						
CAPITAL ASSETS - EQUIPMENT						
ELECTRONIC EQUIPMENT	0.00	137,000	137,000	0	0	(137,000)
MACHINERY EQUIPMENT	9,434.11	0	0	0	0	0
VEHICLES & TRANSPORTATION EQUIPMENT	0.00	428,000	428,000	250,000	250,000	(178,000)
TOTAL CAPITAL ASSETS - EQUIPMENT	9,434.11	565,000	565,000	250,000	250,000	(315,000)
TOTAL CAPITAL ASSETS	9,434.11	565,000	565,000	250,000	250,000	(315,000)
OTHER FINANCING USES						
OPERATING TRANSFERS OUT	336,308.63	237,000	296,000	237,000	296,000	0
TOTAL OTH FIN USES	336,308.63	237,000	296,000	237,000	296,000	0
GROSS TOTAL	$ 34,256,093.52	$ 36,764,000	$ 38,018,000	$ 43,486,000	$ 39,003,000	$ 985,000
NET TOTAL	$ 34,256,093.52	$ 36,764,000	$ 38,018,000	$ 43,486,000	$ 39,003,000	$ 985,000
NET COUNTY COST	$ 21,267,474.04	$ 23,330,000	$ 23,359,000	$ 28,827,000	$ 24,344,000	$ 985,000
BUDGETED POSITIONS	356.0	371.0	371.0	389.0	384.0	13.0

Departmental Program Summary

1. Animal Housing

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	9,351,000	--	4,637,000	4,714,000	99.0
Less Administration	--	--	--	--	--
Net Program Costs	9,351,000	--	4,637,000	4,714,000	99.0

Authority: Mandated program - California Food and Agriculture Sections 30501, 31101, 31105, and 31602 and California Penal Code Section 597.

The program includes: (1) impound, housing, and provision of medical care to stray and abandoned animals; (2) return of licensed, micro-chipped, or tagged animals to owners of record; (3) adoption of available animals to the public, animal rescues, and adoption partners; and (4) emergency sheltering of animals displaced by wildfires or other disasters.

2. Revenue Services (Licensing and Canvassing)

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	3,947,000	--	3,947,000	--	50.0
Less Administration	--	--	--	--	--
Net Program Costs	3,947,000	--	3,947,000	--	50.0

Authority: Mandated program - California Food and Agricultural Code Sections 30801-05, 30952, 31105-08, 31252, 31254, and 32252-53 and Los Angeles County Code Section 10.20.030.

The Licensing program is responsible for the maintenance of new license information and processing of annual renewal notices to animal owners in the unincorporated areas of the County and contract cities.

The Canvassing program performs neighborhood animal license enforcement at residences and other locations in the unincorporated areas of the County and contract cities. Department representatives collect past due licenses, verify rabies vaccination compliance, and perform annual inspections of businesses that care for, sell, or house animals.

3. Field Services (Includes Call Center)

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	11,912,000	--	5,106,000	6,806,000	146.0
Less Administration	--	--	--	--	--
Net Program Costs	11,912,000	--	5,106,000	6,806,000	146.0

Authority: Mandated program - California Food and Agriculture Code Sections 30501, 31101, 31105, and 31602 and California Penal Code Section 597.

Responds to calls in the unincorporated areas of the County and contract cities for the capture and removal of dangerous and aggressive, stray, and unwanted dogs, cats, and other non-wildlife animals. Provides direct customer services including the removal of dead animals from the public and acceptance of relinquished animals. Assists other public service agencies in providing emergency services during natural or man-made disasters.

4. Medical Services (Shelter and Clinic)

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	5,356,000	--	969,000	4,387,000	31.0
Less Administration	--	--	--	--	--
Net Program Costs	5,356,000	--	969,000	4,387,000	31.0

Authority: Mandated program - California Food and Agricultural Code Sections 30501, 30503, 31101, 31105, 31602, and 31751.3.

Provides general medical services to stray, relinquished, and abandoned animals brought in from the field by Animal Control officers and the public. Medical Services provides examinations, vaccinations, deworming, treatment, surgical repair, and surgical sterilization consistent with the Spay and Neuter Program, and services provided by private veterinarians.

5. Special Enforcement (Includes Spay and Neuter Program, Major Case, and Critical Case Processing Unit)

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	2,075,000	--	--	2,075,000	25.0
Less Administration	--	--	--	--	--
Net Program Costs	2,075,000	--	--	2,075,000	25.0

Authority: Spay and Neuter Program: Mandated program - California Food and Agricultural Code Sections 30503 and 31751.3. Major Case Unit: Mandated program - California Food and Agricultural Code Sections 31645 and 31646; California Penal Code Sections 399.5, 597, and 599aa; and Los Angeles County Code Sections 10.20.280, 10.28.020, 10.28.270, and 10.40.010.

The Spay and Neuter Program supports the mandated spaying or neutering of all shelter dogs or cats prior to adoption and the County's mandated program in the unincorporated communities of the County.

The Major Case Unit responds to calls or requests, investigates, and prosecutes incidents of animal cruelty or dangerous animals.

The Critical Case Processing Unit conducts administrative hearings to determine whether offending dogs are potentially dangerous or vicious, and to investigate and process potentially dangerous and vicious dog cases.

6. Administration

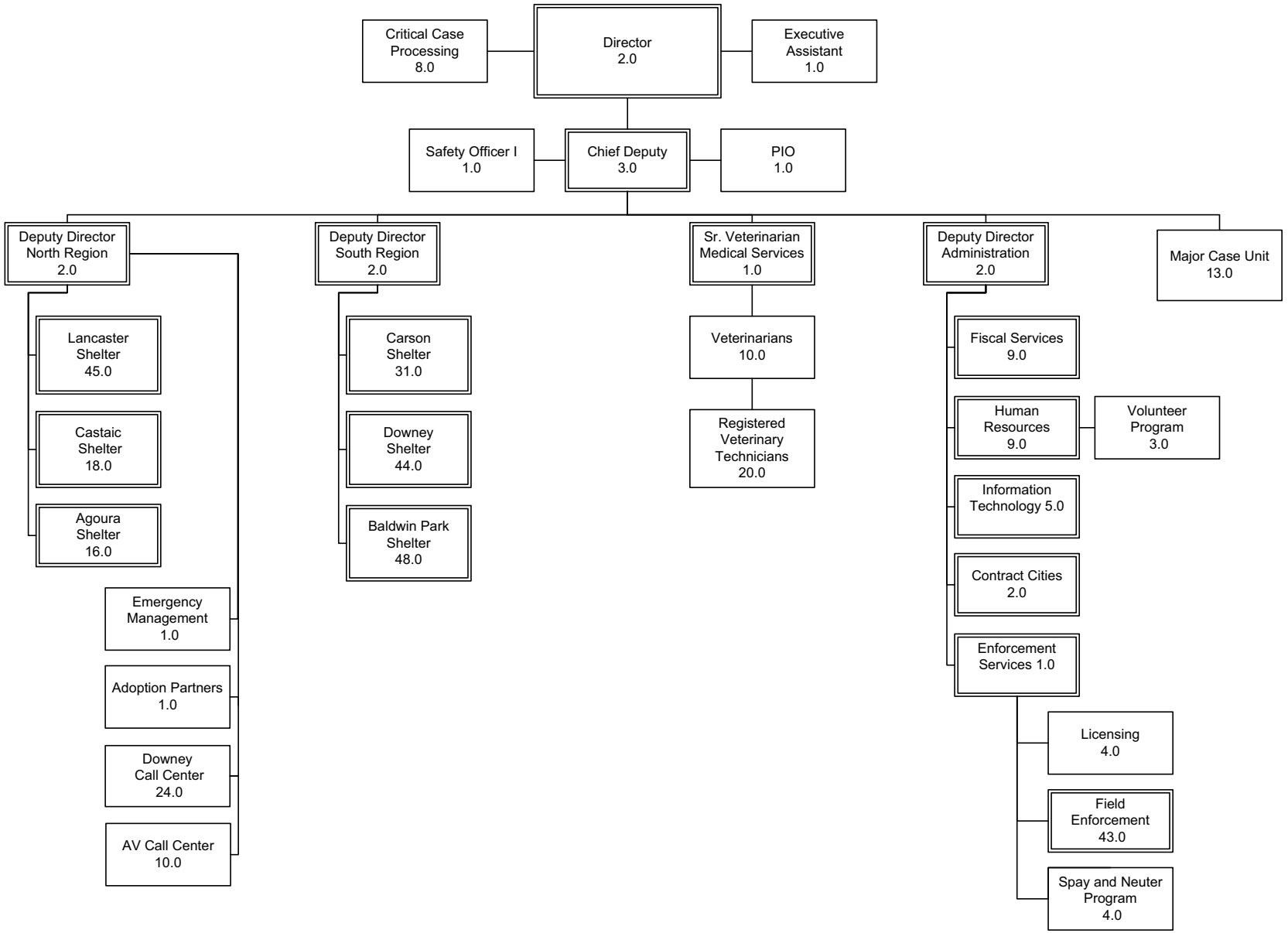
	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	6,362,000	--	--	6,362,000	33.0
Less Administration	--	--	--	--	--
Net Program Costs	6,362,000	--	--	6,362,000	33.0

Authority: Non-mandated, discretionary program.

Administration provides the support required for the ongoing operations of the Department. This includes the executive office, budget and fiscal services, contract development and monitoring, human resources, fleet management, and information technology.

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Net Program Costs	39,003,000	0	14,659,000	24,344,000	384.0

Department of Animal Care and Control
Marcia Mayeda, Director
FY 2014-15 Recommended Budget Positions = 384.0



Arts Commission

Laura Zucker, Executive Director

Arts Commission Budget Summary

CLASSIFICATION	FY 2012-13 ACTUAL	FY 2013-14 ESTIMATED	FY 2013-14 BUDGET	FY 2014-15 REQUESTED	FY 2014-15 RECOMMENDED	CHANGE FROM BUDGET
REVENUE	$ 1,317,816.98	$ 1,446,000	$ 1,446,000	$ 1,341,000	$ 1,341,000	$ (105,000)
EXPENDITURES/APPROPRIATIONS						
SERVICES & SUPPLIES	$ 9,920,410.02	$ 10,813,000	$ 10,813,000	$ 14,507,000	$ 11,160,000	$ 347,000
GROSS TOTAL	$ 9,920,410.02	$ 10,813,000	$ 10,813,000	$ 14,507,000	$ 11,160,000	$ 347,000
INTRAFUND TRANSFERS	(672,000.00)	(669,000)	(669,000)	(1,252,000)	(1,022,000)	(353,000)
NET TOTAL	$ 9,248,410.02	$ 10,144,000	$ 10,144,000	$ 13,255,000	$ 10,138,000	$ (6,000)
NET COUNTY COST	$ 7,930,593.04	$ 8,698,000	$ 8,698,000	$ 11,914,000	$ 8,797,000	$ 99,000

FUND	FUNCTION	ACTIVITY
GENERAL FUND	RECREATION & CULTURAL SERVICES	CULTURAL SERVICES

Mission Statement

To foster excellence, diversity, vitality, understanding, and accessibility of the arts in the County. The Arts Commission provides leadership in cultural services for the County, including information and resources for the community, artists, educators, arts organizations, and municipalities.

2014-15 Budget Message

The 2014-15 Recommended Budget reflects a net increase of $99,000 primarily due to restoring funding for the Organizational Grant, unavoidable cost increases, and Board-approved increases in salaries and employee benefits, partially offset by the deletion of one-time funding for the Organizational Grant program and Ford Theatre programs.

Critical/Strategic Planning Initiatives

- Continue a multi-year initiative to implement the Board-adopted *Arts for All* strategic plan to make the arts core in K-12 for 1.7 million students in the County by developing ongoing systems for data collection that will inform *Arts for All* planning processes, as well as provide evidence of changes in arts education offerings in the region over time.
- Institute a number of new systems to improve grants and professional development programs, including the development of new guidelines for the FY 2015-16 Organizational Grant Program.
- Continue implementation of the Master Plan for the current and future facilities of the John Anson Ford Theatres focusing on upgrades to the theatre itself, including amphitheatre stage reconstruction, new retaining walls and landscaping on the hillside, and tenant improvements consisting of additional dressing rooms, a new green room, and Americans with Disabilities Act improvements.
- Implement, through the Los Angeles County Open Spaces District grant funds, a new Civic Art Graffiti Abatement Project which will create innovative arts based projects.

Changes From 2013-14 Budget

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
2013-14 Final Adopted Budget	**10,813,000**	**669,000**	**1,446,000**	**8,698,000**	**0.0**
Other Changes					
1. Salaries and Employee Benefits: Primarily reflects Board-approved increases in salaries and health insurance subsidies.	146,000	12,000	--	134,000	--
2. Retirement: Reflects an increase primarily due to prior-year losses in Los Angeles County Employees Retirement Association's investment portfolio and revised investment return assumptions.	63,000	6,000	--	57,000	--
3. One-Time funding: Reflects the deletion of one-time funding provided for the Organizational Grant ($200,000), Jazzed and Motivated ($6,000), and Signature Series at the Ford ($375,000).	(581,000)	--	--	(581,000)	--
4. Organizational Grant: Reflects an increase in funding ($400,000) to fully restore the program to $4,518,000 as well as funding to cover the licensing fees for the California Cultural Data Project ($36,000).	436,000	--	--	436,000	--
5. Civic Art: Reflects one-time funding for Art Asset Management and Inventory ($240,000), and project management ($95,000).	335,000	335,000	--	--	--
6. Unavoidable Costs: Reflects funding for unavoidable production cost increases for the Holiday Celebration ($21,000), and minimum wage increases for the Arts Internship program ($14,000) and temporary staff at the Ford Theatre ($18,000).	53,000	--	--	53,000	--
7. Ministerial Adjustments: Reflects appropriation and revenue adjustments for the Arts Education and Civic Art programs based on anticipated revenue changes.	(105,000)	--	(105,000)	--	--
Total Changes	**347,000**	**353,000**	**(105,000)**	**99,000**	**0.0**
2014-15 Recommended Budget	**11,160,000**	**1,022,000**	**1,341,000**	**8,797,000**	**0.0**

Unmet Needs

The Arts Commission's critical unmet needs include additional funding and positions for the Administration, Civic Art, John Anson Ford Theatre and Organizational Grant program as well as full restoration of the Free Concerts program.

ARTS COMMISSION BUDGET DETAIL

CLASSIFICATION	FY 2012-13 ACTUAL	FY 2013-14 ESTIMATED	FY 2013-14 BUDGET	FY 2014-15 REQUESTED	FY 2014-15 RECOMMENDED	CHANGE FROM BUDGET
REVENUE DETAIL						
CHARGES FOR SERVICES - OTHER	$ 0.00	$ 46,000	$ 46,000	$ 46,000	$ 46,000	$ 0
FEDERAL - OTHER	0.00	175,000	175,000	75,000	75,000	(100,000)
MISCELLANEOUS	922,816.98	830,000	830,000	825,000	825,000	(5,000)
STATE - OTHER	15,000.00	15,000	15,000	15,000	15,000	0
TRANSFERS IN	380,000.00	380,000	380,000	380,000	380,000	0
TOTAL REVENUE	$ 1,317,816.98	$ 1,446,000	$ 1,446,000	$ 1,341,000	$ 1,341,000	$ (105,000)
EXPENDITURES/APPROPRIATIONS						
SERVICES & SUPPLIES						
ADMINISTRATIVE SERVICES	$ 2,354,318.86	$ 2,923,000	$ 2,923,000	$ 4,252,000	$ 3,132,000	$ 209,000
CLOTHING & PERSONAL SUPPLIES	94.77	0	0	0	0	0
COMMUNICATIONS	21,569.19	30,000	30,000	30,000	30,000	0
COMPUTING-MAINFRAME	798.14	0	0	0	0	0
COMPUTING-MIDRANGE/ DEPARTMENTAL SYSTEMS	0.00	3,000	3,000	3,000	3,000	0
COMPUTING-PERSONAL	5,163.67	0	0	0	0	0
CONTRACTED PROGRAM SERVICES	0.00	4,318,000	4,318,000	6,591,000	4,518,000	200,000
FOOD	644.04	4,000	4,000	4,000	4,000	0
HOUSEHOLD EXPENSE	5,616.00	0	0	0	0	0
INFORMATION TECHNOLOGY SERVICES	0.00	25,000	25,000	25,000	61,000	36,000
INSURANCE	0.00	1,000	1,000	1,000	1,000	0
MAINTENANCE - BUILDINGS & IMPRV	15,307.03	35,000	35,000	35,000	35,000	0
MAINTENANCE - EQUIPMENT	158.19	20,000	20,000	20,000	20,000	0
MEDICAL DENTAL & LAB SUPPLIES	2,532.96	0	0	0	0	0
MEMBERSHIPS	5,669.00	4,000	4,000	4,000	4,000	0
MISCELLANEOUS EXPENSE	0.00	36,000	36,000	36,000	36,000	0
OFFICE EXPENSE	20,092.22	20,000	20,000	20,000	20,000	0
PROFESSIONAL SERVICES	7,397,935.51	3,385,000	3,385,000	3,477,000	3,287,000	(98,000)
RENTS & LEASES - EQUIPMENT	12,550.28	0	0	0	0	0
SMALL TOOLS & MINOR EQUIPMENT	2,186.07	2,000	2,000	2,000	2,000	0
SPECIAL DEPARTMENTAL EXPENSE	3,215.96	0	0	0	0	0
TECHNICAL SERVICES	22,510.03	0	0	0	0	0
TELECOMMUNICATIONS	29,799.63	0	0	0	0	0
TRANSPORTATION AND TRAVEL	20,248.47	7,000	7,000	7,000	7,000	0
TOTAL S & S	9,920,410.02	10,813,000	10,813,000	14,507,000	11,160,000	347,000
GROSS TOTAL	$ 9,920,410.02	$ 10,813,000	$ 10,813,000	$ 14,507,000	$ 11,160,000	$ 347,000
INTRAFUND TRANSFERS	(672,000.00)	(669,000)	(669,000)	(1,252,000)	(1,022,000)	(353,000)
NET TOTAL	$ 9,248,410.02	$ 10,144,000	$ 10,144,000	$ 13,255,000	$ 10,138,000	$ (6,000)
NET COUNTY COST	$ 7,930,593.04	$ 8,698,000	$ 8,698,000	$ 11,914,000	$ 8,797,000	$ 99,000

Arts Commission - Arts Programs Budget Summary

CLASSIFICATION	FY 2012-13 ACTUAL	FY 2013-14 ESTIMATED	FY 2013-14 BUDGET	FY 2014-15 REQUESTED	FY 2014-15 RECOMMENDED	CHANGE FROM BUDGET
REVENUE	$ 1,266,049.81	$ 1,346,000	$ 1,346,000	$ 1,341,000	$ 1,341,000	$ (5,000)
EXPENDITURES/APPROPRIATIONS						
SERVICES & SUPPLIES	$ 9,146,862.14	$ 10,044,000	$ 10,044,000	$ 13,255,000	$ 10,138,000	$ 94,000
GROSS TOTAL	$ 9,146,862.14	$ 10,044,000	$ 10,044,000	$ 13,255,000	$ 10,138,000	$ 94,000
NET TOTAL	$ 9,146,862.14	$ 10,044,000	$ 10,044,000	$ 13,255,000	$ 10,138,000	$ 94,000
NET COUNTY COST	$ 7,880,812.33	$ 8,698,000	$ 8,698,000	$ 11,914,000	$ 8,797,000	$ 99,000

FUND	FUNCTION	ACTIVITY
GENERAL FUND	RECREATION & CULTURAL SERVICES	CULTURAL SERVICES

Arts Commission - Civic Art Budget Summary

CLASSIFICATION	FY 2012-13 ACTUAL	FY 2013-14 ESTIMATED	FY 2013-14 BUDGET	FY 2014-15 REQUESTED	FY 2014-15 RECOMMENDED	CHANGE FROM BUDGET
REVENUE	$ 51,767.17	$ 100,000	$ 100,000	$ 0	$ 0	$ (100,000)
EXPENDITURES/APPROPRIATIONS						
SERVICES & SUPPLIES	$ 773,547.88	$ 769,000	$ 769,000	$ 1,252,000	$ 1,022,000	$ 253,000
GROSS TOTAL	$ 773,547.88	$ 769,000	$ 769,000	$ 1,252,000	$ 1,022,000	$ 253,000
INTRAFUND TRANSFERS	(672,000.00)	(669,000)	(669,000)	(1,252,000)	(1,022,000)	(353,000)
NET TOTAL	$ 101,547.88	$ 100,000	$ 100,000	$ 0	$ 0	$ (100,000)
NET COUNTY COST	$ 49,780.71	$ 0	$ 0	$ 0	$ 0	$ 0

FUND	FUNCTION	ACTIVITY
GENERAL FUND	RECREATION & CULTURAL SERVICES	CULTURAL SERVICES

Departmental Program Summary

1. Organizational Grants and Professional Development

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	4,922,000	--	16,000	4,906,000	--
Less Administration	--	--	--	--	--
Net Program Costs	4,922,000	--	16,000	4,906,000	--

Authority: Non-mandated, discretionary program.

The program provides financial support, technical assistance, and professional development services to 370 non-profit arts organizations annually. Programs assist and strengthen non-profit organizations and municipal programs to provide arts services to enrich the lives of County residents. All applications undergo a rigorous peer panel review and scoring process to determine the quality of proposed projects and services, which are then approved by the Board. Grantees are provided additional opportunities, which include in-depth leadership training for executive, artistic, and managing directors; workshops on advancement and capacity building topics such as human resources, marketing, board development, and fundraising; grant application workshops; and scholarships for arts administrators to take courses at the Center for Non-profit Management and Long Beach Non-profit Partnership, and to attend local conferences.

2. Arts Internships

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	695,000	--	45,000	650,000	--
Less Administration	--	--	--	--	--
Net Program Costs	695,000	--	45,000	650,000	--

Authority: Non-mandated, discretionary program.

The program provides approximately 125 paid 10-week summer internships for undergraduate college students at 105 performing and literary arts non-profits and municipal arts agencies. In addition, interns participate in an arts summit. This program develops future arts leaders to serve in staff positions, as board members, and volunteers in organizations that provide cultural services to County residents. The program works in partnership with the Getty Foundation, which supports internships in visual arts organizations.

3. Arts Education

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	1,407,000	--	900,000	507,000	--
Less Administration	--	--	--	--	--
Net Program Costs	1,407,000	--	900,000	507,000	--

Authority: Non-mandated, discretionary program.

The Arts Commission provides leadership for the 2002 Board-adopted *Arts for All*, a countywide collaboration working to create vibrant classrooms, schools, communities, and economies through the inclusion of the arts as core curriculum for each of our 1.6 million public K-12 students. Key strategies include: 1) assisting school districts in planning and implementing arts education; 2) building capacity of both teachers and community artists to deliver high-quality arts instruction; 3) publishing online directories of arts education programs for students and educators; and 4) collecting, analyzing, and sharing data to track progress and inform strategy.

4. Community Programs - John Anson Ford Theatres

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	1,196,000	--	48,000	1,148,000	--
Less Administration	--	--	--	--	--
Net Program Costs	1,196,000	--	48,000	1,148,000	--

Authority: Non-mandated, discretionary program.

Operates and programs the John Anson Ford Theatres and supports its flagship program, the Ford Amphitheatre Summer Partnership Program, which provides resources to County resident arts organizations and assists them to successfully present performances in its historic 1,200 seat amphitheatre. This appropriation does not reflect earned income, which is deposited in the Ford Theatre Special Development Fund, and contributed income, which is in the budget of the Ford Theatre Foundation, the non-profit fundraising arm of the Ford.

5. Community Programs – Holiday Celebration

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	949,000	--	332,000	617,000	--
Less Administration	--	--	--	--	--
Net Program Costs	949,000	--	332,000	617,000	--

Authority: Non-mandated, discretionary program.

The County Holiday Celebration, which celebrated its 54th year in 2013, is a three-hour music and dance production held every December 24th at the Music Center's Dorothy Chandler Pavilion. The show is free to the public and honors the diverse cultures and holiday traditions that are celebrated in the many communities of the County. The Holiday Celebration is broadcast live on KCET and streamed on the Internet and is watched by an estimated one million local viewers. The program is also aired on the Armed Forces Network, bringing the show to United States service men and women living on military bases around the world.

6. Community Programs – Free Concerts in Public Sites

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	30,000	--	--	30,000	--
Less Administration	--	--	--	--	--
Net Program Costs	30,000	--	--	30,000	--

Authority: Non-mandated, discretionary program.

Free Concerts in Public Sites includes concerts and participatory workshops that are free to the public. Events include concerts at non-profit, municipal, and County sites which apply for funding from the Board to support musician fees, and interactive music and dance workshops designed to engage communities in the performing arts by encouraging direct participation in diverse art forms.

7. Civic Art

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	1,022,000	1,022,000	--	--	--
Less Administration	--	--	--	--	--
Net Program Costs	1,022,000	1,022,000	--	--	--

Authority: Non-mandated, discretionary program.

The program provides leadership in the development of high quality civic spaces by integrating the work of artists into the planning, design, and construction of County infrastructure and facilities. The program encourages innovative approaches to civic art and provides access to artistic experiences of the highest caliber to residents and visitors of the County. It also provides educational resources and ensures stewardship to foster broad public access to artwork owned by the County. The program has developed and maintains the records and inventory for County-owned civic artwork.

8. Administration

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	939,000	--	--	939,000	--
Less Administration	--	--	--	--	--
Net Program Costs	939,000	--	--	939,000	--

Authority: Non-mandated, discretionary program.

The administrative unit, which is made up of five staff positions, oversees the Arts Commission's strategic planning, budgeting, private sector fundraising, human resources, information technology (IT), marketing and communications, and provides support for the 15 Arts Commissioners appointed by the Board. This appropriation also includes general administrative and IT supplies.

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Net Program Costs	11,160,000	1,022,000	1,341,000	8,797,000	0.0

Response to Comment No. 27-1

This comment transmits the referenced email and attachments. This comment does not raise an environmental issue regarding the Draft EIR. This comment will be provided to the decision makers prior to consideration of Project approval.

Comment Letter No. 28

A Sandoval
wh16mmgal@aol.com

Comment No. 28-1

I live on Cahuenga Terrace, which is next door to the John Anson Ford Theater and my neighbors have told me about the plans to renovate the compound, add new structures, increase capacity and improve upon the hiking trail. This concerns me deeply because that hiking trail has attracted homeless encampments for decades and we who live in this neighborhood are under constant threat from wild fires that result from carelessness from these individuals. I am worried that making the hiking trail easier to access is only going to lure more smokers, campers, etc. who, homeless or not, could easily start a fire along the trail and destroy homes in its wake.

Response to Comment No. 28-1

As described on page II-5 of Section II, Project Description, of the Draft EIR, there are no designated hiking trails within the Project Site. However, 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. The County continues to work with the surrounding community and the Sheriff's Department to prohibit the use of the existing unofficial trails. As described on page II-19 of Section II, Project Description, of the Draft EIR, the Project proposes a 0.75-mile ridgeline hiking trail which may utilize portions of existing user-established informal trails. As shown in Figure II-4, Overall Conceptual Site Plan, on page II-13 of the Draft EIR, the majority of the section of the proposed trail that begins at the southern trailhead off the Ford Terrace and continues uphill to the area where the cross is situated would be located downslope of the ridgeline; thus, physically separating trail users from residences. With the establishment of a formal trail, the County would observe standard park hours of operation for use of the trail of sunrise to sunset.

Additionally, as discussed in Section IV.J.2, Public Services—Police Protection, of the Draft EIR, as part of the Project, Project Design Feature J.2-2 would require the implementation of security measures that would deter transients from using the hiking trail such as securing a proposed public restroom after hours to prevent use by transients and providing signage along the hiking trail advising users that the trail is closed at night and that camping and smoking are strictly prohibited. The trail would also be well-marked to prevent users from getting lost and the brush next to the trail would be cut short to prevent people from hiding or concealing illicit materials. Restrooms, drinking fountains, and picnic/rest areas would not be built along the trail. In addition, as discussed on

page IV.J.1-15 in Section IV.J.1, Public Services—Fire Protection, of the Draft EIR, given the Project Site's location within a Very High Fire Hazard Severity Zone, the Project would be required to comply with all applicable City and County requirements regarding construction, access, water mains, fire hydrants, fire flows, and brush clearance for this zone. The entire length of the trail would be monitored for litter and violation of use twice daily, once in the morning and once before closing of the trail by Ford Theatres maintenance staff. Trail maintenance would be conducted by the Parks Trails Unit as necessary.

The Project would implement a fuel modification plan that would identify buffer zones for the planting of specific vegetation and areas where routine landscape maintenance is required so as to create adequate defensible space around all potentially combustible structures. Routine landscape maintenance would be conducted in accordance with the County Fire Department's Fuel Modification Plan Guidelines and would include pruning; removal of plant litter, dead plants, and unwanted species; and regular inspection and repair of the irrigation system.

Comment No. 28-2

There is already a No Tresspassing sign posted along the trail; are you or the Ford people planning to get it removed somehow?

Response to Comment No. 28-2

As discussed on page II-5 of Section II, Project Description, of the Draft EIR, there are no designated hiking trails within the Project Site. However, 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. It is noted that as the surrounding hillsides are public land the existing "No Trespassing" signs are not appropriate. Signs for use control such as "Do Not Go Beyond This Point" or "Over Night Camping Prohibited" and "No Camp fires or Smoking" etc. as well as hours of operation for the trail are available for public use and would replace the "No Trespassing" signs. As described in Response to Comment No. 28-1, with the establishment of a formal trail, the County would observe standard park hours of operation for use of the trail of sunrise to sunset. In addition, signage would be provided along the hiking trail advising users that the trail is closed at night and that camping and smoking are strictly prohibited.

Comment No. 28-3

I intend to discuss this with the local fire department to see if this is something we can forestall until proper safety measures are in place. I also understand that there was a meeting about it last week and I was unable to attend; perhaps you or someone from your

office could make a statement explaining how the trail will be maintained, monitored, etc. so the neighborhood can rest a little easier.

Response to Comment No. 28-3

Please refer to Response to Comment No. 28-1 regarding the security measures that would be implemented along the proposed hiking trail and the Project's compliance with City and County requirements for construction, access, water mains, fire hydrants, fire flows, and brush clearance in a Very High Fire Hazard Severity Zone. Also refer to Response to Comment No. 28-1 for a discussion of the proposed maintenance schedule for the hiking trail.

Comment No. 28-4

I am all for the expansion of the Ford Theater as I enjoy it and attend shows there often, however fire danger is another thing entirely and with the drought and dry hot weather coming our way, encouraging hikers to the area is just not wise. I hope you will see my point and pass this along to the people involved.

Response to Comment No. 28-4

Please refer to Response to Comment No. 28-1 regarding the Project's compliance with City and County requirements for construction, access, water mains, fire hydrants, fire flows, and brush clearance in a Very High Fire Hazard Severity Zone.

Appendices

Appendix FEIR-A

Draft EIR Comment Letters

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

August 7, 2014

Kathline King
Los Angeles County
510 South Vermont Avenue, Rm 201
Los Angeles, CA 90020

Subject: The Ford Theatres Project
SCH#: 2014021013

Dear Kathline King:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on August 6, 2014, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

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

Type EIR Draft EIR

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 Kathline King
Agency Los Angeles County
Phone 213 351 5098 **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
Lat / Long 34° 6' 50" N / 118° 20' 4" W
Cross Streets Caheunga Boulevard East and US 101
Parcel No.
Township 1S **Range** 14W **Section** 3 **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 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; Aesthetic/Visual

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Cal Fire; Office of Historic Preservation; Department of Parks and Recreation; California Highway Patrol; Caltrans, District 7; Caltrans, Division of Transportation Planning; Air Resources Board; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; Santa Monica Mountains Conservancy

Date Received 06/23/2014 **Start of Review** 06/23/2014 **End of Review** 08/06/2014

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

July 14, 2014

Kathline J. King, Chief of Planning
County of Los Angeles, Department of Parks and Recreation
510 South Vermont Avenue, Room 201
Los Angeles, CA 90020

File: SC.CE.

Dear Ms. King:

THE FORD THEATRES PROJECT – NOTICE OF COMPLETION AND AVAILABILITY OF DRAFT EIR

This is in response to your June 23, 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)
Existing			
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)

Proposed			
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
Total			**5,159**

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 into a 21-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 flow level (d/D) in the 8-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	32	1.03 MGD
21	Las Palmas Ave.	12	7.26 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. 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-away 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, 3rd 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.

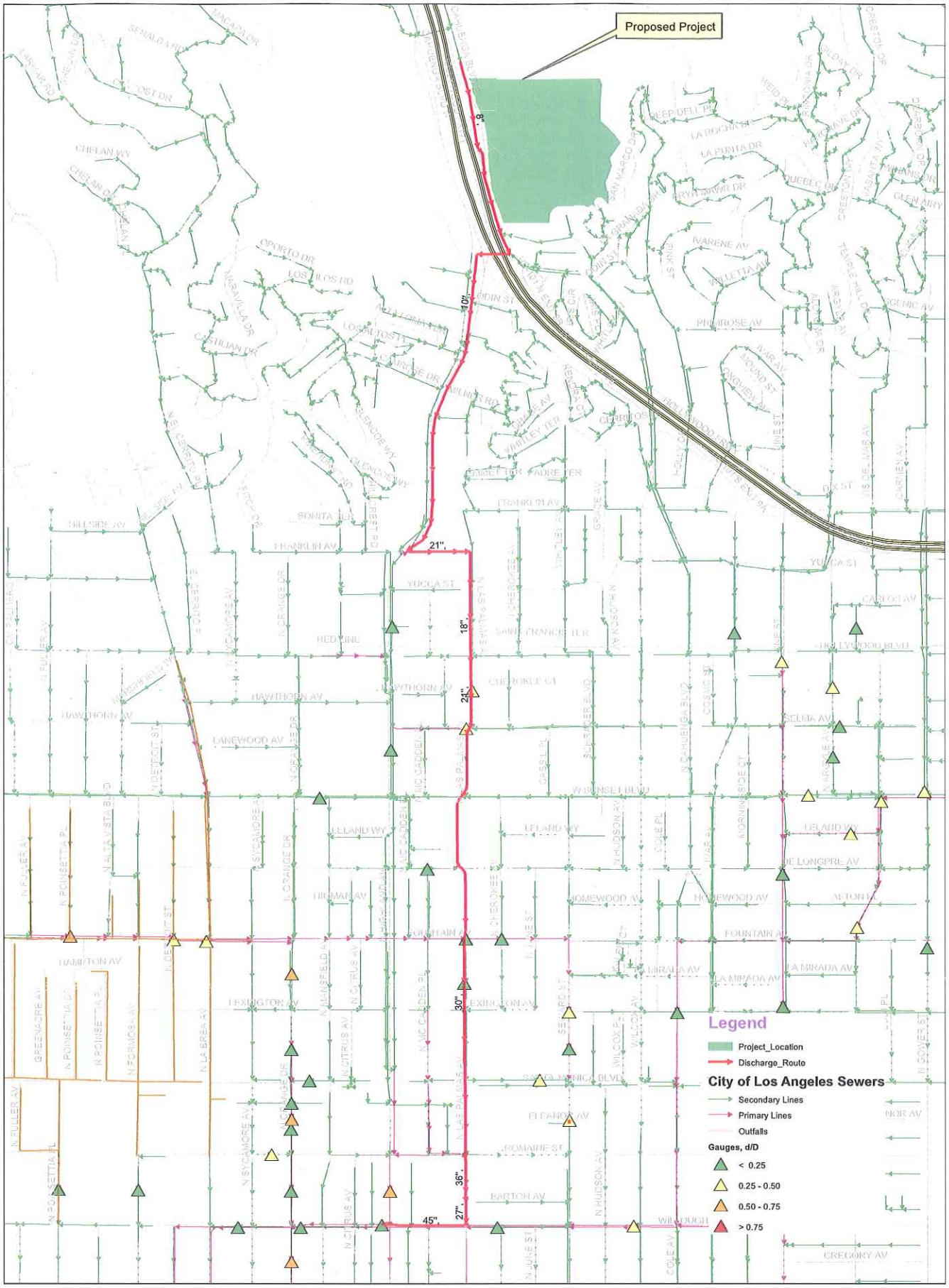
Sincerely,

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

FIGURE 1
The Ford Theatres Project
Sewer Map

N
W
E
S

0 660 1,320 1,980 2,640 Feet

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

July 17, 2014

Kathline J. King, Chief
Department of Parks and Recreation
Planning Section
510 South Vermont Avenue, Room 201
Los Angeles, CA 90020

Dear Kathline J. King:

COMPLETION/DRAFT ENVIRONMENTAL IMPACT REPORT, "THE FORD THEATRES PROJECT," THE REHABILITATION OF PORTIONS OF THE EXISTING AMPHITHEATRE AND DEVELOPMENT OF THE FORD TERRACE, THE FORD PLAZA, THE TRANSIT CENTER AND A HIKING TRAIL, 2580 CAHUENGA BOULEVARD EAST, LOS ANGELES CITY (FFER #201400107)

The Completion/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 subject property is entirely 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 code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.

2. This property is located within the area described as Very High Fire Hazard Severity Zone (VHFHSZ). All applicable fire code and ordinance requirements for brush clearance and fuel modification plans, must be met.

3. Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than 26 feet in width. Additional width maybe required if the lowest level of the buildings constructed exceed 30 feet from the Fire Department apparatus access roadway. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.

4. The maximum allowable grade shall not exceed 15% except where topography makes it impractical to keep within such grade. In such cases, an absolute maximum of 20% will be allowed for up to 150 feet in distance. The average maximum allowed grade, including topographical difficulties, shall be no more than 17%. Grade breaks shall not exceed 10% in ten feet.

5. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in-length.

6. The development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the total square footage of the buildings, the types of construction used, and if the building is equipped with an approved automatic fire sprinkler system.

7. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:

   a) No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.

   b) No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.

   c) Additional hydrants will be required if hydrant spacing exceeds specified distances.

8. Fire sprinkler systems are required in some residential and most commercial occupancies. Automatic fire sprinklers shall be in compliance with applicable

Fire and Building Code requirements along with any applicable departmental regulations.

9. Specific fire and life safety requirements for the construction phase will be addressed at the building fire plan check. There may be additional requirements during this time.

10. Should any questions arise, please contact the County of Los Angeles Fire Department, Land Development Unit Inspector, Juan Padilla, at (323) 890-4243 or at 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, archeological and cultural resources, and the County Oak Tree Ordinance.

2. Under the Los Angeles County Oak Tree Ordinance, a permit is required to cut, destroy, remove, relocate, inflict damage or encroach into the protected zone of any tree of the oak genus which is 25 inches or more in circumference (eight inches in diameter), as measured at 4½ feet above mean natural grade. An Oak Tree Permit is required for this project. Specific questions regarding oak tree permit requirements should be directed to the Los Angeles County Department of Regional Planning at (213) 974-6411.

3. This property is located in an area described by the Forester and Fire Warden as being in a Fire Hazard Severity Zone. The development of this project must comply with all Fire Hazard severity Zone code and ordinance requirements for fuel modification. Specific questions regarding fuel modification requirements should be directed to the Fuel Modification Office at (626) 969-2375.

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

FRANK VIDALES, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

FV:jl

From: Kathline J. King [KKing@parks.lacounty.gov]
Sent: Friday, August 08, 2014 10:09 PM
To: Laura Rodriguez
Cc: Joan Rupert
Subject: Fwd: Counsel Member LaBonge

Follow Up Flag: Follow up
Flag Status: Flagged

Here you go.

Sent from my iPhone

Begin forwarded message:

> **From:** Rebecca Delcid <rdelcid@parks.lacounty.gov>
> **Date:** August 8, 2014, 4:16:37 PM PDT
> **To:** "Kathline J. King" <KKing@parks.lacounty.gov>
> **Cc:** "'lisa.schechter@lacity.org'" <lisa.schechter@lacity.org>
> **Subject: Counsel Member LaBonge**
>
> Sent on Behalf of Lisa Schechter
>
> Good Afternoon Ms. King,
>
> Counsel Member LaBonge wants to submit a support letter for the EIR for the Ford Theater; however, the City of Los Angeles IT systems are down and we don't have availability to do it at this time.

Rebecca Delcid
County of Los Angeles Parks & Recreation
Sr. Secretary III
31320 N. Castaic Road
Castaic, CA 91384
(661) 294-3516
rdelcid@parks.lacounty.gov

CITY COUNCIL OF THE CITY OF LOS ANGELES

TOM LABONGE
COUNCILMEMBER 4TH DISTRICT
August 8, 2014

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

Ms. Kathline J. King AICP LEED-AP
Chief of Planning
Planning & Development Agency
Los Angeles County Department of Parks & Recreation
510 S. Vermont Avenue, Suite 201
Los Angeles, CA 90020

SUBJECT: Comments on Draft Environmental Impact Report (DEIR) for the Ford Theatres Project
2580 Cahuenga Boulevard East, Los Angeles, CA 90068

Dear Ms. King: Ms. King –

Thank you for the opportunity to review the Draft EIR for the Ford Theatres Project. It is with great pleasure that I write this letter in support of the proposed rehabilitation of the existing Ford Amphitheatre and the development of the Ford Terrance, the Ford Plaza, the Transit Center and a hiking trail all within the current boundaries of the Ford Theatres site.

The Ford Theatre is one of the oldest performing arts venues in Los Angeles and each year the Ford partners with L.A. County-based arts organizations to present an eclectic season of culturally diverse music, dance, theatre, film and family events to serve the public.

I am excited about the proposed natural hiking trail that will be accessible from both the public and theater users alike. The hillside trail will be able to provide optimal views of our most famous landmarks in the City such as the iconic Hollywood Sign, the Griffith Park Observatory, Capitol Records as well as spectacular view of Hollywood.

The addition of the Transit Center which will provide a much needed designated area for bus and valet drop-off as well as a three-level parking structure to mitigate the traffic impacts during Ford's scheduled season.

This project has my strong support and I thank you for your consideration of these comments. If you have any questions regarding this letter or any other matter, please do not hesitate to phone me at (213) 485-3337.

Sincerely,

TOM LABONGE
Councilmember, 4th District
City of Los Angeles

TL:ls

Cahuenga
Pass
Property
Owners
Association

Representing the Cahuenga Pass Since 1952

July 30, 2014

Kathline J. King, Chief of Planning
County of Los Angeles Department of Parks and Recreation
510 S. Vermont Avenue, Room 201
Los Angeles, CA 90020

RE: The Ford Theatres Project

Dear Ms. King:

The Cahuenga Pass Property Owners Association represents the community in the Cahuenga Pass between Mulholland Drive to the south, the 101 Freeway to the east and Lankershim Boulevard to the north. On behalf of this community, I wish to express our support for the Ford Theatres Project as described in the Draft EIR, providing the below-noted traffic mitigation is included in the project.

Currently our community and those of the Hollywood Knolls and Manor have no safe way to walk to the Ford Theatre. Since we wish to enjoy your theatre without having to get into our cars and experience the increased traffic and parking issues, we propose that the current sidewalk along Cahuenga Boulevard East from the Ford Theatre to the Cahuenga Hills Tennis Condominiums be extended to Lakeridge Road. The distance of the proposed extension is less than two tenths of a mile.

Thank you for your consideration of this requested traffic mitigation.

Respectfully,

Krista Michaels

Krista Michaels
Acting President
Cahuenga Pass Property Owners Association

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

HOLLYWOOD HERITAGE, INC.
P.O. Box 2586
Hollywood, CA 90078
(323) 874-4005 • FAX (323) 465-5993

August 8, 2014

Submitted via email:

Kathline J. King, Chief of Planning
County of Los Angeles, Department of Parks and Recreation
510 South Vermont Avenue, Room 201
Los Angeles, CA 90020

Re: The Ford Theatres Project

Dear Ms. King,

The Board of Directors of Hollywood Heritage, its Preservation Issues Committee and its members, thank you for the opportunity to review and comment on The Ford Theatres Project, and the accompanying Draft Environmental Impact Report (DEIR). This is a very important project to the cultural and historic community in the Cahuenga Pass, and we look forward to working with the Ford and the Hollywood Bowl to develop the Pass as an historic and cultural destination. The vision for the Ford project speaks to that common goal. Hollywood Heritage would like to participate in a working coalition to further refine the concepts in the Master Plan.

For three decades Hollywood Heritage has been an advocate of the preservation and protection of Hollywood's historic resources. We support the goal of preserving what is most significant in Hollywood, while encouraging responsible new and infill development. Our organization has nominated many of the current Historic Cultural Monuments, listed the Hollywood Boulevard Commercial and Entertainment District in the National Register of Historic Places at the national level of significance, provided technical assistance to developers and owners of significant properties, and participated in numerous public policy discussions involving historic resources. These efforts have resulted in the rehabilitation of significant landmarks, landscapes, institutions and districts in Hollywood.

The Ford/Pilgrimage Theater property is one of the most important historic and cultural venues in the region. The Ford is a very rare type of resource and one with special significance to Southern California. It has been evaluated as a potential historic resource

since 1994 and its status and character-defining spaces, materials, and features confirmed in GPA's latest research and determined eligible for listing in the National Register of Historic Places.

Hollywood Heritage has reviewed The Ford Theatres Project Draft Environmental Impact Report (State Clearinghouse no. 2014021013) and the John Anson Ford Theatre County of Los Angeles Historic Resource Report (GPA 2013/2014 Improvements). In addition, Hollywood Heritage received a presentation from the Ford Theatres Project representatives on Wednesday June 25, 2014.

The organization also reviewed the categorical exemption of 2013 which authorized limited improvements to the Amphitheatre, including hillside stabilization, stage reconstruction, disabled access and code compliant improvements, upgrade to theatrical, mechanical and electrical systems. Compatible stone-clad retaining walls and drainage improvements at the rear of the stage stabilized the existing slope in this area. The existing two level concrete stage was removed, and new flooring added. Rehabilitation of portions of the stage buildings and towers included the return of the original color scheme. New doors and windows were installed. These activities addressed long-deferred maintenance and needed repairs and improved the theatrical infrastructure and performer amenities. Based on the findings of the Historic Resource Report of September 2013, this work was consistent with the Secretary of the Interior's Standards and did not impair the significance of the historic property.

Review of this material, discussion at the June 25 meeting, and discussions with the Los Angeles Conservancy have led to an understanding of the direction of the Master Plan project. The division of the scope of work developed for the categorical exemption and the phases of the Master Plan remain somewhat unclear. Work on the Amphitheatre in its entirety must meet the Secretary of the Interior's Standards to ensure that historic materials are not impacted unnecessarily. Further definition should be provided in the Final EIR and its mitigation measures.

CEQA guidelines define a project as having a significant environmental impact when the project causes a substantial adverse change in the significance of a historical resource as defined by the California Environmental Quality Act (CEQA), Section 15064. The City of Los Angeles CEQA Thresholds Guide (2006, p. D.3-3) maintains that a project would have a significant impact on historic resources if the project results in a substantial adverse change in the significance of a historic resource by construction that reduces the integrity or significance of important resources on the site or in the vicinity via alteration of the resource's immediate surroundings. The Ford has indicated its willingness to create a project which does not cause substantial adverse change.

DESCRIPTION OF THE PROJECT

The Master Plan Project Site is approximately 32 acres, and includes the Ford Theatres, one of the oldest performing arts venues in Los Angeles and one of its most historic. The Project Site is currently developed with an open-air 1,196-seat Amphitheatre with support spaces as well as a former motel building currently used as staff offices. The Master Plan proposes improvements that would result in approximately 47,550 net square feet of new facilities (parking structures, flex space, a 299 seat theatre) and approximately 48,750 net new square feet of outdoor plaza areas within the Project Site, for a total of 96,300 new square feet.

As outlined in the DEIR, the Project includes rehabilitation of portions of the existing Amphitheatre and development of areas termed the "Ford Terrace", the "Ford Plaza", the "Transit Center" and a hiking trail, all within the current boundaries of the Ford Theatres site. The five major areas are summarized as follows:

- Amphitheatre Rehabilitation and Improvements: 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, and a retractable shade structure for the Amphitheatre.

- The Ford Terrace: 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. This part of the Plan contemplates removal of the existing concessions building and the re-purposing of the 87-seat [Inside] the Ford space as a self-serve food marketplace area and for storage.

- The Ford Plaza: A plaza deck atop a three level parking structure to feature a restaurant, a 299-seat theatre, a box office, a conference room, office, and visitor amenities. This aspect of the Plan includes conversion of the existing box office to a museum/gallery.

- The Transit Center: a designated area for bus and valet drop-off, and the construction of a three-level parking structure and a 99-seat event space. The aspect of the Plan includes removal of a 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.

GENERAL COMMENTS

For clarity, the DEIR should include a graphic or description of the work performed under the 2013 Categorical Exemption and those proposed under the Master Plan. A project of this nature is complex, and impacts from individual actions can have a cumulative effect on the integrity of the resource.

The DEIR should also clarify the historic boundaries of the property and should include information about the Christine Stevenson Memorial Cross, originally a component of the historic Pilgrimage venue.

More discussion is necessary of the historic site design as a whole. This very important aspect of the property is currently discussed only as the "setting" for the amphitheatre. The site's design is a character-defining feature: the amphitheatre nestled in a ravine, using a natural planted hillside as the stage backdrop (characteristic of Greek amphitheatres) but surprisingly oriented into the upslope rather than a long view orientation. The long central axial promenade up to the amphitheatre is character-defining, and has already been compromised by more modern additions. Historic plant materials, native stone retaining walls, controlled views, and dark surroundings contribute to this naturalistic design style so evocative of its era.

The DEIR should describe in more detail what changes are going to be made in the appearance of the landscape and geography. Some hill areas closest to Cahuenga East appear to be leveled. This appears to be a major landscape change as there are currently three drives, one for parking, one for delivery and one to the county offices. The architectural illustration shows a rather flat, even plane, which indicates reshaping the land.

Hollywood Heritage supports the proposal of a hiking trail that encompasses the property. We would like to contribute our historic knowledge to this feature of the Project. The hiking trail should stop at key viewing points to help people locate important places in Hollywood.

In addition to collaborating on the hiking trail, Hollywood Heritage would like to work with the Ford on the proposed development of the Museum. Hollywood Heritage has a good deal of Pilgrimage Theatre memorabilia which was donated by the Ford.

EVALUATION OF THE RESOURCE

Hollywood Heritage commends the project team for a thorough discussion of the historic significance and character-defining features of the property and concurs that the property is currently eligible for the National Register of Historic Resources. However, instead of a primary concentration on a few buildings, Hollywood Heritage feels that the appropriate framework for evaluation of the property as a whole is as a cultural landscape, defined by the National Park Service as is a “geographic area, including both

cultural and natural resources …, associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values."

There are four general types of cultural landscapes, not mutually exclusive: historic sites, historic designed landscapes, historic vernacular landscapes, and ethnographic landscapes." The Ford property would be considered a "Vernacular Landscape", which is defined as "a landscape that evolved through use by the people whose activities or occupancy shaped that landscape. Through social or cultural attitudes of an individual, family or a community, the landscape reflects the physical, biological, and cultural character of those everyday lives." Both the natural and built environment of the property should be considered when examining the Ford as a cultural landscape.

TREATMENT OF THE RESOURCE

All features identified by GPA as primary and secondary contributing resources are significant. Removal of any of these materials and features must be carefully considered.

The DEIR states that the proposed improvements would be designed to be consistent with the Secretary of the Interior Standards for historic property rehabilitation. The project proposes to demolish one ancillary historic building and potentially more of the character-defining landscape features. The sound wall and shade structure proposed for the Amphitheatre have the potential to diminish the character of the space. Careful justification statements and design of these elements will help to clarify the impact. A more robust statement of how these aspects of the project meet the Standards and the mitigation measures proposed to achieve them is needed.

COMPATIBLE NEW CONSTRUCTION

Hollywood Heritage congratulates the Ford on retaining a highly qualified historic architect to guide the rehabilitation of the historic structures, a very capable historic preservation consultant to assemble the historic documentation, and a knowledgeable landscape architect to formulate an approach to the landscape which will retain the character of this historic setting. The projects begun under the Categorical Exemption in 2013 should provide a foundation for the policies and decisions that will be needed to successfully complete the programmatic goals while retaining important character-defining features of the landscape, circulation and recreation areas, and the historic theatre complex.

The new construction proposed is discussed with reference to the Secretary of the interior's Standards for building additions, not as components of an historic vernacular landscape. The site, although altered, still is a vernacular landscape with its own style, character, and significance. Care should be taken to ensure that the magnitude of new construction does not overwhelm this.

IDENTIFICATION OF SURROUNDING RESOURCES

Additional information about the impacts the proposal will have on surrounding historic resources including the Pilgrimage Cross and Whitley Heights is needed.

The cross was built in 1923 as a monument to Christine Wetherill Stevenson and was part of the original Pilgrimage property. Formally the feature is referred to as the "Hollywood Pilgrimage Memorial Monument." Hollywood Heritage purchased the Cross at the request of the County. While the Cross has been replaced, the feature should be acknowledged as part of the original property. Hollywood Heritage transferred the Cross to High Adventure Ministers. In 1993 High Adventure Ministries built the current cross standing 33 feet tall. In 1997, the Church on the Way took over the care and maintenance of the cross on the Cahuenga Pass.

RECOMMENDED MITIGATION MEASURES

Hollywood Heritage recommends that additional mitigation measures be added to the one current measure. That measure requires the participation of a qualified historic preservation professional, but does not adequately define their role or responsibilities. In order to ensure that the Master Plan will comply with the Standards and thus avoid significant impacts (the stated intent in the DEIR), Hollywood Heritage requests that the following measures be added:

Prepare a Cultural Landscape/Historic Structure Report prior to implementation of Master Plan components. Historic documentation, plans, and specifications prepared for the 2013 Categorical Exemption project should form the basis for a Cultural Landscape/Historic Structure Report. The work performed under the Categorical Exemption should be added to the chronology of site development presented in the 2013 Historic Resource Report and in the Cultural Resource Technical Report of the DEIR.

Using these reports, prepare a Preservation Plan that will ensure that the proposed components of the Master Plan continue to meet the Secretary of the Interior's Standards and do not diminish the physical integrity and character-defining features of the resource. A complete Historic Structures Report which includes a detailed scope of work for each of the proposed component will help to ensure that all aspects of the Plan meet the Standards. The benefit of this approach is two-fold: to provide a baseline of existing conditions and character-defining features, and to ensure that implementation does not result in loss of status for the resource. Justify the approach to removal of historic stone retaining walls. Provide a treatment plan for any remaining stone walls, and explore replacement in kind if not feasible. The Master Plan should be more informed by this historic site design. A Cultural Landscape Report will help to identify the site features which should guide future improvements. Amphitheaters are a recognized type of feature by the Cultural Landscape Foundation.

Supplement the Cultural Landscape/Historic Structures Report with a set of design guidelines which address site design and character-defining features. To ensure the

continued eligibility of the site, the aesthetic impact of proposed new construction to ensure that new structures should be designed in a manner that is both compatible and appropriate in scale and massing to protect the integrity of the historic amphitheater structure.

Confer with the State Office of Historic Preservation to ensure that the Ford property will remain eligible for listing in the NR after project implementation.

Retain the historic concession stand as part of the Ford Terrace component.

CONCLUSION

Restoration of the Ford Theatres brings continued activity and life to an historic and beloved location. This is highly desired. However, the Master Plan appears to indicate a shift from an isolated, nature-based and formally organized setting to a postmodern, urbanized, and brightly lit design. While not reaching a threshold of significant adverse effect, there is likely a preferred variation in the future design which can be more consistent with the historic cultural landscape. If the Ford is more visible as a cultural resource, the entire Cahuenga Pass area will be enhanced.

The additional mitigation measures proposed above will ensure that the project will not adversely impact the John Anson Ford Theatre's continued eligibility for listing in the National Register of Historic Places and that the entire project (landscape, theatre rehabilitation, new construction) meets the Secretary of the Interior's Standards.

All proposed modifications, including stage reconstruction and the addition of a retractable shade structure, should be analyzed against the venue's continued eligibility for listing in the National Register. 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.

Hollywood Heritage appreciates the efforts of the Ford's management and its project team. Our organization believes in the sensitive development of the historic Cahuenga Pass area as a venue for the arts and will work diligently with the team to achieve the goals of the Ford and to preserve and protect the historic and cultural resources on the site and adjacent to it. Our archives and professional technical assistance is at your disposal. Please feel free to contact us at (323) 874-4005 should you have any questions.

Sincerely,

Bryan Cooper
President, Hollywood Heritage, Inc.

LOS ANGELES CONSERVANCY

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

213 623 2489 OFFICE
213 623 3909 FAX
laconservancy.org

August 7, 2014

Submitted by email
Ms. Kathline J. King, Chief of Planning
County of Los Angeles, Department of Parks and Recreation
510 S. Vermont Avenue, Room 201
Los Angeles, CA 90020
Email: kking@parks.lacounty.gov

RE: The Ford Theatres Project, 2580 Cahuenga Boulevard East

Dear Ms. King:

On behalf of the Los Angeles Conservancy, thank you for the opportunity to comment on the draft environmental impact report (EIR) for the Ford Theatres Project. The Ford Theatres is significant as one of the oldest performing arts venues in Los Angeles still in use, as an example of an early twentieth century amphitheater, and for its association with architect William Lee Woollett. It was determined eligible for listing in the National Register of Historic Places in 1994 and is listed in the California Register of Historical Resources.

The Conservancy previously submitted comments on the Notice of Preparation (NOP) in March 2014, and our comments addressed various aspects relating to the rehabilitation of the historic amphitheater. With the release of the draft EIR, we've recently learned that several of the planned improvements for the amphitheater were previously approved through a Notice of Exemption prior to the NOP's release.

We fully understand the programming needs of the Ford Theatres and recognize that the County has long served as a good steward of the historic venue. The creation of a list documenting primary and secondary character-defining features of the Ford Theatres site as part of the EIR is an important tool for understanding the significance of various features of the venue as it evolved over time. While this list provides invaluable information, it does not offer guidance for the treatment of these character-defining features in the future; the draft EIR provides generalized language specifying the application of the *Secretary of the Interior's Standards* for proposed work.

The Conservancy recommends that the County expand upon its stewardship of the Ford Theatres through the creation of site master plan that establishes some baseline documentation of the site and can inform and guide any future changes. Given the historical significance of the site, we strongly advise that a Historic Structure Report (HSR) be prepared for the Ford Theatres in conjunction with a Preservation Plan that can guide such areas as the implementation of recommendations for the treatment of historic materials and character-defining features.

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 should you have any questions.

Sincerely,

Adrian Scott Fine
Director of Advocacy

August 5, 2014

Kathline J. King
Chief of Planning
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 Draft EIR Comments

Dear Ms. King:

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.

We provided a comment letter during your scoping comment period and feel that our issues and requested impact analyses were completely ignored. We therefore find that it would be futile to provide detailed comments on the DEIR as we expect that they will be ignored/dismissed as well. We feel that the traffic analysis in the DEIR was completely inadequate and biased in favor of the project by underestimating its potential impacts.

Our concerns relate to the magnitude of change that will result from the County's proposed redevelopment of the John Anson Ford Theater. The number of annual events at the theaters will increase from an average of 184 today, to 331 in the future, an 80% increase. This will add traffic from the daily rehearsals; not just the artists/performers, but set designers, lighting technicians, sound people, etc., plus all the deliveries of food and beverage, refuse removal, etc. The annual attendance at the theaters will increase from 54,640 to 93,725, a 72% increase. Parking capacity will increase form 350 parking spaces to 500, and the number of employees on site will increase from 20 to 105. And yet the traffic analysis in the DEIR contends that there will be virtually no increase in traffic generated by the theaters.

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 requested that you quantify the impacts of these increased vehicle trips on Cahuenga Boulevard East and West, Highland Avenue, Mulholland Drive and Outpost Drive. This reasonable request was ignored in favor of a much smaller study area focused only on the immediate vicinity of the project. The intersection of Cahuenga West at Mulholland/Woodrow Wilson, a key bottleneck in the Cahuenga Pass was ignored.

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. Traffic will be added to Outpost Drive by the proposed project, warranting a contribution of funds toward the Outpost Neighborhood Traffic Management Plan as 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 failed to 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. The he

In summary; the traffic analysis has lost sight of the forest for the trees. It focuses on the small number of cars added at a limited number of intersections immediately adjacent to the Theaters and it misses the bigger picture; the cumulative impact of more events on more days, superimposed on the other events already congesting the Cahuenga Pass causing motorists to cut through our neighborhood. This project might not cause the cut through traffic to be higher on any given day, but it will cause it to be higher on many more days of the year.

We appreciate the opportunity to submit comments on the Draft EIR. We just wish that the County of Los Angeles and its consultants were more serious about honestly disclosing and mitigating the impacts of this project on the neighborhoods that surround it. This is a very important project to Los Angeles County and one that will have a lasting impact on our neighborhood. We are disappointed that these issues of importance to the Outpost Homeowners Association were not seriously addressed in the DEIR.

Sincerely,

Outpost HOA
Michael P. Meyer, President

CC: Tom LaBonge
Zev Yaroslavsky

7007 Macapa Drive Los Angeles, CA 90068

Kathline J. King

From: Jeff Brown [jeffreypbrown@gmail.com]
Sent: Tuesday, June 24, 2014 6:13 AM
To: Kathline J. King
Cc: Catherine Hagney Brown
Subject: Notice of Completion and Availabilty of Draft EIR (State Clearinghouse No. 2014021013

Dear Kathline,

We live at 2285 La Granada Drive, around the corner from the Ford and have a few questions regarding your summary memo of June 23, 2014:
1) It is unclear from the memo if there will be one or two three-story parking structures. It/they are mentioned both in your Ford Plaza description AND your Transit Center description.
2) Regardless of answer to the question above, how many on-site parking spaces will exist if the project is approved and built? How does that number relate to the number of patrons the site will accommodate?
3) Will satellite parking with bus transport be part of the plan? We ask because the Transit Center would seem to accommodate "bus and valet drop-off."
4) You mention that the number of events is going to increase. Will the season also be extended so that traffic becomes a year-round challenge?

Thanks you in advance.

Yours very truly,
Jeff Brown

--
Jeff Brown | 213 486 9076 o | 323 440 2222 m | jeffreypbrown skype

From: Kathline J. King [KKing@parks.lacounty.gov]
Sent: Sunday, August 10, 2014 4:16 PM
To: Laura Rodriguez
Cc: Joan Rupert
Subject: Fwd: Formal Response for the Ford Theatre Draft EIR
Attachments: Ford theatre Response ot the Draft EIR -8-8-14.pdf; ATT00001.htm; RE: Response arriving shortly regarding the Ford Theatre Project; ATT00002.htm

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Another

Sent from my iPhone

Begin forwarded message:

> **From:** Amy Cutter <arcutter@earthlink.net>
> **Date:** August 8, 2014, 11:07:02 PM PDT
> **To:** <Kking@parks.lacounty.gov>
> **Cc:** <jrupert@parks.lacounty.gov>
> **Subject: Formal Response for the Ford Theatre Draft EIR**
>
> To: Kathline:
>
> Attached is my formal response to the Ford Theatre Draft EIR due today, August 8th, 2014. I believe I have provided the level of detail, referenced sections and pages in the Draft EIR, and each place I am seeking the answer to a question or clarification. After each topic I have added an ASK and restated the question that I think needs to be answered.
>
> I have also provided my initial letter sent in on 3/11/2014 as a reference to the original public notice.
>
> Please review and let me know if you have any questions or comments.
>
> Sincerely,
>
> Amy Cutter
> arcutter@earthlink.net
> 818-402-4622

August 8, 2014

Kathline J. King
(kking@parks.lacounty.gov)
Chief Planner
County of Los Angeles, Department of Parks and Recreation
510 South Vermont Avenue, Room 201
Los Angeles, CA 90020

Attention: Formal response to the Ford Theatre Project Draft EIR.

I am located on Hillpark Drive at the Highlands Owners Association. This is a 192 unit condominium complex located next to the Hollywood freeway and northwest of the Ford Theatre and up from the Pilgrimage Bridge off of Cahuenga West and Hillpark drive. I have lived at this location since 1992. I am not a traffic expert, a city planner, nor an engineer. However, I am someone who lives in the Cahuenga Pass for the past 22 years and has experience traveling through and within the Pass on a daily basis. That makes me an expert on the traffic patterns and congestion. I start my trek to work from within the Pass and leave around 8:30 to 9:15 in the morning and return from work or errands anywhere from 5:30 usually 6pm through 7:30 pm in the evening on weekdays. Work is located in Glendale, California where the standard route is up Barham over to Forest Lawn and on to the eastbound 134 Freeway.

I am writing in response to the draft EIR for the Ford Theatre project. I am sure there are concerns regarding noise and possibly exposed cuts in the hillside never mind a host of other environmental impacts. Since I live across the canyon I am not going to speak to these topics. Rather, this document focuses almost exclusively on traffic concerns, haul routes, emergency vehicles and services, and noise. And, specifically about the increased traffic during construction and then after construction associated with the ongoing and increased number of events at the Ford Theatre. 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. This is according to the original proposal document released back in early 2014. This is 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. This is a significant impact. Later on in this letter I will be speaking to why this is a relevant point.

In the introduction of the Traffic, Access, and Parking (section K), speaks to the desire for the City and County to improve the traffic conditions. And, I think these agencies would like to insure that pressure is placed on developments to study the existing and identify additional traffic trips made based on the construction of the proposed project. Additionally, "The Congestion Management Program (CMP) is a State-mandated program enacted by the state legislature to address the increasing concern that urban congestion is affecting the economic vitality of the State, in this case the heart of Hollywood in an around the Cahuenga Pass, and diminishing the quality of life in our community. Stated differently, a lot of Angelenos avoid the Cahuenga Pass

and want nothing to do with visiting this area due to the excessive congestion, at times almost grid lock. This affects the economics in Hollywood, the Hollywood Bowl, and the Ford Theatre today and in the future after the project. Basically, locals are not visiting these venues and purchasing services because it is too difficult to make the TRIP, affecting the economics. Further the City of Los Angeles's General Plan related to Transportation states to "…provide adequate accessibility to commerce, work opportunities, and essential services and to maintain acceptable levels of mobility for all those who live, work, travel, or move goods in the City. It seems to me the Ford Theatre, a Los Angeles County operation, needs to take the opportunity to collaborate with the other major agencies and create a multi-jurisdictional project, along with the Bike Czar, CalTrans, the City of Los Angeles, Hollywood Bowl, City of Burbank, City of Hollywood, Universal, and the other entertainment companies to identify a fundamental shift in approach to traffic in the Cahuenga Pass. More on this later.

Quite simply, traffic congestion in the Cahuenga Pass is horrid. This is a subjective statement. Based on experience and observation traveling the Pass daily in the morning around 9 am and evening around 6 or 6:30 it is a level D or E based on the chart in Appendix L on page 15. For example, if I am traveling on Forest Lawn heading toward Hollywood from Burbank and make the left on to Barham, that intersection during the evening rush hour (at 6pm or later) can take an additional 10 to 15 minutes and I may be queued up and cycle through 5-7 signal light cycles. The # of cars in the queue for this light on Forest Lawn can be up to quarter mile back up. Then to travel up Barham to Barham and Cahuenga east might take an additional 10 to 15 minutes. Then to make the left on Cahuenga West might take a few more minutes and 1 additional light cycle. Traveling past Mulholland to Hillpark drive on a Hollywood Bowl night at say between 6:30 to 7:30 pm at night might take an additional 15 to 20 minutes. Again on a Hollywood Bowl night it is not uncommon for the traffic to back up from the Hollywood Bowl entrance all the way up the hill on Cahuenga West past the Pilgrimage bridge to Mulholland and at times up to Barham Blvd. This is further documented by the backup at the Highland Flyover (exit on the southbound 101 freeway to Highland Blvd that actually places you on Cahuenga West between Hillpark and the Pilgrimage Bridge. Further, the congestion is so bad and the back up from the Hollywood Bowl on to the freeway is so long, Caltrans now has a permanent light flashing, display posted of traffic congestion. You may want to check in with Caltrans if they have a record of how often or what nights this display is used. So, the contrast is during off peak hours it might take me 5-7 minutes to travel this route and on a heavily congested evening could take upwards of 45 minutes to travel this 4-5 mile stretch. This is the definition of "horrid". Adding the kind of traffic volume on streets that are already clogged appears to be studied in the Draft EIR. The reason I state seems to be, is that the numbers that are presented in Appendix L do not seem representative of what homeowners in the Cahuenga Pass experience on a daily basis. The good news is that there was a traffic study and my comments about the timing of the traffic study were adjusted to accommodate actual traffic congestion not the definition from previous traffic study of the definition of "rush hour". The bad news is that it is unclear the exact location within the 8 intersections where the data was collected from. All pivotal intersections but which actual streets and lanes contained the sensors? The rest of the letter will speak to:

- why and where there are concerns surrounding the data
- accurately representing the true congestion
- other concerns or statements or conclusions drawn within the Draft EIR
- request for further investigation

- request answers to questions generated prompted by the data collected and the assumptions made based on this said date.

It is critical that the Draft EIR incorporates first-hand look at the traffic issues experienced today in the Cahuenga Pass. I do question the data in light of the Level of Service defined in Appendix L page 15 and the assessments provided at the eight intersections. For Intersections 1, 2, and 5 the data presented is probably representative of the data collection period. I wonder why Intersection 3 is missing from Appendix L , Table 3, page 30. It seems unbelievable that the data collected at intersections # 3 (that is found in the traffic section IV K-17 but missing from the Appendix L) is listed as Level A, along with intersection 4, along with intersection 7.

For example, diving in to a little more detail to determine what is happening with the Level of Service at the Pilgrimage bridge (intersections 3 and 4), where was the data collected? Was the data collected on the bridge as the traffic approaches Cahuenga East and West or actually recorded based on the traffic on Cahuenga East and West. Meaning,

1. At intersection # 3, was the data collected across the four lanes of traffic heading southbound on Cahuenga West including the left turn lane as well as northbound or only one of the four:
   A. South bound lanes including the left turn lane
   B. Just the left turn lane
   C. The one Northbound lane
   D. heading west across the Pilgrimage bridge

   And, were the locations different if data reflected current traffic without the project, current traffic with the project, future traffic (20 years out) without the project, future traffic (20 years out) with the project?

   ASK: Please respond with the specific location (actual streets and lanes) of the data sensors and collection

2. At intersection # 4, was the data collected across the three lanes of traffic heading Northbound on Cahuenga East including the left turn lane as well as the one southbound lane, or only one of the five
   A. one South bound lane
   B. the three Northbound lanes
   C. just the left turn lane in the Northbound lane,
   D. heading east across the Pilgrimage bridge or
   E. heading east exiting the Ford Theatre project opposite the Pilgrimage bridge?

   And, were the locations different if data reflected current traffic without the project, current traffic with the project, future traffic (20 years out) without the project, future traffic (20 years out) with the project?

   ASK: Please respond with the specific location (actual streets and lanes) of the data sensors and collection

3. What was the calculation used to determine the LOS? Meaning, was the data collected across the designated AM, PM, and weekday event time periods and then averaged? Was additional mathematical formulas applied the understated to reflect the "Delay/V/C"?

4. I realize the report provided the time periods of data collection went above and beyond by extending the hours of the study to reflect more accurately the heavy congestion periods in the Cahuenga Pass. (see page 13 of the Section K: Traffic, Access, and Parking. This is appreciated considering the feedback in the original response back on 3/11/14 (see attached letter).

5. On page 22 of Section K, there is a reference to the construction related deliveries will be scheduled outside of commuter peak hours. There is specific reference that:
    A. construction workers would arrive at the project before 7 am.
    B. And leave either before 4pm or after 6pm.

    Three points come to mind:
    1. According to the County code requirements, construction cannot occur the hours before 7 am on weekdays. And, there is a separate requirement regarding noisy construction work. So, if the bulk of the workers arrive before 7 am will they all stand around and do quite work (when the heavy earth movement is occurring)?
    2. Commuter and event congestion really starts at 5:30 and runs through 8 pm or 8:30 depending upon the event.
    3. I am not sure how these arrival and departure times improve things for the roadways surrounding the project and reduce "counted requisite TRIPS".

    ASK: Please respond with the specific details why these numbers were provided and how that calculates (either increases or decreases) the total number of inbound and outbound TRIPS

6. The TRIP generation also seems suspect or some mathematical algorithm was used that does not equate to reality for the average driver in Los Angeles. One vehicle one person. If you review the numbers provided in Section K: Traffic, Access, and Parking on page 24 I am not sure how the report arrived at:

    A. 176 daily construction worker Trips (88 inbound / 88 outbound
    B. 64 haul trucks (32 inbound / 32 outbound
    C. 30 daily construction material delivery trucks (15 inbound / 15 outbound

I don't state the issue to the numbers based on the shear # of daily construction works, trucks hauling dirt or deliveries. I question this data as you move to the next point on the total number of inbound and outbound trips. Keep reading as I make my two points about these TRIP numbers:

1. Not sure of the hours of the truck hauls but if you do the math 107,094 cubic yards of dirt divided by 14 cubic yards per truck and there are 64 daily deliveries (32 inbound and 32 outbound), this dirt hauling would take 119.5 days (64 * 14 = 896 cubic yards per day. 107,095 / 896 = 119.5 days. If the hauling occurred 6 days out of the week, since

according to the County Code, no loud construction noise on Sundays, this could take upwards of 19.9 weeks.

ASK: is this the expected timeframe and approach for the hauling of dirt?

2. On page 25 in Section K, Traffic, Access, and Parking, it shows five bullet points about the inbound and outbound TRIPS. It may be I am not calculating correctly but it looks like there are 221 inbound trips and only 76 outbound TRIPS. Please clarify these numbers. Not sure if there is averaging and rounding up and rounding down that skew the numbers. What it looks like is that people in vehicles arrive but they never leave? Maybe the construction workers are arriving by car and leaving by bus?

ASK: Is it possible that people in vehicles arrive to the Project Site but they never leave?

7. The next questionable set of numbers in Section K, Traffic, Access, and Parking talks about the Trip distribution traffic assignment. In the paragraph a top of page 27 it talks about the approximate percentage of traffic that would be assigned to north of the project, south of the project, and to/from the US-101 and the Project Site. The issue is not the distribution but the percentage. Not sure how you can end up with 160 % if the traffic is split in three areas: 50 percent to the North, 50 percent to the south, and 60 percent to/from US 101 and the Project Site. One might conclude from these numbers that congestion exceeds capacity by 160 % which might reflect reality that we are living with level E and F LOS.

   ASK: Please explain further what is being attempted.

8. In Section K, Traffic, Access, and Parking, there is a point being made surrounding CMP, Congestion Management Program indicating based on the inbound and outbound TRIPS and the percentage of distribution that this project is no CMP impact and no additional analysis of freeway segments is required per the CMP Criteria. That assumes the TRIP calculations are correct. I contend that the TRIP numbers are questionable along with the Percentage of traffic distribution.

   ASK: Please justify the numbers identified in this paragraph on page 29 and how that compares to the numbers identified on page 25, and the details covered on page 24 breaking down the specific TRIPS.

9. More importantly, I am not sure how the report can justify the low number of net new TRIPs considering the number of additional days of events. Maybe the additional seating to the project justifies the lower number of net new TRIPs. I am just not sure how this project is able to justify this low number considering the number of new events. Again, 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%. This low TRIPs needs to be explained or recalculated in a way to reflect these 147 added events. (see original Ford Theatre report initially released at the beginning of 2014.

   ASK: Please clarify how the numbers justify the low number of TRIPS

10. Looks like the looks like the export of dirt shifted from 83,774 cubic yards of dirt to 107,095. Please confirm if this change in export is correct? Will the amount of cubic yards of dirt change again?

ASK: please confirm the amount of cubic yards of dirt today and did the amount change?

11. If the Ford theatre is planning to add 147 net new events according to their own report, how can the Draft EIR actually state that the new trips adjusted for the observed distribution in the vicinity of the Project Site can actually say 35 net new trips in the weekday, approximately 18 net new trips in the weekday evenings and 92 net new events on the weekends found on page 29 of section IV.K Traffic, Access, and Parking

    ASK: These net new #s could be accurate for existing events. What are the net new #s for 147 additional events at the Ford theatre?

12. Emergency vehicles: Today with the excessive congestion along Cahuenga East and Cahuenga West, the emergency vehicles out of Station 76 often are unable to traverse these streets. There are no shoulders for the cars to move, with or without sirens. Sirens do no good if there is nowhere for the cars to move.

    ASK: Please explain how the added congestion from construction vehicles and added events are not going to impact emergency vehicle travel?

13. Looks like my comments from my 3/11/14 letter were heard. There are references to improving pedestrian access. This is a good thing. And, it speaks to a reference could be considered "transportation-friendly" and "fair and equitable access to the residents" with a limited cost to the project. This could also increase customers without increasing net new TRIPs to the Ford Theatre.

    Repeating what is in my prior letter: 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.

    ASK: This should be studied and included in the plans to encourage or increase walking traffic.

14. 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.

    ASK: The ambient noise level needs to be investigated as part of the EIR.

15. There are references that the Pilgrimage bridge has a speed limit of 35 mph on page Appendix L page 19. There is no speed limit posted on the Pilgrimage bridge.

    ASK: Can you explain how the speed on a two lane bridge could be set to 35 mph?

16. There is a reference that no significant impacts occurred even when extending past the Study Area. Specifically, in Appendix L, page 16. "The Project Study Area was designed to ensure the all potentially significantly impacted intersections, prior to any mitigations, were analyzed, and the boundary of the Study Area was extended, as necessary, to confirm that there were no significant impacts at or outside the boundary of the Study Area."

    There are two points to be made about this proclamation:

    A. Due to the excessive congestion in the Cahuenga Pass, any construction, maintenance or added construction traffic like truck hauling causes severe backups and queuing at the intersections.
    B. The Study area really needs to be extended to include:
        1. Cahuenga West up through the on ramp to the 101 Freeway north of Barham.
        2. Barham Blvd from Cahuenga West toward Burbank down and including the Barham and Forest Lawn intersection
        3. Since traffic queues up at Cahuenga East and the Pilgrimage bridge at the Ford Theatre Project traveling southbound to North Cahuenga Blvd to at least to Franklin Blvd, Hollywood Blvd, and Sunset Blvd.
    C. Although stated differently in the report, there are multiple intersections without left turn lanes. These intersections alone when vehicles are attempting to make the left hand turn can cause severe backups affecting traffic congestion up and down the Cahuenga Pass. Backups can occur upwards of a quarter to a half a mile. Intersections include:
        1. Cahuenga West and Mulholland Blvd – northbound.
           Note: this intersection is south of Cahuenga West and Barham
        2. Barham Blvd and Blair Drive – heading toward Burbank just below Lake Hollywood Blvd.

    ASK: Please provide clarification on:

        1. how these intersections without a left hand turn lane affect congestion
        2. should the study area include one or both of these intersections

17. The reason the last point is severely relevant depends upon the ultimate haul route. Although in the report in Section IV.K page 24 it states the "anticipated" haul route might be inbound "…access the Project Site traveling northbound on Cahuenga Blvd East from the Hollwyood Freeway (US-101) and [outbound] would exit the Project Site onto Cahuenga Blvd East and travel northbound on Cahuenga Blvd East to the Hollywood Freeway. The report does not indicate the full route. The point of this entry is two-fold:
    A. Depending upon the streets traveled for the haul route, for example Barham to Forest Lawn, then the recommendation in this letter is that the Study area needs to be extended to include these intersections. Especially since, Barham and Cahuenga East based on the data reported in the Draft EIR in Appendix L indicates on weekday AM is a LOS F and weekday PM is a LOS D.
    B. If the plan is to proceed with the haul route as anticipated then it makes sense to extend the Study Area to include intersections of Cahuenga North in the southbound direction toward Franklin Blvd, Hollywood Blvd, and Sunset Blvd.

ASK: include these additional intersections south of the project and north and east of the project to anticipate impacts from the project both during Construction and after the Project is implemented. In either case, both parts of the Cahuenga Pass will be impacted.

18. The traffic study did take in to account midweek evening event traffic when both the Ford Theatre and the Hollywood Bowl events were occurring simultaneously. Don't know if this was a light Hollywood Bowl night or one of the heavily attended event night at the Hollywood Bowl.

    ASK: provide more details about whether the study included a Hollywood Bowl event that experienced peak or very high attendance.

19. The traffic study does not indicate if the data collection occurred on a night when the Hollywood Blvd street closure was in effect.

    ASK: provide more data if Hollywood Blvd was closed on the day or night of the data collection.

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 just add any more events without addressing traffic. The Draft EIR is making a claim that the new trips adjusted for the observed distribution in the vicinity of the Project Site can actually say 35 net new trip sin the weekday an peak hour, approximately 18 net new trips in the weekday evenings and 92 net new events on the weekends if the Ford theatre is planning to add 147 net new events according to their own report. Based on these numbers the Draft EIR on section IV,K page 29 Congestion Management Program requirements are met based on the # of net new trips. And, therefore since these net new #s are less than 150 trips in either direction during the weekday morning and afternoon peak hours, no CMP impact would occur and no additional analysis of freeway segments is required per the CMP criteria. Again, this is why I am asking to have a review of the TRIP #s in general and the net new TRIPS.

Rather than declaring they are exempt from further analysis, 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 make improvements in capacity that in turn reduces exponentially the traffic congestion. Stated differently, BE A LEADER!

As mentioned during the public hearing and again in my letter date 3/11/2014, this is an opportunity for a key development project to take a bold step and produce a truly innovative approach to traffic congestion and corresponding mitigations. This could be a project that uses creative solutions, collaboration amongst multiple agencies and multiple interests for the greater improvement of traffic congestion in the Cahuenga Pass. There is great interest by the bike Czar to implement bike paths in the Cahuenga Pass

A. Obviously, LA City and LA County can provide contributions to improve the streets to alleviate congestion. And, they are key stakeholder for this project.
B. 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 the Major to figure out a creative solution so we maintain traffic lanes and widen the street (and add bike and pedestrian routes).

C. One idea 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.
D. There are other stakeholders who have a vested interest in a solution who may want to sign up to contribute to the solution. I am thinking of the City of Hollywood, City of Burbank, MTA, Hollywood Bowl (LA Philharmonic), Trizacon Complex (Hollywood and Highland), Universal Studios, Warner Brothers, and other entertainment companies just to name a few.

Seize the opportunity. This project could be held up as shining example of how projects could be run in a way to improve congestion and circulation in difficult economic times. If you pull the resources and partner with other agencies in the city and county might be ripe for solution that could provide a larger solution.

Based on my participation on February 18th and June 23rd a review of the Ford Theatre Project Draft EIR these are my comments / recommendations and questions to continue shaping the Draft EIR. Basically, things to consider based on unique aspects of the Cahuenga Pass where the Ford Theatre resides.

Sincerely,

Amy Cutter

AC: arc

CC:

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

Kathline J. King

From: Stephen DeCordova [stephendecordova@gmail.com]
Sent: Thursday, July 10, 2014 3:35 PM
To: Kathline J. King
Subject: Ford Theater Impact

I live at 2336 Lorenzo Drive, on the back side of the hill behind/around the Ford Theater stage. For years, my neighbors and I have worked to keep the county apprised of homeless encampments on the hillside above our homes. Their cooking fires are a great danger to our entire neighborhood, especially during our constant dry weather. Their unsightly, unhealthy garbage is also a problem. The Ford Theater hiking trail has been one of the primary sources of access to the hillside for these people.

The county has responded to our information and requests with repeated sweeps removing these people from the hillside. It has been our hope that the hiking trail would be closed. Are we really going to "improve" the trail and ensure its continuance? Does the Ford Theater really need a hiking trail to justify it's existence?

I am in favor of rehabilitation of the Amphitheater and development of new facilities for the performing arts at the Ford, but I am vehemently opposed to any further development of the hiking trail. In the interest of public safety, please consider amending your plans to include shutting down the hiking trail, and fencing off all public access points to the adjacent hillside areas.

Stephen DeCordova
2336 Lorenzo Drive
Los Angeles, CA 90068

County of Los Angeles

Public Meeting for the Environmental Impact Report Regarding the Ford Theatres Project
July 14, 2014

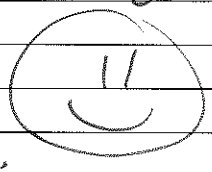
Written Comment Form

The purpose of the Public Meeting is to provide an overview of the findings of the Draft EIR. Comments can be submitted at this Public Meeting or sent via mail or email to the addresses below. The deadline for submitting written comments to the County is August 8, 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 Draft EIR for the Project. Your comments will then be considered during preparation of the Final EIR.

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

Name: Marci Diller
Address: 2370 San Marco Dr.
Hollywood, CA 90068

I came to the meeting with concerns over hiking trail, more people/traffic, and proper spending for renovations/improvements. I am leaving very encouraged and excited to watch Ford grow. I look foward to becoming more involved.



① concern is protecting our Hwd Hills wildlife.

From: Joan Rupert [jrupert@parks.lacounty.gov]
Sent: Monday, August 11, 2014 8:09 AM
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: Ford Theatre response to EIR - JOYCE and STANLEY DYRECTOR

Follow Up Flag: Follow up
Flag Status: Flagged

This email came to me.

Joan A. Rupert | Section Head | Land Management and Compliance | Los Angeles County Department of Parks and Recreation | 510 South Vermont Ave. | Los Angeles, CA | Desk 213-351-5126 | Fax 213-639-3959 | Parks Make Life Better

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From: Joyce Dyrector [mailto:jdyrector@aol.com]
Sent: Friday, August 08, 2014 3:25 PM
To: Joan Rupert
Subject: Ford Theatre response to EIR

Joyce and Stanley Dyrector

6866 Iris Circle

Hollywood CA 90068-2716

323-464-3942

jdyrector@aol.com

August 8, 2014

Joan Rupert

County of Los Angeles

Department of Parks and Recreation

510 South Vermont Avenue

Room 201

Los Angeles CA 90020

Re: EIR on the Ford Theatres Project

Dear Ms. Rupert,

Please address the following concerns in the EIR

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

Cahuenga east is a heavily trafficked road which is at times is either 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 north and south bound traffic on Highland turning east to go 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 our traffic begins before, during, and after so called rush hour(s). The light at Cahuenga and Odin backs up traffic all the way south, 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 to the general public who use Cahuenga as a pass thru to Burbank and the Valley. The word needs to get out before construction for people to avoid the area and take another route. The people who live here have no choice, but you need to give choices to the others, much like what was done during the 405 construction. Lot's of publicity. Signs placed far enough south and north telling people to avoid the area. And no construction during Bowl season and their pre Bowl events or post Bowl events.

Also the neighborhood would not be in favor of more concerts that bring more traffic into our already over congested streets.

Sincerely,

Joyce and Stanley Dyrector

Kathline J. King

From: Horowitz, Wendy [horowitz@lapl.org]
Sent: Friday, July 11, 2014 11:59 AM
To: Kathline J. King
Subject: Ford Theater expansion plans

Dear Ms. King,

I live on Cahuenga Terrace by the Ford Theater and my property sits right behind a trail that leads up to the Pilgrimage Cross. For decades, I've lived in constant fear of brushfire because homeless persons regularly use the hiking trail to set up tents and encampments where they smoke and cook and drink. I read that the Ford Theater plans to enhance the hiking trail and I want to urge you to reconsider this as it puts all of us living in the Hollywood Dell in danger.

After years of campaigning with the police and fire departments, we finally got a No Tresspassing sign, with the municipal code listed, put up in the path of the trail. Therefore, it is now officially unlawful to access that area. Why would the Ford Theater flagrantly disregard the law?

I unfortunately am working the night shift on Monday, July 14, or I would raise my concerns at the information meeting, but I did ask my neighbors to attend, so I hope this component of the expansion plan will be explained in detail as well as safety issues realting to it.

Please undertsand that I am happy that the Ford will get needed improvements and increased space, but there is no need to invite trouble, and frankly grave danger, with a new and improved hiking trail in a brush fire zone where homes are only yards away.

Thank you very much for your consideration,

Wendy Horowitz
Photo Librarian
Los Angeles Public Library
horowitz@lapl.org
213-228-7427

Kathline J. King

From: Greg Johnson [g.greg.johnson@gmail.com]
Sent: Tuesday, June 24, 2014 10:18 AM
To: Kathline J. King
Subject: Ford Theater Project

Kathline,

i am happy to see that there will be a nice and overdue improvement for the theater. I am a resident in the pass, at the Highlands complex across the 101 from the Ford. I have a great concern what the traffic will be like when this project in happening. Just a quick question. will the pilgrimage bridge be replaced or widened for the influx of new traffic that will be coming to ford. i know the city is planning on taking away one lane of Cahuenga West traffic for a bike lane. That in itself seems rather frightening, especially during Bowl season.

Please advise and thank you,

Greg Johnson
6728 Hillpark Drive, LA 90068

From: Kathline J. King [KKing@parks.lacounty.gov]
Sent: Friday, August 08, 2014 10:33 PM
To: Laura Rodriguez; Joan Rupert
Subject: Fwd: 1. Fwd: CRD3 -- The Zev Anson Ford Theatre
Attachments: p._23-25_12-18-12_Board_Meeting_Transcript_(C).pdf; ATT00001.htm

Follow Up Flag: Follow up
Flag Status: Flagged

First of many from Mr. Preven.

Sent from my iPhone

Begin forwarded message:

> **From:** <esp3800@aol.com>
> **Date:** August 8, 2014, 4:51:23 PM PDT
> **To:** <kking@parks.lacounty.gov>
> **Cc:** <newstips@latimes.com>
> **Subject: 1. Fwd: CRD3 -- The Zev Anson Ford Theatre**
>
> The following email and the ensuing 11 other emails that will follow separately, should be included as public comment for the John Anson Ford EIR comment period ending today. The attachments should be printed and included. Thank you.
>
> Eric Preven
> The County Resident from District 3
> 818-762-7719
> 818-645-2616 mobile
>
> -----Original Message-----
> From: esp3800 <esp3800@aol.com>
> To: executiveoffice <executiveoffice@bos.lacounty.gov>; jbellman <jbellman@bos.lacounty.gov>
> Cc: abkatz <abkatz@bos.lacounty.gov>; zev <zev@bos.lacounty.gov>; jcharney <jcharney@bos.lacounty.gov>; newstips <newstips@latimes.com>; mike.boehm <mike.boehm@latimes.com>
> Sent: Fri, Jan 11, 2013 12:05 pm
> Subject: CRD3 -- The Zev Anson Ford Theatre
>
> On the third page of the attachment, Board meeting transcript 12-18-12, numbered page 25, Supervisor Yaroslavsky's comments are not properly identified. He is the speaker, who addresses the Chair on line 14 to the end of the page. Inadvertent or not, this error should be corrected by the Executive Office. Supervisor Yaroslavsky deserves credit for responding to CRD3's concern about how, specifically, we were spending the 17 million dollars earmarked for the Ford. {This does not include the raise for Mr. Davis and the recent $7500 gift}
>
> *YAROSLAVSKY: "The scope of the work to be implemented by the Foundation includes the repair and or replacement of performance equipment, fixtures and infrastructure, including heating, ventilation and air conditioning, utilities and fire protection systems. That is essentially the project, the first phase of the project. The CEO Board letter more than adequately addressed the scope of the work. Thank you."*
>
> Ask yourself, if your mother reported that she was spending another $17 million dollars to repair or replace 'performance equipment, fixtures and infrastructure' if the above description would be sufficient.

There is a big difference between repairing an air conditioner and installing a brand new one. Remember, the 1200 seat amphitheatre is an outdoor facility, so its safe to say the 'heating, ventilation and air con' referred to by the Supervisor is for the 87 seat [Inside] theatre.

Joel, if you could send me a copy of the master plan and all of it's phases, it would make the project go down smoother for the public. The devil is in the details and we do have to let the chips fall where they may, but arts supporters everywhere want to know what specifically is happening and what mechanism is in place for the selection of a restaurateur etc. Hopefully not more Patina group who have fallen down in quality as they've expanded.

If you don't respond appropriately by directing me to the documents online or sending them on in PDF I could widen out the reach of this inquiry. Levin must be very well-respected and could have someone in her office forward over something with Zev's permission.

Cheers.

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

CRD3: "ITEM NO. 12 IS THE FORD AMPHITHEATER, WHICH I, FRANKLY, CHERISH, AND WE ARE SPENDING 10 MILLION OR ALMOST 10 MILLION ON MORE UNSPECIFIED UPGRADES. LAST YEAR WE SPENT APPROXIMATELY 6 OR 7 MILLION ON UNSPECIFIED UPGRADES. HERE'S MY TINY LITTLE RESIDENT REQUEST. COULD WE SPECIFY WHAT THOSE UPGRADES ARE? BECAUSE THEN I THINK IT WOULD BE EASIER TO FOLLOW AND ENJOY AS THESE THINGS BLOSSOM. FOR EXAMPLE, I THINK WE WERE VERY CLEAR ABOUT THE YAROSLAVSKY RESTROOM AT THE HOLLYWOOD BOWL ACROSS THE STREET. AND I JUST THINK IT'S NICE TO KNOW WHAT WE'RE FIXING UP BECAUSE IT WAS NOT IN THE DOCUMENTATION.

Wow! The below upgrade at the classic Capitol in Port Chester, only cost $2 million!!!
December 31, 2012, 2:48 pm2 Comments

Promoter Who Revamped Capitol Theater Buys It

The concert promoter who revitalized the Capitol Theater in Port Chester, N.Y., this year as a rock music hall has bought that landmark building from its previous owner. The promoter, Peter Shapiro, who is also a partner in the Brooklyn Bowl, said he paid $11.5 million for the 1,800-seat theater, closing a deal on Friday with the previous owner, Marvin Ravikoff.

Mr. Shapiro had been leasing the building, which in recent years Mr. Ravikoff rented out for only corporate events and private parties. But last summer Mr. Shapiro spent more than **$2 million refurbishing the space and installing a modern lighting and sound system** with an eye toward restoring its status as a rock-'n'-roll mecca.

Since September, when the theater reopened with a Bob Dylan concert, Mr. Shapiro has promoted more than 50 rock shows, showcasing acts including My Morning Jacket and Fiona Apple, and a well-received series of reunion shows by the Rascals. "I'm doubling down," Mr. Shapiro said. "I decided to have this theater for the rest of my life."

A version of this article appeared in print on 01/01/2013, on page C2 of the NewYork edition with the headline: Promoter Buys Capitol Theater.

WHITNEY ENGERAN CORDOVA: HI. GOOD MORNING, MR. CHAIRMAN, MEMBERS OF THE BOARD. MY NAME IS WHITNEY ENGERAN CORDOVA, I'M SENIOR DIRECTOR OF PUBLIC HEALTH FOR A.I.D.S. HEALTHCARE FOUNDATION. I'M SPEAKING TO ITEMS 25 AND 26, SOLE-SOURCE CONTRACTS FOR SERVICES. A.H.F. HAS INDICATED, A.I.D.S. HEALTHCARE FOUNDATION HAS INDICATED IN A LETTER TO DR. FIELDING DATED DECEMBER 17, 2012, OBJECTS TO SOLE-SOURCE CONTRACTS WITHOUT BIDS FOR THESE SERVICES. WE HAVE FILED A PROTEST, BELIEVE THAT THEY ARE PROCEDURALLY FLAWED AND BAD POLICY AND ASK THAT THEY BE WITHDRAWN. WE HAVE HEARD FAR TOO MANY TIMES FROM D.H.S.P. THAT DEADLINES ARE APPROACHING OR THAT THERE'S INSUFFICIENT TIME TO DO A PROPER BID. THESE EXCUSES SHOULD NOT OVERRIDE THE PUBLIC'S INTERESTS AND WE HOPE THAT THE BOARD WILL EXERCISE OVERSIGHT IN MAKING D.H.S.P. ACT MORE RESPONSIBLY AND DO THAT WHICH THEY ARE CONSTITUTED TO DO, BID AND PURCHASE SERVICES FOR THE CITIZENS OF LOS ANGELES COUNTY IN ACCORDANCE WITH THE LAW AND PRACTICES ESTABLISHED WITHOUT ABUSING IT OR YOU WITH THESE REQUESTS. THANK YOU FOR YOUR ATTENTION.

SUP. KNABE: THANK YOU, WHITNEY. WOULD THE DEPARTMENT LIKE TO RESPOND, PLEASE? MR. FIELDING OR SOMEONE FROM HIS STAFF HERE TO RESPOND?

CYNTHIA HARDING: GOOD MORNING. THIS IS CYNTHIA HARDING, DEPUTY DIRECTOR FOR THE DEPARTMENT OF PUBLIC HEALTH. AND WE UPHOLD OUR RECOMMENDATIONS TO THE BOARD TO APPROVE THESE SOLE- SOURCE CONTRACTS THAT WERE PULLED TOGETHER AND DEVELOPED. FOLLOWING ALL OF THE BOARD'S POLICIES AND QUALIFICATIONS, WE FEEL THAT THE AGENCIES WE'RE RECOMMENDING HAVE A UNIQUE SET OF QUALIFICATIONS AND EXPERTISE TO PROVIDE THE SERVICES OUTLINED IN THE SCOPES OF WORK AND THEREFORE BELIEVE THAT WE HAVE NOT VIOLATED ANYTHING IN PRESENTING THEM TO YOU FOR RECOMMENDATION TODAY.

SUP. RIDLEY-THOMAS, CHAIRMAN: ALL RIGHT. THANK YOU VERY MUCH. ANY FURTHER COMMENT ON IT? SUPERVISOR YAROSLAVSKY?

SUP. YAROSLAVSKY: WE'RE STILL IN THE MULTIPLE ITEMS, CORRECT?

SUP. RIDLEY-THOMAS, CHAIRMAN: YES. WE ARE IN MULTIPLE ITEMS. ARE WE DONE WITH?

SUP. KNABE: THIS IS REGARDS 25 AND 26.

SUP. YAROSLAVSKY: I WANT TO ADDRESS SOMETHING ON ITEM 12.

SUP. RIDLEY-THOMAS, CHAIRMAN: YES. ON THE MATTER OF SOLE-SOURCE, I THINK IT CAME UP AT THE LAST BOARD MEETING

PERTAINING TO THE DEPARTMENT OF HEALTH SERVICES. I THINK THE REQUEST WAS MADE TO GET FEEDBACK FROM THE SAID DEPARTMENT REGARDING ANY PATTERN OF SOLE SOURCING AND THE PREPONDERANCE OF SUCH. THE SAME MAY BE APPLICABLE IN THE CASE OF THE DEPARTMENT OF PUBLIC HEALTH. SO, MR. FUJIOKA WITH RESPECT TO THOSE TWO OFFICES -- MR. FUJIOKA? WITH RESPECT TO THOSE TWO OFFICES IN TERMS OF SOLE SOURCE, IT MIGHT BE USEFUL FOR A REPORT TO COME BACK TO EACH BOARD OFFICE AS TO THE PREPONDERANCE OR THE PATTERN OF SOLE SOURCING. IT WOULD BE USEFUL FOR THE BOARD TO HAVE KNOWLEDGE OF THE SAME. THAT WAS REQUESTED REGARDING D.H.S. LAST WEEK, DEPARTMENT OF PUBLIC HEALTH THIS WEEK. SO WHEN WE RETURN, IF YOU COULD GIVE AN UPDATE TO THE BOARD, IT WOULD BE USEFUL. THANK YOU VERY MUCH. SUPERVISOR YAROSLAVSKY, YOU WANTED TO RAISE AN ISSUE? MR. CHAIRMAN, I JUST WANTED TO VERY SUCCINCTLY ADDRESS THE COMMENTS THAT WERE MADE ON ITEM NO. 12. IN THE C.E.O.'S BOARD LETTER, THIS IS ON THE JOHN ANSON FORD THEATER, I'LL JUST QUOTE FROM PAGE 2. THE SCOPE OF WORK TO BE IMPLEMENTED BY THE FOUNDATION INCLUDES THE REPAIR AND/OR REPLACEMENT OF PERFORMANCE EQUIPMENT, FIXTURES AND INFRASTRUCTURE, INCLUDING HEATING, VENTILATION AND AIR CONDITIONING UTILITIES AND FIRE PROTECTION SYSTEMS. THAT IS ESSENTIALLY THE PROJECT, THE FIRST PHASE OF THIS PROJECT. THE C.E.O. BOARD LETTER MORE THAN ADEQUATELY ADDRESSED THE SCOPE OF THE WORK. THANK YOU.

From: Kathline J. King [KKing@parks.lacounty.gov]
Sent: Friday, August 08, 2014 10:33 PM
To: Laura Rodriguez
Cc: Joan Rupert
Subject: Fwd: 2. Fwd: Benchmarking the Zev Anson Ford renovation...

Follow Up Flag: Follow up
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Begin forwarded message:

> **From:** <esp3800@aol.com>
> **Date:** August 8, 2014, 4:51:45 PM PDT
> **To:** <kking@parks.lacounty.gov>
> **Subject: 2. Fwd: Benchmarking the Zev Anson Ford renovation...**

-----Original Message-----
From: esp3800 <esp3800@aol.com>
Sent: Sat, Jan 26, 2013 5:09 pm
Subject: Benchmarking the Zev Anson Ford renovation...

I now have the master plan and budget documents for the dream Zev is trying to make reality.

January 26, 2013

As Open as the Genre It Celebrates

By **NATE CHINEN**

SAN FRANCISCO — Hours before the opening-night concert for the SFJazz Center here on Wednesday, Randall Kline stood on the floor of the Robert N. Miner Auditorium and briefly slipped into reverie. Onstage, a few feet away, the pianist McCoy Tyner and the vibraphonist Bobby Hutcherson were testing out acoustics and rekindling a partnership; others scurried about, giving the room an expectant hum.

“I’m sorry, you’ll have to excuse me,” said Mr. Kline, the founder and executive artistic director of SFJazz, as he took it all in, finally snapping some pictures with his phone. “We’ve been working toward this moment for so long, it almost feels surreal.”

In one sense he was referring to the history of SFJazz, a presenting organization that began as a weekend festival called Jazz in the City in 1983 and now ranks among the leaders in its field. But he was also speaking more tangibly about the center, a $64

million, 35,000-square-foot building that suggests a physical manifestation of his organization's ideals.

An approachable three-story structure in glass and concrete, the SFJazz Center is being billed as the nation's first free-standing building created for jazz. And if the careful wording of that claim suggests a hedge against comparisons with Frederick P. Rose Hall — the $128 million home of Jazz at Lincoln Center, ensconced within the Time Warner Center in Manhattan — it hardly diminishes the extraordinary scope and promise of SFJazz's achievement.

"It's an impressive building, and has a certain grandeur," said the saxophonist Joshua Redman on Wednesday. "But it also feels kind of down-to-earth, and like it's part of the neighborhood." (Mr. Redman, a former artistic director of SFJazz, happened to be warming up in the center's Joshua Redman dressing room.)

The jazz circuit in this country has always relied on a network of nightclubs, but there are far fewer now than there once were — and not just in San Francisco, which counts Yoshi's as the exception that proves the rule. For 30 years SFJazz was nomadic, using spaces like the Herbst Theater and Grace Cathedral. Mr. Kline began thinking about a dedicated home more than a decade ago, eager to solidify an identity and establish a consistent standard of production.

In 2004 he shared his vision with the Bay Area architect Mark Cavagnero. After weighing options like a partnership with the San Francisco Symphony, they set their sights on a property occupied by an auto repair shop in the emergent-chic Hayes Valley neighborhood (and just a block away from Davies Symphony Hall). Mr. Cavagnero began drawing up designs.

But the idea of a purpose-built structure wasn't necessarily an easy sell with the SFJazz board: as some members pointed out, the organization had flourished for years without it. One thing that helped Mr. Kline's cause was the focus and passion of his argument about permanence; another was a lead gift of $20 million, which he had secured from an anonymous benefactor.

One core principle for the new building, through many rounds of planning, was that it would be a community center as much as a concert hall. To that end, the glass exterior conveys a literal and conceptual transparency, while the second-floor lobby is bracketed by bars and balconies. (A pair of commissioned murals depicting jazz scenes, by the artists Sandow Birk and Elyse Pignolet, adorn the lobby walls.) The Joe Henderson Lab, a secondary 80-seat performance space that will accommodate workshops and other gatherings, sits at ground level, its goings-on visible to passers-by.

And while a street-level cafe called South at SFJazz won't open for business until next month, it will be run by Charles Phan, the influential chef and owner of the Slanted Door restaurant group. It will be open all day, serving customers who aren't SFJazz patrons, which Mr. Kline said was the point.

As for the feel of the auditorium, Mr. Cavagnero said, "I started looking at these Unitarian churches, because they're places that are about people meeting, and there is no formal power relationship; it's about everyone being equal."

He said he drew particular inspiration from Frank Lloyd Wright's Unity Temple and Louis Kahn's First Unitarian Church, adopting similar proportions for the hall. Its steeply raked seating plan offers good sightlines, and even a sense of intimacy, from just about every vantage. (One row of balcony seats, which peers down from behind the stage, is likely to become a prized perch for music students looking to get inside the action.)

Mr. Kline, whose own set of references included a range of nonsacramental spaces like the Brooklyn Lyceum and the Fat Cat in Greenwich Village, put it this way: "We wanted the focused feeling of a concert hall but the relaxed proximity of a club."

The sound in the cubelike auditorium, which was designed with input from the theater consultant Len Auerbach and the acoustician Sam Berkow, runs toward the drier end of the spectrum: generally better for jazz than the reverberant standard of a classical hall, which can drown a group in cymbal wash. Wooden slats running along the walls disperse sound while adding a low-key visual flair.

It will take a little while for sound technicians to get to know the room; during Wednesday's concert, which featured an honor roll of musicians with established ties to SFJazz, there were some inconsistencies. But the natural drum sound was a winner: Jeff Ballard came across crisply behind Mr. Redman and the tenor saxophonist Joe Lovano on "Blackwell's Message," a tune by Mr. Lovano. And there was a pristine hush in the air during a first-time duet by the pianist Chick Corea and the guitarist Bill Frisell.

Wednesday was the kickoff for an opening-week festival that also featured concerts by Mr. Tyner, Mr. Hutcherson, the SFJazz Collective and the organization's five resident artistic directors this season: Mr. Frisell, the violinist Regina Carter, the pianist Jason Moran, the alto saxophonist Miguel Zenón and the percussionist John Santos.

The programming — not just this week but throughout a 30th-anniversary season that will feature multi-night appearances by the pianist Brad Mehldau, the fado singer Ana

Moura, the tabla player Zakir Hussain and the banjoist Béla Fleck — speaks to an inherent curiosity in the SFJazz psyche, an eagerness to tease out unlikely connections. (One immediately talked-about component of Mr. Moran's residency, in May, will be an improvised collaboration with local skateboarders.)

And to the extent that the SFJazz Center has enabled that breadth of style and approach, it disarms the very comparisons it invites. Jazz at Lincoln Center, taking its cue from Wynton Marsalis, its artistic director, has always used its programming to express a firm conviction about what jazz is (and by strong implication, what it isn't — or what isn't it). Mr. Kline and his team aren't naturally inclined toward that definitive sort of mission, and it's fortunate that they don't have to be.

A permanent home is a sign of hard-fought maturity; it demands that an organization be understood on its own terms. That will increasingly be the case for SFJazz — and yet the bicoastal symmetry has its uses, at least for now.

"Jazz at Lincoln Center has been incredibly successful," said Mr. Redman, "and if SFJazz can be successful, maybe one of the legacies will be that in the foreseeable future, they won't be the only two. There'll be other venues, other buildings for jazz that can enter the discussion. I think that would be fantastic."

From: Kathline J. King [KKing@parks.lacounty.gov]
Sent: Friday, August 08, 2014 10:39 PM
To: Laura Rodriguez
Cc: Joan Rupert
Subject: Fwd: 3. Fwd: CRD3 -- The Zev Anson Ford... soundproofing the 101 -- Tx $80, $60, $40 ?

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Begin forwarded message:

> **From:** <esp3800@aol.com>
> **Date:** August 8, 2014, 4:52:03 PM PDT
> **To:** <kking@parks.lacounty.gov>
> **Subject: 3. Fwd: CRD3 -- The Zev Anson Ford... soundproofing the 101 -- Tx $80, $60, $40 ?**

-----Original Message-----
From: esp3800 <esp3800@aol.com>
Sent: Mon, Jan 27, 2014 5:13 pm
Subject: Fwd: CRD3 -- The Zev Anson Ford... soundproofing the 101 -- Tx $80, $60, $40 ?

Do you happen to have the drawings I gave you last year? The Zev Anson Ford is back in a robust way tomorrow at item 12 tomorrow -- $76,464,000 in Cap Improve money is a lot!!!

It's way too much… and sneaky. Or maybe it's not sneaky. Is someone covering this?

Each of the last years, Zev has been squirreling away this and that…. see below. But the County Arts money… should not be poured into a place across from Hollywood bowl…
that will never quite be all that.... It's nice as is as a piece of faded glory. What is actually going on is a fancy parking lot and office structure… for the Arts Dept.

The Zev Signature series is expensive… really expensive. Tx $80, $60, $40 ?
http://fordtheatres.org/en/events/seasonataglance

http://file.lacounty.gov/bos/supdocs/82598.pdf

"We shouldn't be struggling this much. God love the Museum of Contemporary Art, which can raise $100 million in 10 months to endow itself," he said. "They were so successful they moved the goal posts to $150 million, and we're just trying to keep our heads above water."

http://www.latimes.com/local/la-me-0126-lopez-homeboy-20140126,0,3300815.column#ixzz2reOGeCi7

Young Musicians Foundation: *Gamer Jams: Music Behind the Screen*
FRI Sept. 27, at 8:30PM

Pairing classical music with pop culture, **Young Musicians Foundation** offers a one-of-a-kind show as they highlight a rich but often overlooked component of the video game industry. Led by conductor **Roger Kalia**, the 65-member youth orchestra will perform the soundscapes of popular video games in *Gamer Jams: Music Behind the Screen*. Audiences will be immersed in the digital world of the ultimate pop medium through a display of live music, synchronized lighting and video projection.

Tickets: $80, $60, $40
Subscribers & Friends of the Ford: $64, $48, $32

-----Original Message-----
From: esp3800 <esp3800@aol.com>
Sent: Mon, Feb 18, 2013 8:53 pm
Subject: CRD3 -- The Zev Anson Ford... soundproofing the 101

The following bits caught my attention:

May 29, 2012 - Wendell (Adam) Davis salary supplement ($ amount unknown):
http://file.lacounty.gov/bos/supdocs/68684.pdf

July 3 2012 - $7.5 million
http://file.lacounty.gov/bos/supdocs/69569.pdf

Sept. 25, 2012 - $7,500
Supervisor Yaroslavsky
Ford Theatre Foundation in the amount of $7,500 (12-4279)

Dec 18, 2012 - $9.745 million
http://file.lacounty.gov/bc/q4_2012/cms1_187901.pdf

So I filed a PRA for Master Plan - which you now have...

Things I would like to know...

How many people attended the public input meetings (2 were held)? Was a record made of the attendees and their backgrounds? One would assume these were the most self-interested members of the public. Since public dollars will fund the County's "reinvestment" in the master plan including considerable expansion of existing facilities, one would like to see a showing of real public engagement in the process rather than just the affluent patrons and staff closest to the Ford, both of whom stand to gain the most from this massive public expenditure. How were these public meetings noticed and advertised? Where were they held? Was public transit accessible for attendees?

Have any demand studies been done of whether there is really a need for this facility expansion within the County's theatre arts community (both public and private)? Considering its out-of-the-way location and poor parking capacity, wouldn't the County get a bigger bang for its buck by investing in a facility that is more connected to existing public access and does not require a huge investment in parking structures? Is there an endowment and capital campaign planned along with this in order to demonstrate a wide and deep desire for the

public to co-invest in this master plan so this does not turn out to be a white elephant that leaves the public having to pay the long-term legacy costs for an under-utilized facility? In addition to the expensive access challenges, does it make sense to invest in more use of a facility that has such big noise issues? Rather than spend gobs of money mitigating the 101 noise issues, why not invest in another County facility that doesn't present these problems in the first place? How many days does Disney Hall sit idle and likewise for other similar arts venues in LA County?

Page 12 of the master plan is hilarious - cites a need for venues "woven into the fabric of city life." The Ford will NEVER be that without a huge outlay completely out of scale for its importance to our civic life and vitality. The Ford failed as a private facility and has limped along as a viable facility only through ongoing public subsidy. Nothing suggests a private operator would ever consider making this kind of investment absent some kind of market analysis. So why should the County?

Basically this a chance for the very affluent communities around the Ford to have their own "private" community center that will suck vitality and customers from other nearby civic areas while further worsening community isolation and class segregation. Why should someone from a fancy Hollywood Hills subdivision venture to downtown LA or even Hollywood or Studio City if they can isolate themselves in their own little "arts village" nestled in the hills just a few minutes drive from their expensive homes?

Pork/Patronage opportunities for Zev and Co.:

1) Restaurant concession
2) Likely in conjunction with (1) above, a catering/private event space concession subsidised at great public expense with huge parking facility, security and landscaping - bar mitzvahs and corporate retreats will be charged top-dollar, yet the public will be unlikely to get the premium though they will be left with the economic consequences of this activity being sucked from elsewhere
3) Museum/gallery space will likely be a valuable addition to some well-to-do donor of Zev's who needs to give their pet not-for-profit something to do

This will be a big stimulus program for all the affluent kids who can't find real jobs but are happy to be buoyed by the County's generous arts programming while public safety gets cut in Montabello.

In true Zev fashion, this presents itself as an innocuous, politically correct arts boost, but it is really a massive disguised re-distribution of precious arts funding to help an already over-served area and does nothing to help the overall arts profile in the rest of the County.
Thank you.

Eric Preven
The County Resident from District 3
818-762-7719
818-645-2616 mobile
Resaurant agreement w/ Diamond & Elias Inc. (not sure if it is still in place)
http://file.lacounty.gov/bos/supdocs/55182.pdf

Bottega Consulting (engaged by CEO's office to supervise:
http://file.lacounty.gov/bc/q3_2012/cms1_182075.pdf

From: Kathline J. King [KKing@parks.lacounty.gov]
Sent: Friday, August 08, 2014 10:39 PM
To: Laura Rodriguez
Cc: Joan Rupert
Subject: Fwd: 4. Fwd: CRD3 -- Jan 22, 2013 -- PROP A -- motion -- What should be done with Prop A funds that remain unspent? -- Zev Anson Ford?

Follow Up Flag: Follow up
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Begin forwarded message:

From: <esp3800@aol.com>
Date: August 8, 2014, 4:52:15 PM PDT
To: <kking@parks.lacounty.gov>
Subject: 4. Fwd: CRD3 -- Jan 22, 2013 -- PROP A -- motion -- What should be done with Prop A funds that remain unspent? -- Zev Anson Ford?

Updated: August 5, 2014 -- following August 5th board meeting:
http://www.latimes.com/local/countygovernment/la-me-park-property-tax-20140806-1-story.html

"...under the keen stewardship of the program, the Regional Park & Open Space District that was created to administer Proposition A has generated $256 million worth of "Excess Funds" that have also been made available for park and open space purposes."

What should be done with funds that remain unspent?

However, in the waning years of the assessment it becomes a drafting error in which the "last" 20% never gets spent. How can this problem be solved?

How does the Department of Parks & Recreation propose to administer the wind-down of Proposition A once Proposition A funding is no longer available?

by Alisa Bellinkoff Katz, Yaroslavsky's Chief Deputy...

MOTION http://file.lacounty.gov/bos/supdocs/73922.pdf

AGN. NO. ___)
M OTION BY SUPERVISOR ZEV YAROSLAVSKY January 22, 2013
By any standard, Proposition A – the Los Angeles County Safe Neighborhood Parks Propositions of 1992 and 1996 – has been a tremendous success. Hundreds of park, recreation, beach, open space, museum, senior citizen centers, and at-risk youth facilities have been bought, built, renovated and expanded in every area of the county, providing benefits to every resident and every property owner. Almost every project proposed in the measures has been completed, and we are on track to complete the rest, at the projected cost of $859 million, within the next few years. Additionally, through its keen stewardship of the program, the Regional Park & Open Space District that was created to administer Proposition A has generated $256 million worth of "Excess Funds" that have also been made available for park and open space purposes. Each of these measures imposed an assessment for a period of 22 years. The

assessment for Proposition A of 1992 will expire after fiscal year 2014-15, and the assessment for Proposition A of 1996 will expire after fiscal year 2018-19. The Regional Park & Open Space District (RPOSD), of which this Board is the Board of Directors, should consider whether and how a new park funding measure might be

implemented to take the place of Proposition A. In addition, the RPOSD should examine issues that will arise in the next few years in connection with the impending phase-out, and take action where necessary to ensure a smooth transition to whatever may come next.

These issues include the following:

A. Each of these assessments lasts for 22 years, but each also allows for a slight change in administration after 20 years. On that date, which occurs on July 1, 2013 for the 1992 assessment, the requirement to spend 80% of the assessment for capital outlay is removed. If the Board agrees, this could allow the RPOSD to recoup its full administrative costs, which have in recent years exceeded the 5% of assessment otherwise available to it.

B. The expiration of the 80% capital outlay requirement will also allow agencies to expend a portion of Excess Funds for Maintenance & Servicing, if the Board agrees.

C. The measure allows only 80% of "available" excess to be spent every year on "Excess Funds" projects. This provision was placed in the measure to ensure that funds were handled in a fiscally conservative fashion. However, in the waning years of the assessment it becomes a drafting error in which the "last" 20% never gets spent. How can this problem be solved?

D. Of the $540 million allocated for projects under the 1992 Proposition, $535 million has been committed and $518 million has been paid out. Of the $319 million allocated for projects under the 1996 Proposition, $304 million has been committed and $282.5 million has been paid out. Of the $256.6 million

made available in "Excess Funds," almost $150 million has been allocated but only $79 million has been paid out. There is also an unspent balance of approximately $47 million in the Maintenance & Servicing fund. Should a firm deadline be established for the actual expenditure of these funds? What should be done with funds that remain unspent?

E. Some funds have been allocated to agencies and so technically have been "spent" by the RPOSD; however, the monies have not actually been used to buy or build park or open space projects. Should a firm deadline be established for the actual expenditure of these funds on projects?

F. It appears likely that all funds will not have been expended before the collection of assessments comes to an end. How does the Department of Parks & Recreation propose to administer the wind-down of Proposition A once Proposition A funding is no longer available?

These and other questions should be resolved as quickly as possible so that we can ensure an orderly and successful phase-out of Propositions A of 1992 and 1996.

I, THEREFORE, MOVE that the Board direct the Regional Park & Open Space District, in consultation the CEO, County Counsel, financial advisors and consultants as necessary, to prepare the following:

1. A report summarizing the projects completed with Proposition A funding to date;
2. An assessment of the need for capital outlay to buy and build park and open space projects during the next 10 and 20 years in Los Angeles County;
3. A legal analysis of potential mechanisms to raise the funds identified in Item 2., above;
4. A report in response to the phase-out issues identified as A. to F. in the preamble to this motion.

ABK/MCC S:\Prop A Phase-Out.1

From: Kathline J. King [KKing@parks.lacounty.gov]
Sent: Friday, August 08, 2014 10:46 PM
To: Laura Rodriguez
Cc: Joan Rupert
Subject: Fwd: 5. Fwd: CRD3 -- The County's FY 11-12 Civic Art Program Report is out!!!

Follow Up Flag: Follow up
Flag Status: Flagged

Sent from my iPhone

Begin forwarded message:

> **From:** <esp3800@aol.com>
> **Date:** August 8, 2014, 4:52:25 PM PDT
> **To:** <kking@parks.lacounty.gov>
> **Subject: 5. Fwd: CRD3 -- The County's FY 11-12 Civic Art Program Report is out!!!**

-----Original Message-----
From: esp3800 <esp3800@aol.com>
Sent: Thu, Feb 21, 2013 7:26 pm
Subject: CRD3 -- The County's FY 11-12 Civic Art Program Report is out!!!

http://file.lacounty.gov/bc/q1_2013/cms1_190762.pdf

Don't miss the bureaucratic work of art on page one of the report... the CC list... call it a japanese neoclassical arrangement on the title Executive Officer...*Chief Executive Officer*, *Deputy Chief Executive Officer*, *Acting Senior Assistant Executive Officer*, *Senior Manager, Chief Executive Office.*

I'll riff for a moment... how about: *Acting Senior Assistant Chief Deputy Executive Officer ... in training.* lol

But nary a word about old John Anson Ford. Which I found surprising. You'd think plenty of local artists would be cooking up installations. For some reason not too much noise re: the Zev Anson Ford... (other than the 101) Sorry.

Anyway, the Civic Art report is interesting. They spend a lot of real money on art and presumably artists -- and a few (not enough) school programs. [my point about blowing through 70 million on a restaurant venue].

I do worry wince when I see a $304,000 mural for the Bob Hope Patriotic hall. Not because I don't love murals, I do, in fact. The Bob Hope Patriotic Hall restoration commenced in 2006, cost $48 million dollars...and still isn't done-- doh! I'll spare you a conniption here-

Seeing the San Angelo Multi-purpose Center among the listed projects tugged on my heart strings for the artist, Mara Lonner.
I remember July 17, 2012 when Gloria Molina for no stated reason flushed a $292,000 net-zero energy design down the proverbial toilet, along with Mara's work, I think. Maybe it will survive. I'm sure she got to keep her small check, but as you know, a successful commission can be more valuable for a local artist. It was very weird, because the architect, Michael

Lehrer, who is highly respected, told me that the project was already out to bid... That's a huge red flag -- all the community engagement stuff had already happened. Lehrer is an award winning architecture firm and the chap was geniunely flummoxed. Molina swung the axe, but nobody quite knows why. Like a movie star who won't wear the custom made dress. If I were the producer, I'd say "put it on, It's net-zero energy and it cost 300 grand!"
http://file.lacounty.gov/bos/supdocs/69869.pdf

San Angelo Multi-Purpose Center
Artist Mara Lonner worked closely with the project architect to design a 37-foot long lasercut steel artwork that reaches across the entire the south wall of the building. Three larger-than-life bronze flowers will blossom from the two dimensional panels. The back of the artwork will be coated with a florescent paint to create a halo glow, adding to the dynamic cast shadows of the patterned pieces.
245 San Angelo Dr.
La Puente, CA 91746
First
$38,000
Project Name
Description
Address
District
Civic Art Budget
Department Parks and Recreation
CP Number CDC

From: Kathline J. King [KKing@parks.lacounty.gov]
Sent: Saturday, August 09, 2014 8:54 AM
To: Laura Rodriguez
Cc: Joan Rupert
Subject: Fwd: 6. Fwd: CRD3 -- Take three town meetings a day and call me in the morning!!!
Attachments: pb-120831-shock-camp-nj-07.photoblog600.jpg; ATT00001.htm; CRD3_--_Exhibit_A,_as_to_why_Wendy_Watanabe_should_not_be_the_auditor_oversensei_Paul_Tanaka's_masterpiece_--_Get_Smarter_10_4_12_--_LA_CountyMaritime_Operations.pdf; ATT00002.htm

Follow Up Flag: Follow up
Flag Status: Flagged

Sent from my iPhone

Begin forwarded message:

From: <esp3800@aol.com>
Date: August 8, 2014, 4:52:39 PM PDT
To: <kking@parks.lacounty.gov>
Subject: 6. Fwd: CRD3 -- Take three town meetings a day and call me in the morning!!!

-----Original Message-----
From: esp3800 <esp3800@aol.com>
To: ESP3800 <ESP3800@aol.com>
Cc: newstips <newstips@latimes.com>; molina <molina@bos.lacounty.gov>; dknabe <dknabe@bos.lacounty.gov>; zev <zev@bos.lacounty.gov>; fifthdistrict <fifthdistrict@lacbos.org>; markridley-thomas <markridley-thomas@bos.lacounty.gov>; bfujioka <bfujioka@ceo.lacounty.gov>; constituent <constituent@auditor.lacounty.gov>; executiveoffice <executiveoffice@bos.lacounty.gov>
Sent: Mon, Mar 18, 2013 9:05 pm
Subject: CRD3 -- Take three town meetings a day and call me in the morning!!!

The cat is out of the bag, big meeting on the jails Tuesday March 19, 2013, including S-1, a preview of the nearly 1 Billion dollar plan to build a new Men's Central Jail at 11am. S-5 is at 1pm, where the Sheriff and his posse report back on his self-improvement efforts, from this year's Sheriff of the year. According to the Sheriff, there have been 1572 town meetings in the jails since October 2011. Which you may not know is nearly three a day. The Board of Supervisors has one Board meeting in the time the Sheriff has 21 Town Meetings.

From: esp3800 <esp3800@aol.com>

To: esp3800 <esp3800@aol.com>

Subject: CRD3 -- Exhibit A, as to why Wendy Watanabe should not be the auditor over sensei Paul Tanaka's masterpiece -- Get Smarter 10/4/12 -- LA County Maritime Operations

Date: Mon, Mar 18, 2013 3:38 pm

Attachments: GET_SMART_-_Recap.pdf (6073K), Sheriff's_Maritime_Audit__10_4_12.pdf (1602K), BACA_--_CCJV-Transcript-7-27-12-FINAL-FOR-POSTING.pdf (598K)

FYI -- We're all listening.
-----Original Message-----
From: esp3800 <esp3800@aol.com>
To: newstips <newstips@latimes.com>; esp3800 <esp3800@aol.com>; fifthdistrict <fifthdistrict@lacbos.org>; dknabe <dknabe@bos.lacounty.gov>; markridley-thomas <markridley-thomas@bos.lacounty.gov>; zev <zev@bos.lacounty.gov>; molina <molina@bos.lacounty.gov>; bfujioka <bfujioka@ceo.lacounty.gov>; constituent <constituent@auditor.lacounty.gov>; executiveoffice <executiveoffice@bos.lacounty.gov>
Sent: Sun, Oct 7, 2012 11:35 am
Subject: CRD3 -- Get Smarter 10/4/12 -- LA County Maritime Operations

Wendy Watanabe the fearless Auditor Controller of Los Angeles County has finally slipped her report on the Sheriff's Maritime division into the mix. It's only four months late but given what we already know - it is not at all encouraging.

Turns out there are four separate Sheriff units that comprise the Sheriff's Maritime operations - three are managed, if you can call it that, by the Sheriff's Field Operations Region II division. The Special Enforcement Bureau which constitutes about a third of the fleet is run by the Homeland Security division.

THE UNITS
-Marina del Rey (MDR) w/ emphasis on county coastline near Marina and Santa Monica Bay.
-Parks Bureau patrols Castaic and Pyramid Lakes.
-Avalon Station patrols Catalina and San Clemente Islands.
-Special Enforcement Bureau (SEB) conducts specialized missions in county waterways.

ADMINISTRATIVE OVERSIGHT
It is not a surprise that according to Wendy Watanabe - who should be pictured, wearing a life-vest to highlight the absurdity of her signing off on the Get Smart Sonar vessel in June - to slip under a September 30, 2012 funding deadline, has determined, five months after setting out on this voyage, that Sheriff Baca needs to improve the tracking of maritime operations and cost.

At this time shockingly, a basic level of accountability is simply not happening... at all!!!

-None of the units track vessel usage.
-Maritime units do not always track objectives and resources for operations and activities.
-No standard or benchmarks have been established to evaluate maritime operations.

THE FLEET
The Sheriff has 30 vessels, but since he does not track vessel usage or maritime activities, Watanabe was unable to determine if this was enough. Any suggestion that this division needs beefing up is insane, to use the official term. (See Get Smart Recap)

-MDR has six vessels, but only three are available on any given day and the unit uses only two.
[This is not a riddle.]

-SEB has no information about its activities.
[Red Flag]

-AVALON station management complained that inboard gasoline engines, have a greater risk of explosion, so new boats.... See OMG -- (See Get Smart Recap)

STAFFING

MDR Station claim they do not have enough deputy boat operators to cover the maritime shifts they currently work. Often one deputy, sometimes with limited experience, as opposed to a minimum of two, operate vessels alone, creating safety risks.

Watanabe notes that without activity and staffing information it's difficult to assess what's really needed.

VESSEL ACQUISITION AND OPERATING COST

Watanabe's analysis reveals that 18 of the 30 vessels were acquired through grants or donations. Obviously there is big difference between state funding and a donor gift. Watanabe's report has no specificity. 3 vessels were purchased with county funds.

For the remaining 9 vessels the Sheriff could not produce acquisition method or cost and did not record these 9 vessels in the county's eCAPS accounting system, as required by county fiscal policy.
[Tanaka-ccounting]

For this reason the auditor, who may or may not get seasick, was unable to assess the value of these 9 vessels. The 21 registered vessels were estimated to have cost 7.1 million.

Since the Sheriff does not separately track operating costs, they are seamlessly blended into unit or patrol stations total operating costs.

Watanabe's recommendations:

Sheriff's management:

1. Improve the tracking and evaluation of maritime operations' objectives, resource usage, and activities.
2. Evaluate their current vessels to ensure they are appropriate for their unassigned usage.
3. Evaluate maritime unit staffing, and consider training additional deputies to operate vessels.
4. Evaluate the feasibility of obtaining customs officer cross-designation for boat operators in other appropriate Sheriff's units.
5. Record all vessels in eCAPS, including the acquisition method and total cost/value of acquiring and outfitting vessels for use.
6. Consider tracking maritime costs separately.
7. Evaluate the feasibility of consolidating all maritime operations into an existing single unit.

CRD3 recommendations:

Get rid of both Tanaka and Baca

Though it is tempting to wait for the Aero Bureau division audit, inform the public immediately as to yet another piece of the puzzle that points to the management change desperately needed in the Sheriff's department. If the feeling is, 'Steady As She Blows', after consuming the attached and below - including a dazzling exchange on the status of the Electronic Monitoring program, at end of GET SMART recap doc...

I would be very surprised.

Sheriff Lee Baca -- 7-27-12 CCJV Transcript -- Page 200 (11 of PDF in attached packet) -

"And what I'm saying is what's problematic here is that everyone's to blame and I'll take the blame for everyone because of my position as the Sheriff." [Line 14-17]

"I know the policy. And I know how to write policy. And so I've written several policies here that are critical to your commission. I appointed Paul Tanaka as the undersheriff because he's uniquely qualified for this position. You go through two recessions and you're losing hundreds of millions of dollars for the public service mission, you do need a C.P.A. I've had non C.P.A financial officers, they do a terrific job. But when it comes to the hard times, they don't do a terrific job. And when we ran the budget over 25 million and I told the Board of Supervisors I was going to pay back the 25 million in the next fiscal year. I'm the only department that ever ran over their budget and paid it back. **So there's a lot of things that Mr. Tanaka is able to do that he probably doesn't get enough credit for.** When it comes down to the so-called values and standards of the departments, which I have cherished and I helped write, I don't believe in talking about things in a way that confuses the deputies or confuses anybody."

Report of the Citizens' Commission on Jail Violence - Page 51

"By contrast, LASD **provisions on the use of force are neither comprehensive nor easy to understand.** There is no single, comprehensive, and organized policy, and the various provisions do not reflect unified higher-level principles governing all policies related to the use of force. Use of force provisions are scattered in seemingly random chapters and subsections in the Manual, as well as in unit directives, facility memoranda and other written orders. **A deputy or supervisor would need to spend hours even to locate -- let alone read and understand -- the various provisions relating to the use of force scattered throughout thousands of pages in the Manual.** For example, the force reporting provisions follow a provision concerning the rent control laws and are located hundreds of pages after policies describing when force is appropriate."

COPYPASTE:

Zev's Blog: A boatload of homeland security

January 10, 2012

Sheriff's officials are hoping to soon have a second terrorist-fighting boat patroling the waters off L.A. County.

Its crews have secured evidence from offshore pot busts. Its advanced sonar helped locate wreckage from a mid-air plane crash off the coast three years ago.

But mostly the Ocean Rescue II spends its days scanning for a threat that its crew hopes will never appear on any law enforcement blotter: the possibility that weapons of mass destruction might be smuggled into the massive **Port of Los Angeles.**

"This boat essentially provides homeland security for the entire L.A.County coast," says **Los Angeles County Sheriff**'s Lt. Jack Ewell, who has worked on the 55-foot-long, super-high-tech vessel since its deployment in the port three years ago.

Paid for with a **$2.25 million federal grant** from the Department of Homeland Security and operated by a rotating 3-man crew from the sheriff's special enforcement bureau, the Ocean Rescue II can scan ship hulls for traces of biological,

radiological, chemical and nuclear weapons and can transmit the data to onshore labs in real time. Its sonar sees threats in the murkiest waters; its remote underwater vehicle can pluck bombs from ship bottoms and retrieve evidence 3,000 feet underwater.

"It's pretty unique," says David Gutierrez, vice-president of manufacturing at Willard Marine in Anaheim, which custom-built the vessel for the Sheriff's Department. "It looks like just a standard boat with a lot of bells and whistles, but it's a very important piece of equipment at the port."

But the combination of all that technology and salt air is an ongoing issue: "You have to keep it painted, maintain the engines—to keep a boat like that working 7 days a week requires a lot of maintenance," Ewell says.

"It's like a patrol car," agrees Gutierrez. "It has to always be ready to go."

This, Ewell says, is why the sheriff **hopes to bring in a backup** with the help of a $3 million federal grant won by the department last year.

"A second boat will give us the capability to rotate vessels, or to have two boats in the water at the same time," Ewell says.

It also will add to the sheriff's already impressive counter-terrorism arsenal, which includes a radiation-detecting helicopter and a biological- and chemical-weapon-sniffing Labrador named Johnny Ringo.

At least eight of the 34 boats in the sheriff's department fleet are assigned to the Special Enforcement Bureau, which includes the Homeland Security Division where Ewell works. Another dozen—including an offshore vessel with nuclear detection capabilities—patrol out of Marina del Rey or Catalina Island.

Backing them up, of course, are maritime forces from the U.S. Coast Guard as well as port-stationed boats manned by the Long Beach police, the Port of Los Angeles police and other law enforcement agencies.

The stakes are high, Ewell explains.

"It's been estimated that an incident that shut down the port here would cost theU.S.economy $2 billion a day," he says. "Forty percent of the nation's imports come through here, and our coastal region is heavily populated. It would devastate the region if anything were to affect the port."

So far, Ewell says, the boat's daily scanning hasn't uncovered any dirty bombs. ("Believe me, you'd know it if they did.")

But it has been put to other uses. In April 2010, for instance, the sheriff's department used it to help secure **a large cache of marijuana** from an isolated cove on Catalina Island where a smuggler's boat had been stranded.

And in 2009, when two private planes **collided in mid-air** off the coast of Long Beach, Ewell says, "the boat was used for two weeks straight to recover parts of the planes, and to **find the victims**and return the remains to their families."

The second boat, if authorized next week by the Board of Supervisors, would similarly do double duty, Ewell says. Like Ocean Rescue II, it is expected to be equipped with advanced life support equipment, and to be set up for large-scale diver operations.

"We'll use it on medical emergencies, criminal investigations, plane crashes," he says. "The way budgets are these days, you have to get a lot of bang from the buck."

Posted 1/10/12 - a day that will also live in infamy!!!! Best, Target Preven, CRD3

From: Kathline J. King [KKing@parks.lacounty.gov]
Sent: Saturday, August 09, 2014 8:54 AM
To: Laura Rodriguez
Cc: Joan Rupert
Subject: Fwd: 7. Fwd: CRD3 -- Public Request to post the John Anson Ford Master Plan on the Supplemental Agenda
Attachments: image001.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

Sent from my iPhone

Begin forwarded message:

> **From:** <esp3800@aol.com>
> **Date:** August 8, 2014, 4:52:47 PM PDT
> **To:** <kking@parks.lacounty.gov>
> **Subject: 7. Fwd: CRD3 -- Public Request to post the John Anson Ford Master Plan on the Supplemental Agenda**

-----Original Message-----
From: esp3800 <esp3800@aol.com>
To: ADavis <ADavis@arts.lacounty.gov>
Cc: lzucker <lzucker@lacountyarts.org>; abkatz <abkatz@bos.lacounty.gov>; newstips <newstips@latimes.com>; zev <zev@bos.lacounty.gov>; markridley-thomas <markridley-thomas@bos.lacounty.gov>; fifthdistrict <fifthdistrict@lacbos.org>; dknabe <dknabe@lacbos.org>; molina <molina@bos.lacounty.gov>; pkim <pkim@counsel.lacounty.gov>
Sent: Thu, Jan 30, 2014 6:00 pm
Subject: CRD3 -- Public Request to post the John Anson Ford Master Plan on the Supplemental Agenda

Hi, Adam:
Thanks for reaching out.

We have not met, but I am familiar with your work. As you know by now, I adore the open air vibe at the John Anson Ford and I'm a bit an open government aficionado, too.

The public is going to put more than $10 million dollars in precious cap improvement money into a project next Tuesday, but do not have the full picture that you and Ms. Zucker and others presumably have, like what is the total budget? Are you aware of how much money has been approved for work at the John Anson Ford in the last few years?

-How much of that work that was previously earmarked has actually been completed?
-What is the master plan?
-How does this $10,000,000 relate to the master plan?
-What is the total cost of the project and timeline?
-How much is for the new offices & parking?

-How much is for the restaurant/gallery?

I remember when Michael Govan came down recently with Ms. Pisano, he was chastised by a cranky Supervisor who shall remain nameless, after giving a detailed presentation that I thought was quite strong, because he did not bring visual aids on the LACMA plans.

On the John Anson Ford project the pubic has seen nothing, as far as I know. The master plan and related studies have never been posted or made public. Is that right?

I only know that those materials exist because I attended a board meeting and asked about it. The third district public affairs maven directed me to do a public records act request, which, reluctantly, and at my expense, I did. But, as Supervisor Yaroslavsky, once told me, "you are only one resident from District 3."

He's right.

As a preservationist, I have my own opinion, but what about everybody else?

It seemed to me that there were only two lightly attended workshops some years ago, and I remember wondering if those who attended the workshops were individuals close to the project? Were they? Did the department of regional planning do a mailer? I am pleased that you intend to have more meetings because in no way was the outreach on this robust and the public has a big appetite for outreach details… it's zeitgeisty.

It is essential, therefore, that the master plan and the studies and the renovation program be posted for several weeks so that people can understand and then fully embrace what is happening… or perhaps raise issues or concerns.

Adam, I assume that you and Laura take seriously the obligation and responsibility to make plans for exciting public works PUBLIC before approval.

I'll copy Alisa B. Katz, Zev's Chief of staff, and ask her if this is the last chance that the public has to understand the project before the money is committed, but regardless of her response, because Ms. Katz is understandably busy, please post a reasonable roadmap tomorrow on the supplemental agenda -- sometimes referred to [in anger] as the Green sheet!!

Laura attended this Tuesday's meeting, so she knows what I mean.

I want you to know that everybody adores the arts community downtown, in fact, Supervisor Knabe was specifically identified as an Arts Champion! [Disclosure: it was from a nice chap who he was honoring with scroll, but it's actually true -- all the supervisors are -- Knabe's been funding Opera for educators for years!]

Anyway, the takeaway from the standing room only meeting was that capital improvement money needs to be distributed where it is most needed, and the supervisors need to be prepared to go to the mat to explain the priorities to their many and varied constituents. Next Tuesday...

Kindly confirm receipt.

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

-----Original Message-----
From: Davis, Adam <ADavis@arts.lacounty.gov>
To: esp3800 <esp3800@aol.com>
Sent: Thu, Jan 30, 2014 3:59 pm
Subject: RE: CRD3 -- Follow-up on John Anson Ford

Dear Mr. Preven,

Thank you for your interest in the Ford Theatres project. We are working to send up a public scoping meeting in the coming weeks. I will make sure you are invited to this meeting. If you have any questions please feel free to contact me.

Best,

Adam Davis
Managing Director of Productions
Los Angeles County Arts Commission
John Anson Ford Theatres
323-856-5793

From: Zucker, Laura
Sent: Tuesday, January 28, 2014 4:36 PM
To: Davis, Adam
Subject: Fw: CRD3 -- Follow-up on John Anson Ford

Pls handle.

From: esp3800@aol.com [mailto:esp3800@aol.com]
Sent: Tuesday, January 28, 2014 04:05 PM
To: Zucker, Laura
Subject: CRD3 -- Follow-up on John Anson Ford

Hi:
It was very nice running into you today at the board meeting. Re: posting a quick 'Where we are' 'where we are going' and 'when' document alongside the proposed master plan for the Ford ...

...I would be happy to speak on the phone in next day or so, if convenient, or, if you've already posted, please direct me to the link. Thanks.

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

From: Kathline J. King [KKing@parks.lacounty.gov]
Sent: Saturday, August 09, 2014 4:13 PM
To: Laura Rodriguez
Cc: Joan Rupert
Subject: Fwd: 8. Fwd: CRD3 -- FOUR MONTHS LATER -- 5of6 -- Community Development Commission to accept up to $10,000,000 in First 5 LA funds --
Attachments: CRD3_--_Community_Development_Commission_--_LACK_OF_INTERNAL_CONTROL.pdf; ATT00001.htm

Follow Up Flag: Follow up
Flag Status: Flagged

Sent from my iPhone

Begin forwarded message:

> **From:** <esp3800@aol.com>
> **Date:** August 8, 2014, 4:52:59 PM PDT
> **To:** <kking@parks.lacounty.gov>
> **Subject: 8. Fwd: CRD3 -- FOUR MONTHS LATER -- 5of6 -- Community Development Commission to accept up to $10,000,000 in First 5 LA funds --**
>
> -----Original Message-----
> From: esp3800 <esp3800@aol.com>
> To: esp3800 <esp3800@aol.com>
> Sent: Mon, Feb 3, 2014 9:49 am
> Subject: CRD3 -- FOUR MONTHS LATER -- 5of6 -- Community Development Commission to accept up to $10,000,000 in First 5 LA funds --
>
> Mark Ridley-Thomas wants the Community Development Commission to oversee the Vermont corridor renovation and for Zev to butt out of Second District business…
> http://www.youtube.com/watch?v=VYS6sFWwZ-A [Running time: 2:26]
>
> CRD3 wants the John Anson Ford Master Plan made public before another $10 million in 2014!!!
>
> http://www.youtube.com/watch?v=hzhIX5YGxVQ [Running time: 1:18]
>
> http://fordtheatres.org/UserFiles/File/2010%20Summer/LATimesCultureMonster_MasterPlan.pdf
> "Thank you, Sir. Item 12 today was delayed. And apparently we do need a Vin Scully down here, as Supervisor Yaroslavsky intimated last week, or a couple weeks ago. Item 12 was some capital improvement projects. And the reason why it was contentious is because of the different district offices were getting theirs and one getting the other, one getting this and that. Supervisor Yaroslavsky got a $10 million John Anson Ford delivery. But unfortunately that money was one in a series of deliveries of money. And

Laura Zucker, who is the head of the LA County arts, has agreed to post the plan, the master plan for the John Anson Ford redo that's coming up down the road. And then we'll all get a chance to look at it before next week. I appreciate that and look forward to scrutinizing it the way we would in any community, like Mark Ridley-Thomas's or Mayor Antonovich's or Gloria Molina's or or yours, Sir. Like with county golf. Thank you."
Eric Preven
"Ha!"
Don Knabe

IMPLEMENTING THE PRELIMINARY RECOMMENDATIONS OF THE BLUE RIBBON COMMISION ON CHILD PROTECTION http://file.lacounty.gov/bos/supdocs/82771.pdf

-----Original Message-----
From: esp3800 <esp3800@aol.com>
To: esp3800 <esp3800@aol.com>
Sent: Thu, Oct 3, 2013 12:41 am
Subject: CRD3 -- 5of6 -- Community Development Commission to accept up to $10,000,000 in First 5 LA funds --

Authorize the Community Development Commission to accept up to $10,000,000 in First 5 LA funds into Fiscal Year 2013-14 approved budget http://file.lacounty.gov/bos/supdocs/79953.pdf

"This is a First 5 matter. We're essentially accepting these dollars for the purposes of our moving forward with the implementation of services to youth and their families. This adds to the $25 million that was adopted last year. And we are taking advantage of the good work of the community development commission for this purpose."
Mark Ridley-Thomas

Does that mean that the Antelope Valley's growth in homelessness and reduction of capacity would be considered? And if so, how would that be?
Mike Antonovich

"Given the motion and the timeline that's before us, time is an urgent matter. The First 5 board has an expectation that this N.O.F.A. be out by the end of october."
Sean Rogan

"Dr. Southard, yesterday at the blue ribbon commission, the issue came up with the department of children and family services, the department of public health, health services and l.A.S.H.A. That they have trouble getting the mental health information from our departments of mental health on homeless

families and other families in distress. Why can't a portion of the grant funds be used to create a system to ensure communication among departments and agencies to provide those services to the homeless families?"
Mike Antonovich

"If there are obstacles that are related to financing of systems to assist the provision of that information, mental health department would be eager to find resources to do that."
Marv Southard

"Next week would be too late?"
Mike Antonovich

"It would mean it would be two weeks. That's the problem."
Mark Ridley-Thomas

"We were told that the department of mental health was not sharing that information. So if we could have a report back from the C.E.O. On that precise issue."
Mike Antonovich

"Certainly, Supervisors."
Marv Southard

"Through sequestration and budget cuts, H.U.D. Is messaging that our jurisdiction should anticipate about an 8 percent-- 5 to 8 percent cut in homeless service dollars. So here in Los Angeles and the Los Angeles continuum of care, we have about a $7 million potential reduction in funding that can come in and serve programs that are already operating."
Mike Arnold

"I have a question. It claims that it's all for subsidies. Is there any administrative costs that C.D.C. Is taking from it?"
Gloria Molina

"Yes. 8 percent."
Mike Arnold

"8 percent of how much?"
Gloria Molina

"Half of what it was before."
Mark Ridley-Thomas

"I'm sorry."
Gloria Molina

"Half of what it was before. "
Mark Ridley-Thomas

"Half of what it was before? They shouldn't get any. So how much is that out of this amount?"
Gloria Molina

"$800,000 for the $10 million. "
Sean Rogan

"It was 15 before, correct? And fully justified as such. On the 25 [million] it was 15 [percent], was it not?
Mark Ridley-Thomas

"I don't know what the exact number is so I don't want to be misquoted."
Sean Rogan

"But you know i'm somewhere in the region. And you argued as hard as you could to make sure that the administrative fee was such that you could do the best job that the agency could do. And the fact of the

matter is what's fair is fair. And we are now moving with roughly 8 percent. And we will get every ounce of our money's worth because we've turned to this agency because they consistently have done what we think is a reputable job. And we thank you. And 5 percent sounds better. Anything more for now? Supervisor?"
Mark Ridley-Thomas

"He wanted 15 percent from you, too? "
Zev Yaroslavsky

"Yeah, he did."
Mark Ridley-Thomas

"Son of a gun."
Zev Yaroslavsky

"It's really shameful. They already do this work. And I just can't believe they'd take any administrative money into it. It's children's money."
Gloria Molina

"All right. Thanks very much."
Mark Ridley-Thomas

"All right. Mr. Chairman, I just want to say that I think Sean and his department have done a really good job on administering this program. The program you're about to embark under, the one we did last year, they came in with a gun to your head with no time left to do it. You administered it. You got the money out. You got the contracts signed. The money is getting out the door really, from my point of view in record time. Somebody was going to have to pay for it. We were going to have to pay somebody to do it. If we didn't pay C.D.C., we would have to pay the consultant to do it. This is a better deal and they know what they're doing. So I just wanted to say that, leaving all joking aside, that Sean has delivered and that's pretty good."
Zev Yaroslavsky

"Thank you very much, Supervisor Yaroslavsky. Any further comment on the matter?"
Mark Ridley-Thomas

"Yes, I think I have to. This wasn't a criticism of Sean and his work. He does great work. I just think it should have been a straight up subsidy that First 5 could have done instead of relaying it here.
Gloria Molina

"All right. Thanks very much. The item is before us. Are there any objections to moving forward With the item as amended?"
Mark Ridley-Thomas

"Yes. I'd like to abstain as it's a new term around here."
Gloria Molina

"A term of art."
Mark Ridley-Thomas

"Not new."
Zev Yaroslavsky

"New and improved."
Mark Ridley-Thomas

"It hasn't been new since Ridley-Thomas got here. [Laughter]."
Zev Yaroslavsky

"Well, I'm glad to know that I've made a contribution. Thank you so much."
Mark Ridley-Thomas

CRD3: The Community Development Commission was found in June to have serious INTERNAL CONTROL issues
after KCET ran a piece on Knabe "Family Ties" and in particular, a toxic Enterprise Rental Car procurement. www.socalconnected.org - search for "family ties"
Also, in July 2012, $87.3 million from First 5 LA was transferred to the county's health and mental health departments to fight childhood obesity, provide Ins. coverage for children and substance abuse treatment for parents. Sheila Shima of CEO said the money would be held in a... *special county fund* in order to streamline administrative processes. Molina may have had it right, a classic "rip-off."

http://egpnews.com/2012/08/supervisor-calls-87-3m-in-funding-for-children's-programs-a-'rip-off'/

10.

4.

From: esp3800 <esp3800@aol.com>
To: esp3800 <esp3800@aol.com>
Subject: CRD3 -- Community Development Commission -- LACK OF INTERNAL CONTROL
Date: Sun, Aug 11, 2013 12:44 pm

-----Original Message-----
From: esp3800 <esp3800@aol.com>
To: newstips <newstips@latimes.com>
Cc: constituent <constituent@auditor.lacounty.gov>; molina <molina@bos.lacounty.gov>; fifthdistrict <fifthdistrict@lacbos.org>; dknabe <dknabe@bos.lacounty.gov>; zev <zev@bos.lacounty.gov>; markridley-thomas <markridley-thomas@bos.lacounty.gov>
Sent: Sat, Jun 22, 2013 4:35 pm
Subject: CRD3 -- Community Development Commission -- LACK OF INTERNAL CONTROL

http://file.lacounty.gov/bos/supdocs/77626.pdf

This item buried late last week, and not scheduled before the board, is a great example of why the auditor is practically useless. It was only a couple weeks ago that Watanabe was lauded for securing $742,000,000 in CRA money by investing $1,000,0000 in overtime, yet it appears that the CDC is apparently underspending it's budget by almost $100 million annually. Worse, this was/is during one of the hardest economic periods in years. Arggh. That's like 20% of the money earmarked, but not invested...in the community. See attached page 18 for the reasons. For CRD3, it makes no sense and quite frankly, doesn't cut it.

As always, with run-of-the-mill county bungling, all of the following problems are merely relics from a bygone era (2010)...."relax, we've already improved everything." Like the jails, and the DCFS. A brand new procurement team leader, identified as a lawyer, has been brought in to remedy the appalling mismanagement. It better not be Mike Gennaco. The former procurement officer has apparently left.

-CDC supervision of overtime has been lax at best.

-CDC Management has kept no written justifications for Sole Source purchasing.

The auditor also found that the CDC staff did not always follow the commission's contracting procedures. Those procedures are being completely rewritten by July 1, 2013, yet we have not heard back from Ellen Sandt or Mr. Yaroslavsky about the countywide initiative to improve this category.

Apparently, evaluators did not always sign conflict of interest statements and evaluator comments did not always adequately support the assigned scores. Dates for approvals were left off documents so it was hard to tell the sequence of approval.

In one 1.2 million dollar contract, [most of this stuff was 2010, so why it took three years is baffling] CDC did not document their method for selecting a shortlist vendor, or indicate how vendors would be selected. Nor did CDC have any written procedures for selecting proposers from a list of qualified vendors. Important to remmeber that the Board of supervisors is the overseeing board for this group, personally. They could install folks who would pay attention, but that would involve relinquishing control.

Auditor found invoices where CDC paid higher rates than specified in the contract and one instance where CDC did not take an available discount.

CDC staff have not been "signing conflict of interest statements before evaluating proposals" as is required.

Bottom line, "contract solicitation outreach efforts" are bad to extra bad. For the six solicitations reviewed, CDC staff did not document when the solicitation notices were mailed to vendors and the auditor could not determine if the notices were timely or, in many cases, who they were sent to. PFFFFT.

Anyone remember ...Enterprise rent a car ... an Englander Knabe & Allen client have benefited from these lax protocols. (see below)

CDC must ensure that proposal scores are adequately supported. The Auditor found numerous instances where comments did not support the assigned scores. Two of five (40%) of the five evaluations reviewed were not scored in accordance with CDC procedures.

Now, CDC has some new procedures that will be unveiled July 1, 2013.

Let's ALL look the new procedures over together to be sure they are clean and simple. And the public wants
the report back to Mike D. Antonovich, on what actions have been taken in connection with the Enterprise rental car imbroglio.

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

Copypaste:

CRD3 -- If it walks like a duck and it quacks like a duck... it could be bid-rigging!!! (Enterprise)

From **esp3800** esp3800@aol.com hide details

To **jlacey** jlacey@da.lacounty.gov, **kamala.harris** kamala.harris@doj.ca.gov

Cc **newstips** newstips@latimes.com, **constituent** constituent@auditor.lacounty.gov, **fraudnet** fraudnet@gsa.gov

Find the link below for the report back from the Auditor-Controller that we've all been waiting for following last year's KCET piece on Knabe "Family Ties" and in particular, the toxic Enterprise Rental Car procurement. www.socalconnected.org - search for "family ties"

http://file.lacounty.gov/bc/q1_2013/cms1_189487.pdf

The report by the Auditor Controller confirms key findings "by the media" and concludes that "Community Development Commission's (CDC) outreach was substantially inadequate given the many competitors in the retail vehicle leasing industry in Southern California" but the investigators found "no evidence showing familiar business relationships between the three enterprise employees and four CDC employees involved with the solicitation."

CRD3: This type of investigation ought to be conducted by law enforcement not The Office of County Investigations (OCI). Time and time again this group provides an unwanted cushion for even the most hard to stomach actions and or omissions that may constitute serious criminal misconduct. Watanabe who is an auditor appointed by the Board will admit that such wrongdoing is for the District Attorney, Attorney General or Federal investigators to determine.

On January 15, 2013, prior to publishing this report back that had been called for urgently by Supervisor Antonovich, OCI "met with CDC management." The CDC expressed general agreement with the findings and recommendations. They will respond in 30 days.

CRD3: This explicitly subverts the protocol the public expects - which is a thorough dragging out into the light of day. A credible independent investigation by law enforcement is needed without further delay.

Matt Knabe (Lobbyist for Enterprise) and Don Knabe (Voting member of Community Development Commission)
The Board of Supervisors currently serves as the Commissioners of the CDC setting policy for the agency. In Fiscal Year 2012-2013 the agency has a budget of $485 million and a total staff size of 551. Over 74 percent of the CDC's funding comes from the U.S. Department of Housing and Urban Development (HUD).

Matt Knabe told investigators that he was unaware of the CDC's vehicle leasing and fleet services solicitation until the proposed contract with Enterprise appeared on the board's agenda for March 6, 2012 -- http://file.lacounty.gov/bos/supdocs/66779.pdf ;
Mr. Matt Knabe told the auditor controller that "no one from his firm (EKA) had any contact with Don Knabe about the solicitation." The investigators found no evidence to support any attempts to influence the award of this fleet services contract" worth nearly 2 million dollars.

CRD3: That's nice, but the public is not willing to take Matt Knabe at his word alone. Too many issues have arisen, and the notion of he himself conducting an investigation among his employees is insufficient to restore confidence. Matt Knabe attended the Board meeting on March 6 and or March 13, 2012 presumably to help Santos Kreimann and his client, Modern Parking Inc., to secure a deal to manage more than 10,000 parking spaces for County Beaches and Harbors, over spectacular objection. This matter was also addressed in the Socal Connected piece. Modern Parking Inc. has subsequently stopped lobbying with EKA and the lobbying firm has added Standard Parking as its new Parking client. Though this practice may be common it begs numerous questions as to who, specifically, is controlling the awarding of county contracts. [EKA recently dumped Come Land Maintenance and picked up Diamond Contract Services in the janitorial sector -- worthy of careful scrutiny.]

Mr. Kreimann completed his ethics training on December 3, 2012, after years of serving as Director of Beaches and Harbors without AB1234 ethics training, as is required. A critical part of Mr. Kreimann's job in that role is to meet behind closed-doors with Marina del Rey developers, some of whom may now be experiencing investigation by the District Attorney regarding various Assessor-related malfeasances. For the last nine months Mr. Kreimann has played a key role in the Assessor's office as, CEO Bill Fujioka's 'exceptional manager'. He has allegedly been sorting through cases to determine which may require further review by the DA's Public Integrity Division. This type of sifting should obviously not be done by the man who worked closely with numerous Marina del Rey developers. The public takes exception with that 'exceptional' arrangement.

Executive Director, Sean Rogan
Investigators interviewed the CDC's Executive Director, Sean Rogan, who stated that he was "100% confident that there was absolutely no influence in regards to the Supervisor's son." He added that, "There certainly wasn't any political influence or lobby pressure."

CRD3: How Mr. Rogan knows that, is of great interest. He must mean he felt no pressure of any kind himself. Also of interest for the public is how in the world such a boldly, toxic-on-its-face, solicitation containing the following passage could pass muster for the county board of supervisors...?

"Enterprise was the only company that responded to the request. Based on Enterprise being the only respondent, Commission staff has concluded that Enterprise is the only vendor in the area available to provide the needed services."
[...the area is Southern California!]

Mr. Rogan claims a contract analyst came to him in December 2012 saying he failed to act appropriately and correct outreach details, because he/she was simply too embarrassed. The CDC represented to the board that they had sent an email to 50 firms in the fleet rental business. In fact they only sent the Request for Information (RFI) to 16, but the document attached to the CDC's email did not clearly inform potential vendors what content was expected and an exhibit that was to accompany the RFI and list the vehicles to be acquired was not included with the email.

Only 10 of the 16 firms were actually in the business of automobile fleet rental. But these ten firms stated that they had no recollection of receiving an email solicitation. Four firms told investigators that they would have been interested in bidding, had they received the RFI.

The CDC failed to contact over 60 entities in the business of fleet rental. They received just one bid. *CRD3: Pffft.*

The CDC violated its own policy of not advertising for procurements over $10,000 on their website and the county's website.

"Substantially inadequate outreach" is a gross understatement.

CRD3 conclusion: The Enterprise deal was rigged. If it walks like a duck and quacks like a duck it is a duck. There is no way that this happened by chance. This was a rigged bid. We don't yet know by whom, but the OCI report merely confirms that nobody wants to confess to any crimes at this time. That is of course expected. This matter requires the attention of credible independent investigators - other than Mr. Kreimann - who are experienced at enforcing bid-rigging and collusion laws. The un-named 'contract analyst' who may be scapegoated here, needs to be protected by civil rights organizations and applicable whistleblower rules and guidelines.

A full wide investigation is long overdue.

Thank you for your interest in county government.

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

From March 6, 2012 -
1-D. Recommendation: Approve and authorize the Executive Director to negotiate, execute, and if necessary, terminate a five-year contract with Enterprise Fleet Management using up to a total of $1,750,000 in Commission and Housing Authority program funds for all five years

On motion of Supervisor Ridley-Thomas, seconded by **Supervisor Knabe**, this item was approved.

CRD3 notes:
-- no RFP cuz nobody was interested in providing cars to county ???

On December 20, 2011, a RFI was issued to determine the feasibility of utilizing leased vehicles with a full maintenance service program for the Community Development Commission.

This letter recommends approval of a five-year lease contract with Enterprise Fleet Management

(Enterprise) to **provide 61 new** leased vehicles and a full maintenance service program for those vehicles as well as a maintenance program for **17 existing vehicles** being retained by the Commission. **The vehicles will be used by Commission and Housing Authority staff.**

78 company cars -- for 650 employees -- w/ maint agreement ???

On March 9, 2010, the Board approved a similar agreement with Enterprise for the lease of five vehicles to be used for the **Section 8 inspectors** in Lancaster as a pilot program. This program has proven successful, and when implemented agency-wide, will significantly reduce fleet costs. In Fiscal Year 2011-2012, the total fleet annual budget was over **$880,000**, with the average vehicle age of approximately 8 years with over 76,000 miles. The move to Enterprise will replace the aged existing fleet with new models and reduce the size of the fleet pool by allowing staff to rent additional vehicles from Enterprise daily as needed. The estimated fleet budget in future years will be approximately $580,000, which includes approximately $350,000 per year for the Enterprise contract, plus fuel, miscellaneous maintenance costs and administrative expenses. This represents an estimated savings of approximately $300,000 per year.

The Commission issued a Request for Information (RFI) for the purpose of seeking information regarding leased vehicles with full maintenance service programs. Enterprise was the only company that responded to the request. **Based on Enterprise being the only respondent, Commission staff has concluded that Enterprise is the only vendor in the area available to provide the needed services.**

From: Kathline J. King [KKing@parks.lacounty.gov]
Sent: Saturday, August 09, 2014 4:13 PM
To: Laura Rodriguez
Cc: Joan Rupert
Subject: Fwd: 9. Fwd: CRD3 -- Zev Anson Ford Update -- Item 12 Tuesday February 11, 2014

Follow Up Flag: Follow up
Flag Status: Flagged

Sent from my iPhone

Begin forwarded message:

From: <esp3800@aol.com>
Date: August 8, 2014, 4:53:11 PM PDT
To: <kking@parks.lacounty.gov>
Subject: 9. Fwd: CRD3 -- Zev Anson Ford Update -- Item 12 Tuesday February 11, 2014

-----Original Message-----
From: esp3800 <esp3800@aol.com>
Sent: Tue, Feb 11, 2014 1:13 am
Subject: CRD3 -- Zev Anson Ford Update -- Item 12 Tuesday February 11, 2014

This item on tomorrow's schedule…re: the proposed partnership schedule… etc.

http://file.lacounty.gov/bos/supdocs/82834.pdf

12. Recommendation: Approve the proposed roster for the John Anson Ford Amphitheatre's 2014 season; and authorize the Executive Director to make the necessary expenditures within the approved Fiscal Year 2013-14 budget to implement the program. (14-0391)

FORD AMPHITHEATRE
PROPOSED 2014 SUMMER PARTNERSHIP SEASON

*indicates organizations new to Partnership Program

Bellydance Evolution*
Alice in Wonderland
Middle Eastern dance is fused with Western forms in a retelling of this classic story.

Chris Isaacson Presents, LLC*
Broadway Under the Stars
Two evenings with Tony Award-winning artists sharing treasured memories and songs from popular Broadway shows.

Eastside Luv*
English as a Second Language

An evening of live music by L.A. Latino groups and DJ sets mixing a range of classic Mexican, American and European rock hits.

Rong Music & Entertainment*
Cosmic Boogie
An evening of experimental and new age music.

I thought they were going to redo the stage last year… and are these the dressing rooms, one wonders that are going
to be soundproofed…? Sigh.

"This summer, the season will conclude approximately 30 days earlier than in previous years to accommodate the schedule of capital improvements planned during the amphitheatre off-season starting on September 15. Anticipated improvements will include reconstruction of the Ford's stage, installation of a comprehensive drainage system for the amphitheatre, renovation of backstage artist dressing and green rooms, stabilization of the hillside and improvements to the hard and planted landscape to mitigate erosion, and a redesign of theatrical lighting and sound systems."

From: Kathline J. King [KKing@parks.lacounty.gov]
Sent: Saturday, August 09, 2014 4:28 PM
To: Laura Rodriguez
Cc: Joan Rupert
Subject: Fwd: 10. Fwd: CRD3 -- John Anson Ford Scoping meeting…. & Request for Radius map

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Sent from my iPhone

Begin forwarded message:

> **From:** <esp3800@aol.com>
> **Date:** August 8, 2014, 4:53:25 PM PDT
> **To:** <kking@parks.lacounty.gov>
> **Subject: 10. Fwd: CRD3 -- John Anson Ford Scoping meeting…. & Request for Radius map**
>
> -----Original Message-----
> From: esp3800 <esp3800@aol.com>
> Sent: Wed, Feb 19, 2014 1:04 pm
> Subject: CRD3 -- John Anson Ford Scoping meeting…. & Request for Radius map
>
> Very odd but pleasant enough meeting in the small Ford theatre… numerous concerns from locals re: traffic congestion etc.
> Architect Brenda Levin was there… who Zev celebrates (on her website) because she brings a sense of 'common ownership and civic pride' and Zucker & Davis were there too. I was disappointed that there was no model, no presentation form Laura or Adam… or Levin explaining… or introducing [Insert Eli Broad-type] who is going to take us home on this!!!! It was a format… best described as follow the sketchy posters and county spinners will answer your questions…
>
> There was a fire retardant blanket that the county team would occasionally inflate to smother a hot questioner. hehe. I jest, but I delivered my message about transparency.
>
> They made it seem like… oh, we have no idea, the EIR has to come back, then we'll have a better idea… As you know, the EIR is a safe zone - that gives any agency official an excuse to throw their hands up in the air…dunno! "Need to wait for the EIR!"
>
> And the funding, they claimed, not approved. I said, what about the 20+ million that has been earmarked over the last couple years… including the $10 million, last week. Brenda Levin reminded me that the overall budget was over $100,000,000 million … I had thought $75,000,000… you corrected me to $60,000,000…
>
> The current work, going on now, according to Levin, who made it seem like she's supervising is a very expensive painting of the two old towers. (Argh) Caught my attention, that the new wooden stage (outdoor) won't be installed until next 2015 off season… she said the new seats were nice. The 299 theatre seems to be…a tool for managing director Davis to be able to provide a year round house to accommodate some demand…he did not elaborate.
>
> And oddly he complained to me that folks won't come to Ford because they don't like stacked parking and the restaurant isn't good. Another chap said Crumbles who currently have the conession, cater to the

crowd… in a cool artsy local way… for a swedish performance they do swedish meatballs…for a mexican folkloric… tamales, for a korean dance… kimchee.

so I don't understand. I told Maria Chong-Castillo, Zev's deputy, we should call the new restaurant, Zev's or maybe Maria's? She winced...

I asked about the increase from 79 or so perfs a season to over 300… this caught the attention of a neighborhood council rep who was there. He left early, when he saw there was no there, there.

The presentation about what is happening was almost non-existent, beyond those photos we've seen. I don't think I saw anything new… a lot of weird EIR talk… from county consultants who, one had the feeling just came from,
the visioning process in marina del rey…

There was one persistent theme…

A number of folks asked about city approvals and the response was always the same…" this is county jurisdiction. "

But someone pressed… but the Mulholland view council… (tk) do you need their approval?

See Zev.

I was reminded that I asked for a PDF copy of the December 12, 2012 "Right of Entry Permit" for the John Anson Ford.
I'll keep you posted. {pardon the informality… I'm running.}
CRD3e

August 19, 2013
The New York Times: Second Act for the Temple of the Stars

August 18, 2013
Unfinished Business Tips for KFWB Radio: Business behind the Dodgers

May 13, 2013
Los Angeles Business Journal: Home Field

March 29, 2013
Dodger Stadium Improvements

August 01, 2012
Jewish Journal: Wilshire Boulevard Temple renovation offers renewed history

July 18, 2012
Brenda Levin Featured in Getty Conservation Institute Video

July 05, 2012
Historic Ford Amphitheatre To Implement Levin & Associates Renovation Plan

June 29, 2012
Brenda Levin's Remarks from AIA National Convention

April 17, 2012
KCRW: Wilshire Boulevard Temple's Renovation, Synagogue Expansion

February 24, 2012
New Media Moves Into Hughes Space, Designed by Levin & Associates

"Avoiding the restless reinvention that typifies so much of our development, Levin & Associates' projects represent not just urban renewal, but psychic renewal, and they offer Angelenos the kind of common ownership and civic pride in their architectural institutions that residents of a great city deserve."

Zev Yaroslavsky
Los Angeles County
Supervisor, Third District

-----Original Message-----
From: Stephanie Eyestone-Jones <s.eyestone@matrixeir.com>
To: esp3800 <esp3800@aol.com>
Sent: Wed, Feb 19, 2014 12:22 pm
Subject: Re: Radius map

Nice meeting you too. We will get you the map and info tomorrow.

Sent from my iPhone

On Feb 19, 2014, at 11:53 AM, "esp3800@aol.com" <esp3800@aol.com> wrote:

> Hi, nice meeting you last night at the Ford. Could you send me the radius map, asap,
> with an accompanying description of the specific outreach. ie. how many emails, mailed letters etc.
> Thx. Kindly confirm receipt.
>
> Eric Preven
> The County Resident from District 3
> 818-762-7719
> 818-645-2616 mobile
>
> -----Original Message-----
> From: Eric Preven <esp3800@aol.com>
> To: s.eyestone <s.eyestone@matrixeir.com>
> Sent: Tue, Feb 18, 2014 8:26 pm
> Subject: Radius map
>
> Thx,
> Eric Preven
>
> Sent from my iPhone

From: Kathline J. King [KKing@parks.lacounty.gov]
Sent: Saturday, August 09, 2014 4:28 PM
To: Laura Rodriguez
Cc: Joan Rupert
Subject: Fwd: 11. Fwd: CRD3 -- Radius & outreach for John Anson Ford
Attachments: Radius_and_Outreach_-_John_Anson_Ford_EIR.pdf; ATT00001.htm

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Sent from my iPhone

Begin forwarded message:

> **From:** <esp3800@aol.com>
> **Date:** August 8, 2014, 4:53:34 PM PDT
> **To:** <kking@parks.lacounty.gov>
> **Subject: 11. Fwd: CRD3 -- Radius & outreach for John Anson Ford**
>
> -----Original Message-----
> From: esp3800 <esp3800@aol.com>
> Sent: Mon, Mar 3, 2014 11:37 pm
> Subject: CRD3 -- Radius & outreach for John Anson Ford
>
> Apparently less than 2000 letters re: the meeting about the John Anson Ford went to the following:
>
> 113 agencies
> 756 owners
> 389 occupants
> 451 arts commission emails
>
> See the radius map attached, too.
>
> I still do not, unfortunately, have an idea of what specifically is happening. I got the feeling that a very expensive painting of the old towers was happening.
> But what the ten million Zev approved was for… still, dunno.
>
> I think the Public is entitled to a punch list, but instead we're facing a yearlong EIR… over sketchy plans, that are not approved…? Comments, as I ref'd earlier, end March 11!
>
> CRD3e

COUNTY OF LOS ANGELES

OFFICE OF THE COUNTY COUNSEL

648 KENNETH HAHN HALL OF ADMINISTRATION
500 WEST TEMPLE STREET
LOS ANGELES, CALIFORNIA 90012-2713

TELEPHONE
(213) 974-2163
FACSIMILE
(213) 617-7182
TDD
(213) 633-0901

JOHN F. KRATTLI
County Counsel

February 28, 2014

Eric Preven
3758 Reklaw Drive
Studio City, CA 91604

Re: Request for Radius Map and Outreach Information

Dear Mr. Preven:

This is in response to your Public Records Act request made on February 18, 2014 for a copy of a radius map and a description of the mailing outreach regarding the radius map.

We have completed our search and have determined that there is 1 page of document responsive to your request. A copy of the radius is enclosed.

With respect to outreach information, there are as follows:

Agency List: 113 - 105 Fed Express, 7 certified mails, 1 in person filing at County Clerk.

Fed Ex: 104 addresses

State Clearinghouse Package: 1 address (shipped Fed Ex)

Certified Mail (PO Boxes): 7 addresses

County Clerk: Filed the notice in person

Owners List: 756 - mailed by mailing house, regular mail

Occupants List: 389 - mailed by mailing house, regular mail

Total number of stakeholders who received the email blast from the Arts Commission: 451

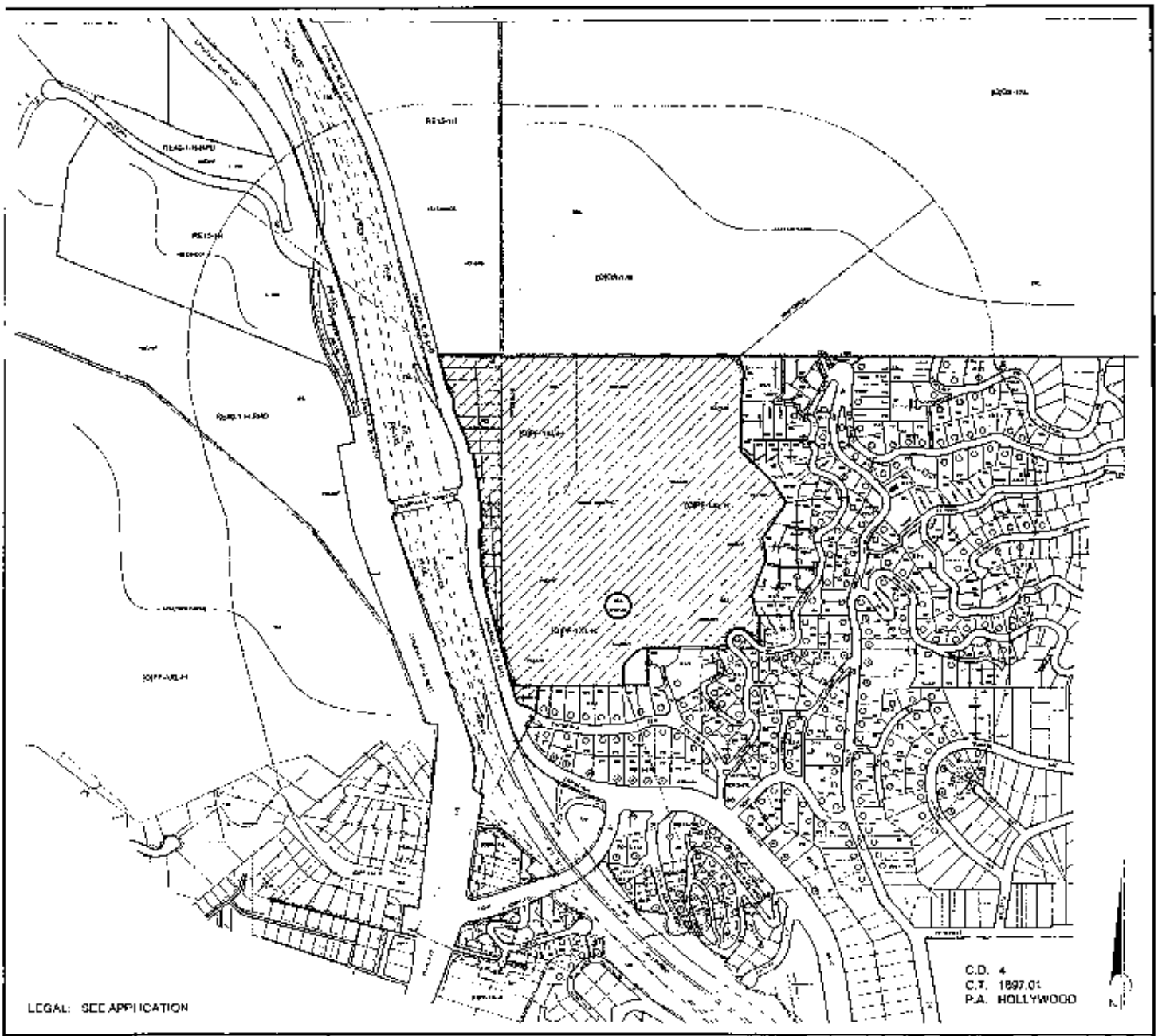
If you have any questions, please contact me at (213) 974-2163.

Very truly yours,

JOHN F. KRATTLI
County Counsel

By
PAUL H.S. KIM
Deputy County Counsel
Government Services Division

PHSK:lat
Enclosure



GC MAPPING SERVICE, INC.
3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803
(626) 441-1080 FAX (626) 441-8850

E.I.R.

CASE NO.
DATE: 01-28-2014
SCALE: 1" = 200'
USES: FIELD
D.M.: 154 5 A 185, 153 A 185, 151 5 A 185, 154 5 A 187, 153 A 187, 151 5 A 187
T.B. PAGE: 593 GRID: E-2, E-3

From: Kathline J. King [KKing@parks.lacounty.gov]
Sent: Sunday, August 10, 2014 4:08 PM
To: Laura Rodriguez
Cc: Joan Rupert
Subject: Fwd: 12. Fwd: CRD3 -- Items 67c & 67d -- Increase from $127,000/yr to $158,000/yr for the executive director arts commissioner and the (unclassified designation) not including their unidentified supplements.
Attachments: Animal_Care_&_Arts_Commision_budgets.pdf; ATT00001.htm

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Sent from my iPhone

Begin forwarded message:

> **From:** <esp3800@aol.com>
> **Date:** August 8, 2014, 4:54:02 PM PDT
> **To:** <kking@parks.lacounty.gov>
> **Subject: 12. Fwd: CRD3 -- Items 67c & 67d -- Increase from $127,000/yr to $158,000/yr for the executive director arts commissioner and the (unclassified designation) not including their unidentified supplements.**
>
> Thank you. Please let me know if you have any questions.
> Eric Preven
> 818-645-2616 mobile
> -----Original Message-----
> From: esp3800 <esp3800@aol.com>
> To: bfujioka <bfujioka@ceo.lacounty.gov>
> Cc: executiveoffice <executiveoffice@bos.lacounty.gov>; dsommers <dsommers@ceo.lacounty.gov>; mfleming <mfleming@losangelesregister.com>; bculp <bculp@ceo.lacounty.gov>; rsylvester <rsylvester@losangelesregister.com>; newstips <newstips@latimes.com>; pkim <pkim@counsel.lacounty.gov>
> Sent: Tue, Jun 17, 2014 3:40 pm
> Subject: CRD3 -- Items 67c & 67d -- Increase from $127,000/yr to $158,000/yr for the executive director arts commissioner and the (unclassified designation) not including their unidentified supplements.
>
> 2.
>
> Bumps, but not actual pay increases, for the Zev Anson Ford gang.
>
> Attached is the budget for Arts Commission (and Animal Control for benchmarking) -- I just wanted to understand the 'increase in staff' and 'size and scope' of the arts edu programming-- but the arts commish budget doesn't track any budgeted positions like other county depts. This must have to do with the Foundation running things. But, has the staff increased substantially?
>
> I think so. Can you ask Joel to send over an accurate staff list with salaries.
>
> In the recent past I barked about an unidentified supplement being generously provided to Zucker and Davis -- nothing wrong with generous supplements, but they ought to be disclosed. This is a PRA 6250 et seq. to see all previous, current and planned, salary supplements for Laura Zucker and Adam Davis dba

Wendell*, including any other compensation packages, to ensure that we are benchmarking with the field, and not lagging.

Arts development is so important and it is absolutely critical that we not lose this team and thus I request a delay pending a full review of the ARTS commission budget in advance of the upcoming budget hearing in June.

During the April/May campaign, 3rd district candidates suggested that we were not spending enough $ on art... and not equitably enough.

Let's get a report, to be clear.

I propose an Special Item (S-1) on all of the great Art stuff we have been admirably doing... inclusive of the challenges, that the commission may have encountered. I think it should be a co-presentation between the CEO's Brence Culp, who has roots in the 3rd district and knowledge about the great work that is being done, supplementally, including a variety of AECOM upgrades. We should also have Brenda Levin, Zev's favorite architect pontificate briefly about the ongoing EIR... and master plan budget. We've payed her a lot it would be good to hear her wax poetic about the great plan.

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

67-C Recommendation to adjust the salary range for two (2) non-represented classifications in the department of the Executive Office of the Board of Supervisors. The justification for this request is to recognize the expanding role of the Arts Commission since its original allocation, most notably in the size and scope of the arts education programs as well as a notable increase in the size of the staff under the Director.

"Specifically, we are recommending a salary range increase for the position of Executive Director, Arts Commission from salary range R12 to R15."

"The projected budgeted annual cost for the salary changes is estimated to total $36,721"

"Please note, we are recommending changes in the salary range designations, not actual pay increases for the current incumbent."

Monthly....

R15 = Approx. $13,208.42

Item #8807
$10,631.85 EXEC DIRECTOR,ARTS COMMISSION N23 R12

Item #8808
$10,631.85 EXEC DIRECTOR,ARTS COMMISSION(UC) N23 R12

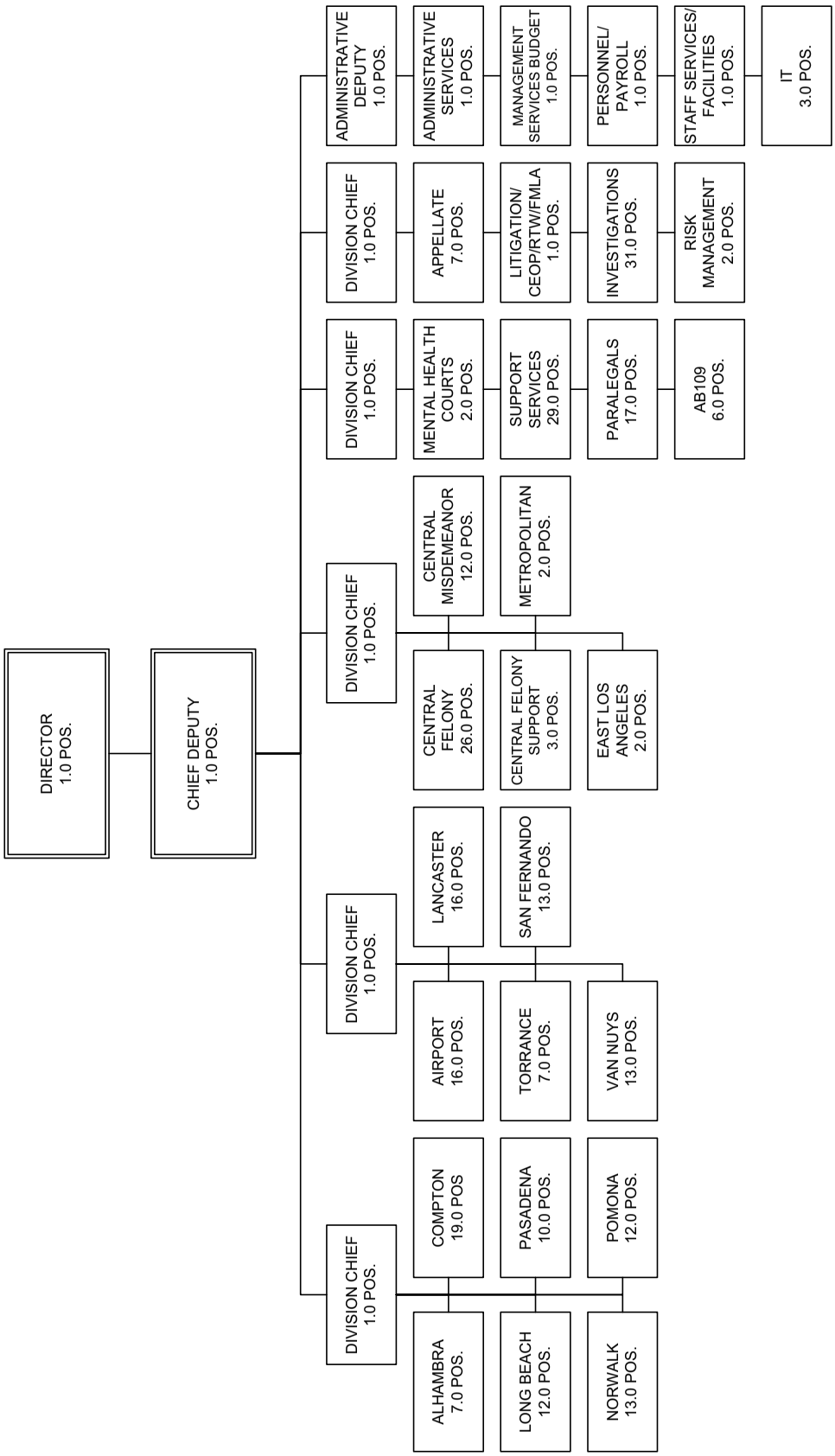
67-C. Chief Executive Officer's recommendation: Approve the introduction of an ordinance amending County Code, Title 6 - Salaries, to adjust the salary range for the Executive Director, Arts Commission, and the Executive Director, Arts Commission (Unclassified), in the Executive Office of the Board of Supervisors to recognize the expanding role of the Arts Commission since its original allocation. (Relates to Agenda No. 67-D) (14-2762)

Board Letter

2. 67-D. Ordinance for introduction amending County Code, Title 6 - Salaries by changing the salaries of two non-represented employee classifications for the Executive Director, Arts Commission, and the Executive Director, Arts Commission (Unclassified), in the Executive Office of the Board of Supervisors. INTRODUCE, WAIVE READING, AND PLACE ON THE AGENDA FOR ADOPTION (Relates to Agenda No. 67-C) (14-2765)

   Ordinance

ALTERNATE PUBLIC DEFENDER
JANICE Y FUKAI, ALTERNATE PUBLIC DEFENDER
FY 2014-15 RECOMMENDED BUDGET POSITIONS = 293.0



Animal Care and Control

Marcia Mayeda, Director

Animal Care and Control Budget Summary

CLASSIFICATION	FY 2012-13 ACTUAL	FY 2013-14 ESTIMATED	FY 2013-14 BUDGET	FY 2014-15 REQUESTED	FY 2014-15 RECOMMENDED	CHANGE FROM BUDGET
REVENUE	$ 12,988,619.48	$ 13,434,000	$ 14,659,000	$ 14,659,000	$ 14,659,000	$ 0
EXPENDITURES/APPROPRIATIONS						
SALARIES & EMPLOYEE BENEFITS	$ 27,020,252.83	$ 27,941,000	$ 28,877,000	$ 30,950,000	$ 30,784,000	$ 1,907,000
SERVICES & SUPPLIES	6,666,874.68	7,587,000	7,990,000	11,627,000	7,251,000	(739,000)
OTHER CHARGES	223,223.27	434,000	290,000	422,000	422,000	132,000
CAPITAL ASSETS - EQUIPMENT	9,434.11	565,000	565,000	250,000	250,000	(315,000)
OTHER FINANCING USES	336,308.63	237,000	296,000	237,000	296,000	0
GROSS TOTAL	$ 34,256,093.52	$ 36,764,000	$ 38,018,000	$ 43,486,000	$ 39,003,000	$ 985,000
NET TOTAL	$ 34,256,093.52	$ 36,764,000	$ 38,018,000	$ 43,486,000	$ 39,003,000	$ 985,000
NET COUNTY COST	$ 21,267,474.04	$ 23,330,000	$ 23,359,000	$ 28,827,000	$ 24,344,000	$ 985,000
BUDGETED POSITIONS	356.0	371.0	371.0	389.0	384.0	13.0

FUND	FUNCTION	ACTIVITY
GENERAL FUND	PUBLIC PROTECTION	OTHER PROTECTION

Mission Statement

The Department of Animal Care and Control, operating under State law and County ordinance, provides for public safety in the community through the removal and impoundment of domestic animals and livestock in the unincorporated areas of the County and contract cities. Central to the core mission of the Department is enforcement of applicable animal control laws, medical care and sheltering of impounded animals, recovery and redemption of lost animals with their owners, adoption and placement of available animals, investigation of animal cruelty and dangerous animal complaints, rabies vaccinations, and licensing of dogs and cats. The Department also provides for public education programs, spay and neuter surgeries and evacuation of animals during local and regional emergencies. The Department operates six animal shelters which have veterinary medical clinics as part of their operations. Department costs are partially offset by revenue from pet licenses, income from contract cities, and fees collected for various activities in the shelters.

2014-15 Budget Message

The 2014-15 Recommended Budget reflects an overall increase in NCC of $1.0 million primarily due to Board-approved increases in salaries and employee benefits, funding for 10.0 positions for the Antelope Valley Communication Center, 3.0 positions for the Major Case Unit, one-time funding for the replacement of the Voice Recorder System, and aging vehicles. These increases are partially offset by the deletion of one-time funding for safety equipment, vehicles, and a video surveillance system.

Critical/Strategic Planning Initiatives

The Department of Animal Care and Control will continue to enhance revenue and develop more efficient processes for the delivery of its services. The primary efforts will be the implementation of the Antelope Valley Communication Center to streamline response to service calls from constituents in the Antelope Valley and offset the workload from the existing communication center, and augmentation of staff in the department's Major Case Unit. The Department is contemplating an enterprise solution for mobile connectivity to provide field staff and service vehicles access to data and updates through real time connectivity to the department's network and shelter management system.

This endeavor will significantly enhance the efficiency of the officers in the field by providing mobile access to licensing information, and report writing in the field. The deployment of video surveillance continues to be a high priority for the department, ensuring the safety of our employees, the public, and animals in our care; and provides a secure environment, improves workforce accountability, and discourages theft and other inappropriate conduct. The department has been finalizing its 2020 plan. This is a five year plan for fiscal years 2015-16 through 2019-20 that focuses on two key areas of need: facilities improvement and replacement; and staffing requirements. In the interim, the refurbishment of aged kennel buildings and other animal housing facilities continues to be a primary focus of the department's facility management strategy.

Changes From 2013-14 Budget

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
2013-14 Final Adopted Budget	**38,018,000**	**0**	**14,659,000**	**23,359,000**	**371.0**
New/Expanded Programs					
1. Antelope Valley (AV) Communication Center: Reflects an increase in salaries and employee benefits and services and supplies to fund 6.0 Intermediate Typist Clerks, 1.0 Supervising Typist Clerk, 2.0 Animal Control Officer I, and 1.0 Animal Control Officer II positions at the new AV Communication Center.	706,000	--	--	706,000	10.0
2. Major Case Unit: Reflects funding for 3.0 additional Animal Control Officer II positions to conduct criminal investigations.	242,000	--	--	242,000	3.0
Other Changes					
1. Salaries and Employee Benefits: Primarily reflects Board-approved increases in salaries and health insurance subsidies.	589,000	--	--	589,000	--
2. Retirement: Reflects an increase primarily due to prior-year losses in Los Angeles County Employees Retirement Association's investment portfolio and revised investment return assumptions.	259,000	--	--	259,000	--
3. Countywide Cost Allocation Adjustment: Reflects an adjustment in rent charges to comply with Federal Office of Management and Budget claiming guidelines (2CFR Section 225).	132,000	--	--	132,000	--
4. One-Time Funding: Reflects the deletion of one-time funding for safety equipment, vehicles, video surveillance and a public address system.	(1,275,000)	--	--	(1,275,000)	--
5. Reclassification: Reflects the reclassification of a Warehouse Worker II to Procurement Assistant II position.	--	--	--	--	--
6. Voice Recorder System: Reflects one-time funding for the replacement of the Voice Recorder System.	150,000	--	--	150,000	--

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
7. Ongoing Funding: Reflects the transfer of ongoing funding to the Provisional Financing Uses budget unit.	(68,000)	--	--	(68,000)	--
8. Vehicle Replacement: Reflects one-time funding for the replacement of five aging vehicles.	250,000	--	--	250,000	--
9. Unavoidable Costs: Reflects changes in worker's compensation costs due to anticipated benefit increases and escalating medical cost trends and an increase in retiree health premiums, fully offset by a reduction in unemployment insurance costs and services and supplies.	--	--	--	--	--
Total Changes	**985,000**	**0**	**0**	**985,000**	**13.0**
2014-15 Recommended Budget	**39,003,000**	**0**	**14,659,000**	**24,344,000**	**384.0**

Unmet Needs

The Department's unmet needs request include funding for volunteer and medical programs. Additionally, the Department is requesting funding for replacement of asphalt in the perimeter of the kennel buildings and parking lots at all of the department's care centers, replacement of kennels at the Carson, Baldwin Park, Lancaster and Downey care centers, a mobile connectivity solution for field access to the department's network and shelter management system, implementation of a CCTV system at the Downey Care Center, and implementation of countywide dead animal removal services.

ANIMAL CARE AND CONTROL BUDGET DETAIL

CLASSIFICATION	FY 2012-13 ACTUAL	FY 2013-14 ESTIMATED	FY 2013-14 BUDGET	FY 2014-15 REQUESTED	FY 2014-15 RECOMMENDED	CHANGE FROM BUDGET
REVENUE DETAIL						
ANIMAL LICENSES	$ 3,461,402.73	$ 3,483,000	$ 3,200,000	$ 3,200,000	$ 3,200,000	$ 0
CHARGES FOR SERVICES - OTHER	755,884.40	1,142,000	1,452,000	1,452,000	1,452,000	0
HUMANE SERVICES	8,526,126.11	8,625,000	9,600,000	9,600,000	9,600,000	0
MISCELLANEOUS	235,143.85	179,000	400,000	400,000	400,000	0
SALE OF CAPITAL ASSETS	10,062.39	5,000	7,000	7,000	7,000	0
TOTAL REVENUE	$ 12,988,619.48	$ 13,434,000	$ 14,659,000	$ 14,659,000	$ 14,659,000	$ 0
EXPENDITURES/APPROPRIATIONS						
SALARIES & EMPLOYEE BENEFITS						
SALARIES & WAGES	$ 15,747,513.36	$ 16,382,000	$ 17,280,000	$ 18,437,000	$ 18,094,000	$ 814,000
CAFETERIA BENEFIT PLANS	4,320,407.11	4,688,000	4,709,000	5,016,000	5,252,000	543,000
COUNTY EMPLOYEE RETIREMENT	1,511,100.30	2,930,000	2,991,000	3,386,000	3,342,000	351,000
DENTAL INSURANCE	95,925.45	103,000	72,000	72,000	72,000	0
DEPENDENT CARE SPENDING ACCOUNTS	40,603.00	42,000	46,000	46,000	46,000	0
DISABILITY BENEFITS	131,403.59	94,000	96,000	96,000	96,000	0
FICA (OASDI)	230,503.84	238,000	201,000	212,000	209,000	8,000
HEALTH INSURANCE	242,043.67	266,000	225,000	225,000	225,000	0
LIFE INSURANCE	33,805.22	22,000	40,000	40,000	40,000	0
OTHER EMPLOYEE BENEFITS	0.00	2,000	2,000	2,000	2,000	0
RETIREE HEALTH INSURANCE	3,281,586.00	1,638,000	1,638,000	1,803,000	1,803,000	165,000
SAVINGS PLAN	115,155.59	123,000	160,000	163,000	160,000	0
THRIFT PLAN (HORIZONS)	245,866.26	286,000	290,000	320,000	311,000	21,000
UNEMPLOYMENT INSURANCE	26,049.00	58,000	58,000	39,000	39,000	(19,000)
WORKERS' COMPENSATION	998,290.44	1,069,000	1,069,000	1,093,000	1,093,000	24,000
TOTAL S & E B	27,020,252.83	27,941,000	28,877,000	30,950,000	30,784,000	1,907,000
SERVICES & SUPPLIES						
ADMINISTRATIVE SERVICES	558,032.31	628,000	484,000	600,000	600,000	116,000
CLOTHING & PERSONAL SUPPLIES	95,510.66	125,000	120,000	138,000	127,000	7,000
COMMUNICATIONS	172,318.68	163,000	183,000	583,000	183,000	0
COMPUTING-MAINFRAME	154.87	0	0	0	0	0
COMPUTING-MIDRANGE/ DEPARTMENTAL SYSTEMS	137,414.26	120,000	60,000	120,000	120,000	60,000
COMPUTING-PERSONAL	258.26	15,000	7,000	7,000	7,000	0
CONTRACTED PROGRAM SERVICES	10,905.00	8,000	0	10,000	10,000	10,000
HOUSEHOLD EXPENSE	217,710.12	276,000	249,000	249,000	249,000	0
INFORMATION TECHNOLOGY SERVICES	206,145.00	160,000	57,000	57,000	57,000	0
INSURANCE	3,827.37	4,000	4,000	4,000	4,000	0
MAINTENANCE - BUILDINGS & IMPRV	746,395.13	1,122,000	1,278,000	4,318,000	668,000	(610,000)
MAINTENANCE - EQUIPMENT	27,522.87	16,000	53,000	53,000	53,000	0
MEDICAL DENTAL & LAB SUPPLIES	555,335.24	692,000	1,075,000	939,000	939,000	(136,000)
MEMBERSHIPS	300.00	1,000	2,000	2,000	2,000	0
MISCELLANEOUS EXPENSE	47,760.96	75,000	204,000	176,000	156,000	(48,000)
OFFICE EXPENSE	183,813.55	147,000	214,000	180,000	180,000	(34,000)
PROFESSIONAL SERVICES	821,801.66	899,000	1,064,000	960,000	960,000	(104,000)
PUBLICATIONS & LEGAL NOTICE	2,193.92	4,000	2,000	2,000	2,000	0
RENTS & LEASES - BLDG & IMPRV	56,423.71	60,000	88,000	68,000	88,000	0

ANIMAL CARE AND CONTROL BUDGET DETAIL (Continued)

CLASSIFICATION	FY 2012-13 ACTUAL	FY 2013-14 ESTIMATED	FY 2013-14 BUDGET	FY 2014-15 REQUESTED	FY 2014-15 RECOMMENDED	CHANGE FROM BUDGET
RENTS & LEASES - EQUIPMENT	66,562.32	50,000	6,000	40,000	40,000	34,000
SMALL TOOLS & MINOR EQUIPMENT	2,304.01	5,000	0	5,000	5,000	5,000
SPECIAL DEPARTMENTAL EXPENSE	958,873.94	1,178,000	939,000	1,139,000	839,000	(100,000)
TECHNICAL SERVICES	56,703.19	87,000	35,000	50,000	35,000	0
TELECOMMUNICATIONS	502,545.87	535,000	663,000	712,000	712,000	49,000
TRAINING	14,666.67	20,000	30,000	30,000	30,000	0
TRANSPORTATION AND TRAVEL	771,354.94	762,000	743,000	750,000	750,000	7,000
UTILITIES	450,040.17	435,000	430,000	435,000	435,000	5,000
TOTAL S & S	6,666,874.68	7,587,000	7,990,000	11,627,000	7,251,000	(739,000)
OTHER CHARGES						
JUDGMENTS & DAMAGES	15,144.27	221,000	139,000	139,000	139,000	0
RET-OTHER LONG TERM DEBT	208,079.00	213,000	151,000	283,000	283,000	132,000
TOTAL OTH CHARGES	223,223.27	434,000	290,000	422,000	422,000	132,000
CAPITAL ASSETS						
CAPITAL ASSETS - EQUIPMENT						
ELECTRONIC EQUIPMENT	0.00	137,000	137,000	0	0	(137,000)
MACHINERY EQUIPMENT	9,434.11	0	0	0	0	0
VEHICLES & TRANSPORTATION EQUIPMENT	0.00	428,000	428,000	250,000	250,000	(178,000)
TOTAL CAPITAL ASSETS - EQUIPMENT	9,434.11	565,000	565,000	250,000	250,000	(315,000)
TOTAL CAPITAL ASSETS	9,434.11	565,000	565,000	250,000	250,000	(315,000)
OTHER FINANCING USES						
OPERATING TRANSFERS OUT	336,308.63	237,000	296,000	237,000	296,000	0
TOTAL OTH FIN USES	336,308.63	237,000	296,000	237,000	296,000	0
GROSS TOTAL	$ 34,256,093.52	$ 36,764,000	$ 38,018,000	$ 43,486,000	$ 39,003,000	$ 985,000
NET TOTAL	$ 34,256,093.52	$ 36,764,000	$ 38,018,000	$ 43,486,000	$ 39,003,000	$ 985,000
NET COUNTY COST	$ 21,267,474.04	$ 23,330,000	$ 23,359,000	$ 28,827,000	$ 24,344,000	$ 985,000
BUDGETED POSITIONS	356.0	371.0	371.0	389.0	384.0	13.0

Departmental Program Summary

1. Animal Housing

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	9,351,000	--	4,637,000	4,714,000	99.0
Less Administration	--	--	--	--	--
Net Program Costs	9,351,000	--	4,637,000	4,714,000	99.0

Authority: Mandated program - California Food and Agriculture Sections 30501, 31101, 31105, and 31602 and California Penal Code Section 597.

The program includes: (1) impound, housing, and provision of medical care to stray and abandoned animals; (2) return of licensed, micro-chipped, or tagged animals to owners of record; (3) adoption of available animals to the public, animal rescues, and adoption partners; and (4) emergency sheltering of animals displaced by wildfires or other disasters.

2. Revenue Services (Licensing and Canvassing)

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	3,947,000	--	3,947,000	--	50.0
Less Administration	--	--	--	--	--
Net Program Costs	3,947,000	--	3,947,000	--	50.0

Authority: Mandated program - California Food and Agricultural Code Sections 30801-05, 30952, 31105-08, 31252, 31254, and 32252-53 and Los Angeles County Code Section 10.20.030.

The Licensing program is responsible for the maintenance of new license information and processing of annual renewal notices to animal owners in the unincorporated areas of the County and contract cities.

The Canvassing program performs neighborhood animal license enforcement at residences and other locations in the unincorporated areas of the County and contract cities. Department representatives collect past due licenses, verify rabies vaccination compliance, and perform annual inspections of businesses that care for, sell, or house animals.

3. Field Services (Includes Call Center)

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	11,912,000	--	5,106,000	6,806,000	146.0
Less Administration	--	--	--	--	--
Net Program Costs	11,912,000	--	5,106,000	6,806,000	146.0

Authority: Mandated program - California Food and Agriculture Code Sections 30501, 31101, 31105, and 31602 and California Penal Code Section 597.

Responds to calls in the unincorporated areas of the County and contract cities for the capture and removal of dangerous and aggressive, stray, and unwanted dogs, cats, and other non-wildlife animals. Provides direct customer services including the removal of dead animals from the public and acceptance of relinquished animals. Assists other public service agencies in providing emergency services during natural or man-made disasters.

4. Medical Services (Shelter and Clinic)

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	5,356,000	--	969,000	4,387,000	31.0
Less Administration	--	--	--	--	--
Net Program Costs	5,356,000	--	969,000	4,387,000	31.0

Authority: Mandated program - California Food and Agricultural Code Sections 30501, 30503, 31101, 31105, 31602, and 31751.3.

Provides general medical services to stray, relinquished, and abandoned animals brought in from the field by Animal Control officers and the public. Medical Services provides examinations, vaccinations, deworming, treatment, surgical repair, and surgical sterilization consistent with the Spay and Neuter Program, and services provided by private veterinarians.

5. Special Enforcement (Includes Spay and Neuter Program, Major Case, and Critical Case Processing Unit)

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	2,075,000	--	--	2,075,000	25.0
Less Administration	--	--	--	--	--
Net Program Costs	2,075,000	--	--	2,075,000	25.0

Authority: Spay and Neuter Program: Mandated program - California Food and Agricultural Code Sections 30503 and 31751.3. Major Case Unit: Mandated program - California Food and Agricultural Code Sections 31645 and 31646; California Penal Code Sections 399.5, 597, and 599aa; and Los Angeles County Code Sections 10.20.280, 10.28.020, 10.28.270, and 10.40.010.

The Spay and Neuter Program supports the mandated spaying or neutering of all shelter dogs or cats prior to adoption and the County's mandated program in the unincorporated communities of the County.

The Major Case Unit responds to calls or requests, investigates, and prosecutes incidents of animal cruelty or dangerous animals.

The Critical Case Processing Unit conducts administrative hearings to determine whether offending dogs are potentially dangerous or vicious, and to investigate and process potentially dangerous and vicious dog cases.

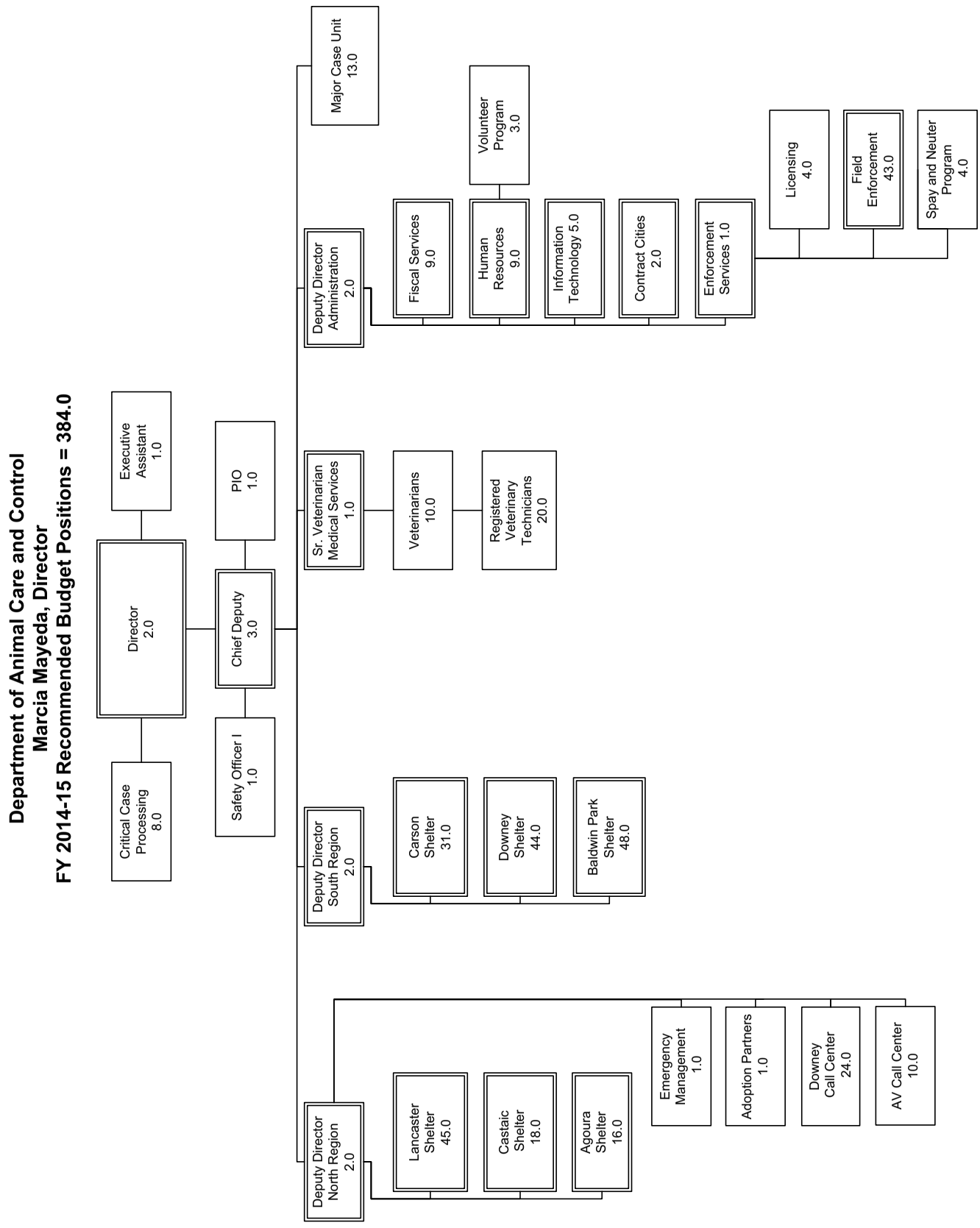
6. Administration

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	6,362,000	--	--	6,362,000	33.0
Less Administration	--	--	--	--	--
Net Program Costs	6,362,000	--	--	6,362,000	33.0

Authority: Non-mandated, discretionary program.

Administration provides the support required for the ongoing operations of the Department. This includes the executive office, budget and fiscal services, contract development and monitoring, human resources, fleet management, and information technology.

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Net Program Costs	39,003,000	0	14,659,000	24,344,000	384.0


Department of Animal Care and Control
Marcia Mayeda, Director
FY 2014-15 Recommended Budget Positions = 384.0
Director 2.0
Executive Assistant 1.0
Critical Case Processing 8.0
Chief Deputy 3.0
PIO 1.0
Safety Officer I 1.0
Deputy Director Administration 2.0
Major Case Unit 13.0
Fiscal Services 9.0
Human Resources 9.0
Volunteer Program 3.0
Information Technology 5.0
Contract Cities 2.0
Enforcement Services 1.0
Licensing 4.0
Field Enforcement 43.0
Spay and Neuter Program 4.0
Sr. Veterinarian Medical Services 1.0
Veterinarians 10.0
Registered Veterinary Technicians 20.0
Deputy Director South Region 2.0
Carson Shelter 31.0
Downey Shelter 44.0
Baldwin Park Shelter 48.0
Deputy Director North Region 2.0
Lancaster Shelter 45.0
Castaic Shelter 18.0
Agoura Shelter 16.0
Emergency Management 1.0
Adoption Partners 1.0
Downey Call Center 24.0
AV Call Center 10.0

Arts Commission

Laura Zucker, Executive Director

Arts Commission Budget Summary

CLASSIFICATION	FY 2012-13 ACTUAL	FY 2013-14 ESTIMATED	FY 2013-14 BUDGET	FY 2014-15 REQUESTED	FY 2014-15 RECOMMENDED	CHANGE FROM BUDGET
REVENUE	$ 1,317,816.98	$ 1,446,000	$ 1,446,000	$ 1,341,000	$ 1,341,000	$ (105,000)
EXPENDITURES/APPROPRIATIONS						
SERVICES & SUPPLIES	$ 9,920,410.02	$ 10,813,000	$ 10,813,000	$ 14,507,000	$ 11,160,000	$ 347,000
GROSS TOTAL	$ 9,920,410.02	$ 10,813,000	$ 10,813,000	$ 14,507,000	$ 11,160,000	$ 347,000
INTRAFUND TRANSFERS	(672,000.00)	(669,000)	(669,000)	(1,252,000)	(1,022,000)	(353,000)
NET TOTAL	$ 9,248,410.02	$ 10,144,000	$ 10,144,000	$ 13,255,000	$ 10,138,000	$ (6,000)
NET COUNTY COST	$ 7,930,593.04	$ 8,698,000	$ 8,698,000	$ 11,914,000	$ 8,797,000	$ 99,000

FUND	FUNCTION	ACTIVITY
GENERAL FUND	RECREATION & CULTURAL SERVICES	CULTURAL SERVICES

Mission Statement

To foster excellence, diversity, vitality, understanding, and accessibility of the arts in the County. The Arts Commission provides leadership in cultural services for the County, including information and resources for the community, artists, educators, arts organizations, and municipalities.

2014-15 Budget Message

The 2014-15 Recommended Budget reflects a net increase of $99,000 primarily due to restoring funding for the Organizational Grant, unavoidable cost increases, and Board-approved increases in salaries and employee benefits, partially offset by the deletion of one-time funding for the Organizational Grant program and Ford Theatre programs.

Critical/Strategic Planning Initiatives

- Continue a multi-year initiative to implement the Board-adopted *Arts for All* strategic plan to make the arts core in K-12 for 1.7 million students in the County by developing ongoing systems for data collection that will inform *Arts for All* planning processes, as well as provide evidence of changes in arts education offerings in the region over time.
- Institute a number of new systems to improve grants and professional development programs, including the development of new guidelines for the FY 2015-16 Organizational Grant Program.
- Continue implementation of the Master Plan for the current and future facilities of the John Anson Ford Theatres focusing on upgrades to the theatre itself, including amphitheatre stage reconstruction, new retaining walls and landscaping on the hillside, and tenant improvements consisting of additional dressing rooms, a new green room, and Americans with Disabilities Act improvements.
- Implement, through the Los Angeles County Open Spaces District grant funds, a new Civic Art Graffiti Abatement Project which will create innovative arts based projects.

Changes From 2013-14 Budget

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
2013-14 Final Adopted Budget	**10,813,000**	**669,000**	**1,446,000**	**8,698,000**	**0.0**
Other Changes					
1. Salaries and Employee Benefits: Primarily reflects Board-approved increases in salaries and health insurance subsidies.	146,000	12,000	--	134,000	--
2. Retirement: Reflects an increase primarily due to prior-year losses in Los Angeles County Employees Retirement Association's investment portfolio and revised investment return assumptions.	63,000	6,000	--	57,000	--
3. One-Time funding: Reflects the deletion of one-time funding provided for the Organizational Grant ($200,000), Jazzed and Motivated ($6,000), and Signature Series at the Ford ($375,000).	(581,000)	--	--	(581,000)	--
4. Organizational Grant: Reflects an increase in funding ($400,000) to fully restore the program to $4,518,000 as well as funding to cover the licensing fees for the California Cultural Data Project ($36,000).	436,000	--	--	436,000	--
5. Civic Art: Reflects one-time funding for Art Asset Management and Inventory ($240,000), and project management ($95,000).	335,000	335,000	--	--	--
6. Unavoidable Costs: Reflects funding for unavoidable production cost increases for the Holiday Celebration ($21,000), and minimum wage increases for the Arts Internship program ($14,000) and temporary staff at the Ford Theatre ($18,000).	53,000	--	--	53,000	--
7. Ministerial Adjustments: Reflects appropriation and revenue adjustments for the Arts Education and Civic Art programs based on anticipated revenue changes.	(105,000)	--	(105,000)	--	--
Total Changes	**347,000**	**353,000**	**(105,000)**	**99,000**	**0.0**
2014-15 Recommended Budget	**11,160,000**	**1,022,000**	**1,341,000**	**8,797,000**	**0.0**

Unmet Needs

The Arts Commission's critical unmet needs include additional funding and positions for the Administration, Civic Art, John Anson Ford Theatre and Organizational Grant program as well as full restoration of the Free Concerts program.

ARTS COMMISSION BUDGET DETAIL

CLASSIFICATION	FY 2012-13 ACTUAL	FY 2013-14 ESTIMATED	FY 2013-14 BUDGET	FY 2014-15 REQUESTED	FY 2014-15 RECOMMENDED	CHANGE FROM BUDGET
REVENUE DETAIL						
CHARGES FOR SERVICES - OTHER	$ 0.00	$ 46,000	$ 46,000	$ 46,000	$ 46,000	$ 0
FEDERAL - OTHER	0.00	175,000	175,000	75,000	75,000	(100,000)
MISCELLANEOUS	922,816.98	830,000	830,000	825,000	825,000	(5,000)
STATE - OTHER	15,000.00	15,000	15,000	15,000	15,000	0
TRANSFERS IN	380,000.00	380,000	380,000	380,000	380,000	0
TOTAL REVENUE	$ 1,317,816.98	$ 1,446,000	$ 1,446,000	$ 1,341,000	$ 1,341,000	$ (105,000)
EXPENDITURES/APPROPRIATIONS						
SERVICES & SUPPLIES						
ADMINISTRATIVE SERVICES	$ 2,354,318.86	$ 2,923,000	$ 2,923,000	$ 4,252,000	$ 3,132,000	$ 209,000
CLOTHING & PERSONAL SUPPLIES	94.77	0	0	0	0	0
COMMUNICATIONS	21,569.19	30,000	30,000	30,000	30,000	0
COMPUTING-MAINFRAME	798.14	0	0	0	0	0
COMPUTING-MIDRANGE/ DEPARTMENTAL SYSTEMS	0.00	3,000	3,000	3,000	3,000	0
COMPUTING-PERSONAL	5,163.67	0	0	0	0	0
CONTRACTED PROGRAM SERVICES	0.00	4,318,000	4,318,000	6,591,000	4,518,000	200,000
FOOD	644.04	4,000	4,000	4,000	4,000	0
HOUSEHOLD EXPENSE	5,616.00	0	0	0	0	0
INFORMATION TECHNOLOGY SERVICES	0.00	25,000	25,000	25,000	61,000	36,000
INSURANCE	0.00	1,000	1,000	1,000	1,000	0
MAINTENANCE - BUILDINGS & IMPRV	15,307.03	35,000	35,000	35,000	35,000	0
MAINTENANCE - EQUIPMENT	158.19	20,000	20,000	20,000	20,000	0
MEDICAL DENTAL & LAB SUPPLIES	2,532.96	0	0	0	0	0
MEMBERSHIPS	5,669.00	4,000	4,000	4,000	4,000	0
MISCELLANEOUS EXPENSE	0.00	36,000	36,000	36,000	36,000	0
OFFICE EXPENSE	20,092.22	20,000	20,000	20,000	20,000	0
PROFESSIONAL SERVICES	7,397,935.51	3,385,000	3,385,000	3,477,000	3,287,000	(98,000)
RENTS & LEASES - EQUIPMENT	12,550.28	0	0	0	0	0
SMALL TOOLS & MINOR EQUIPMENT	2,186.07	2,000	2,000	2,000	2,000	0
SPECIAL DEPARTMENTAL EXPENSE	3,215.96	0	0	0	0	0
TECHNICAL SERVICES	22,510.03	0	0	0	0	0
TELECOMMUNICATIONS	29,799.63	0	0	0	0	0
TRANSPORTATION AND TRAVEL	20,248.47	7,000	7,000	7,000	7,000	0
TOTAL S & S	9,920,410.02	10,813,000	10,813,000	14,507,000	11,160,000	347,000
GROSS TOTAL	$ 9,920,410.02	$ 10,813,000	$ 10,813,000	$ 14,507,000	$ 11,160,000	$ 347,000
INTRAFUND TRANSFERS	(672,000.00)	(669,000)	(669,000)	(1,252,000)	(1,022,000)	(353,000)
NET TOTAL	$ 9,248,410.02	$ 10,144,000	$ 10,144,000	$ 13,255,000	$ 10,138,000	$ (6,000)
NET COUNTY COST	$ 7,930,593.04	$ 8,698,000	$ 8,698,000	$ 11,914,000	$ 8,797,000	$ 99,000

Arts Commission - Arts Programs Budget Summary

CLASSIFICATION	FY 2012-13 ACTUAL	FY 2013-14 ESTIMATED	FY 2013-14 BUDGET	FY 2014-15 REQUESTED	FY 2014-15 RECOMMENDED	CHANGE FROM BUDGET
REVENUE	$ 1,266,049.81	$ 1,346,000	$ 1,346,000	$ 1,341,000	$ 1,341,000	$ (5,000)
EXPENDITURES/APPROPRIATIONS						
SERVICES & SUPPLIES	$ 9,146,862.14	$ 10,044,000	$ 10,044,000	$ 13,255,000	$ 10,138,000	$ 94,000
GROSS TOTAL	$ 9,146,862.14	$ 10,044,000	$ 10,044,000	$ 13,255,000	$ 10,138,000	$ 94,000
NET TOTAL	$ 9,146,862.14	$ 10,044,000	$ 10,044,000	$ 13,255,000	$ 10,138,000	$ 94,000
NET COUNTY COST	$ 7,880,812.33	$ 8,698,000	$ 8,698,000	$ 11,914,000	$ 8,797,000	$ 99,000

FUND	FUNCTION	ACTIVITY
GENERAL FUND	RECREATION & CULTURAL SERVICES	CULTURAL SERVICES

Arts Commission - Civic Art Budget Summary

CLASSIFICATION	FY 2012-13 ACTUAL	FY 2013-14 ESTIMATED	FY 2013-14 BUDGET	FY 2014-15 REQUESTED	FY 2014-15 RECOMMENDED	CHANGE FROM BUDGET
REVENUE	$ 51,767.17	$ 100,000	$ 100,000	$ 0	$ 0	$ (100,000)
EXPENDITURES/APPROPRIATIONS						
SERVICES & SUPPLIES	$ 773,547.88	$ 769,000	$ 769,000	$ 1,252,000	$ 1,022,000	$ 253,000
GROSS TOTAL	$ 773,547.88	$ 769,000	$ 769,000	$ 1,252,000	$ 1,022,000	$ 253,000
INTRAFUND TRANSFERS	(672,000.00)	(669,000)	(669,000)	(1,252,000)	(1,022,000)	(353,000)
NET TOTAL	$ 101,547.88	$ 100,000	$ 100,000	$ 0	$ 0	$ (100,000)
NET COUNTY COST	$ 49,780.71	$ 0	$ 0	$ 0	$ 0	$ 0

FUND	FUNCTION	ACTIVITY
GENERAL FUND	RECREATION & CULTURAL SERVICES	CULTURAL SERVICES

Departmental Program Summary

1. Organizational Grants and Professional Development

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	4,922,000	--	16,000	4,906,000	--
Less Administration	--	--	--	--	--
Net Program Costs	4,922,000	--	16,000	4,906,000	--

Authority: Non-mandated, discretionary program.

The program provides financial support, technical assistance, and professional development services to 370 non-profit arts organizations annually. Programs assist and strengthen non-profit organizations and municipal programs to provide arts services to enrich the lives of County residents. All applications undergo a rigorous peer panel review and scoring process to determine the quality of proposed projects and services, which are then approved by the Board. Grantees are provided additional opportunities, which include in-depth leadership training for executive, artistic, and managing directors; workshops on advancement and capacity building topics such as human resources, marketing, board development, and fundraising; grant application workshops; and scholarships for arts administrators to take courses at the Center for Non-profit Management and Long Beach Non-profit Partnership, and to attend local conferences.

2. Arts Internships

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	695,000	--	45,000	650,000	--
Less Administration	--	--	--	--	--
Net Program Costs	695,000	--	45,000	650,000	--

Authority: Non-mandated, discretionary program.

The program provides approximately 125 paid 10-week summer internships for undergraduate college students at 105 performing and literary arts non-profits and municipal arts agencies. In addition, interns participate in an arts summit. This program develops future arts leaders to serve in staff positions, as board members, and volunteers in organizations that provide cultural services to County residents. The program works in partnership with the Getty Foundation, which supports internships in visual arts organizations.

3. Arts Education

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	1,407,000	--	900,000	507,000	--
Less Administration	--	--	--	--	--
Net Program Costs	1,407,000	--	900,000	507,000	--

Authority: Non-mandated, discretionary program.

The Arts Commission provides leadership for the 2002 Board-adopted *Arts for All*, a countywide collaboration working to create vibrant classrooms, schools, communities, and economies through the inclusion of the arts as core curriculum for each of our 1.6 million public K-12 students. Key strategies include: 1) assisting school districts in planning and implementing arts education; 2) building capacity of both teachers and community artists to deliver high-quality arts instruction; 3) publishing online directories of arts education programs for students and educators; and 4) collecting, analyzing, and sharing data to track progress and inform strategy.

4. Community Programs - John Anson Ford Theatres

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	1,196,000	--	48,000	1,148,000	--
Less Administration	--	--	--	--	--
Net Program Costs	1,196,000	--	48,000	1,148,000	--

Authority: Non-mandated, discretionary program.

Operates and programs the John Anson Ford Theatres and supports its flagship program, the Ford Amphitheatre Summer Partnership Program, which provides resources to County resident arts organizations and assists them to successfully present performances in its historic 1,200 seat amphitheatre. This appropriation does not reflect earned income, which is deposited in the Ford Theatre Special Development Fund, and contributed income, which is in the budget of the Ford Theatre Foundation, the non-profit fundraising arm of the Ford.

5. Community Programs – Holiday Celebration

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	949,000	--	332,000	617,000	--
Less Administration	--	--	--	--	--
Net Program Costs	949,000	--	332,000	617,000	--

Authority: Non-mandated, discretionary program.

The County Holiday Celebration, which celebrated its 54th year in 2013, is a three-hour music and dance production held every December 24th at the Music Center's Dorothy Chandler Pavilion. The show is free to the public and honors the diverse cultures and holiday traditions that are celebrated in the many communities of the County. The Holiday Celebration is broadcast live on KCET and streamed on the Internet and is watched by an estimated one million local viewers. The program is also aired on the Armed Forces Network, bringing the show to United States service men and women living on military bases around the world.

6. Community Programs – Free Concerts in Public Sites

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	30,000	--	--	30,000	--
Less Administration	--	--	--	--	--
Net Program Costs	30,000	--	--	30,000	--

Authority: Non-mandated, discretionary program.

Free Concerts in Public Sites includes concerts and participatory workshops that are free to the public. Events include concerts at non-profit, municipal, and County sites which apply for funding from the Board to support musician fees, and interactive music and dance workshops designed to engage communities in the performing arts by encouraging direct participation in diverse art forms.

7. Civic Art

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	1,022,000	1,022,000	--	--	--
Less Administration	--	--	--	--	--
Net Program Costs	1,022,000	1,022,000	--	--	--

Authority: Non-mandated, discretionary program.

The program provides leadership in the development of high quality civic spaces by integrating the work of artists into the planning, design, and construction of County infrastructure and facilities. The program encourages innovative approaches to civic art and provides access to artistic experiences of the highest caliber to residents and visitors of the County. It also provides educational resources and ensures stewardship to foster broad public access to artwork owned by the County. The program has developed and maintains the records and inventory for County-owned civic artwork.

8. Administration

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Total Program Costs	939,000	--	--	939,000	--
Less Administration	--	--	--	--	--
Net Program Costs	939,000	--	--	939,000	--

Authority: Non-mandated, discretionary program.

The administrative unit, which is made up of five staff positions, oversees the Arts Commission's strategic planning, budgeting, private sector fundraising, human resources, information technology (IT), marketing and communications, and provides support for the 15 Arts Commissioners appointed by the Board. This appropriation also includes general administrative and IT supplies.

	Gross Appropriation ($)	Intrafund Transfer ($)	Revenue ($)	Net County Cost ($)	Budg Pos
Net Program Costs	11,160,000	1,022,000	1,341,000	8,797,000	0.0

Kathline J. King

From: wh16mmgal@aol.com
Sent: Friday, July 18, 2014 12:21 PM
To: Kathline J. King
Subject: Ford Theater Hiking Trail concern

Dear Ms. King,

I live on Cahuenga Terrace, which is next door to the John Anson Ford Theater and my neighbors have told me about the plans to renovate the compound, add new structures, increase capacity and improve upon the hiking trail. This concerns me deeply because that hiking trail has attracted homeless encampments for decades and we who live in this neighborhood are under constant threat from wild fires that result from carelessness from these individuals. I am worried that making the hiking trail easier to access is only going to lure more smokers, campers, etc. who, homeless or not, could easily start a fire along the trail and destroy homes in its wake.

There is already a No Tresspassing sign posted along the trail; are you or the Ford people planning to get it removed somehow?

I intend to discuss this with the local fire department to see if this is something we can forestall until proper safety measures are in place. I also understand that there was a meeting about it last week and I was unable to attend; perhaps you or someone from your office could make a statement explaining how the trail will be maintained, monitored, etc. so the neighborhood can rest a little easier.

I am all for the expansion of the Ford Theater as I enjoy it and attend shows there often, however fire danger is another thing entirely and with the drought and dry hot weather coming our way, encouraging hikers to the area is just not wise. I hope you will see my point and pass this along to the people involved.

Thank you,

A. Sandoval

FORD THEATRES PROJECT
PUBLIC MEETING
July 14, 2014

Name	Department/Affiliation	Address	Email (optional)
Jpuyet*	Parks		
Marci Diller	neighbor	2370 San Marco Dr. LA, CA 90068	dr.mdiller@att.net
Victoria Box	" "	2018 N. Vine St. Hollywood CA 90068	Victoria1107@Hotmail.com
Teresa Grimes	GPA Consulting		teresa@gpaconsulting.com
[illegible]	[illegible]		
Charles Malki	neighbor	3157 Cuado St, 90068	Charles@Malki Realty.com
Amy Cutter	Neighbor	6700 Hillpark Dr. #301 LA, CA 90068	arcutter@earthlink.net
ROBERT KNOX	HKCC	3458 LA SOMBRA, LA 90068	RLKNOX@EARTHLINK.NET

FORD THEATRES PROJECT
PUBLIC MEETING
July 14, 2014

Name	Department/Affiliation	Address	Email (optional)
JOYCE DYRECTOR	Hollywood Hills West NC Hollywood Heights	6866 IRIS CIRCLE Hollywood CA 90068	JDYRECTOR@AOL.COM
MARK EDWARDS		3452 E. FOOTHILL BL. #1100 PASADENA, CA 91107	
Beverly Freeman	Argyle Civic Assoc	2018 Vine St.	BevsVine@Pacbell.net
MARY PRANGE		6650 FRANKLIN Ave #101, LA, CA 90028	MARYPRANGE@GMAIL.COM

COUNTY OF LOS ANGELES DEPARTMENT OF PARKS AND RECREATION

FORD THEATRES PROJECT
Draft Environmental Impact Report
State Clearinghouse No. 2014021013

Volume 1:
Sections I–IX

Prepared for
County of Los Angeles Department of Parks and Recreation
510 South Vermont Avenue, Room 201
Los Angeles, California 90020

Prepared by
Matrix Environmental
6701 Center Drive West, Suite 900
Los Angeles, California 90045

June 2014

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I. Executive Summary

I. Executive Summary

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15123, this section of this Draft Environmental Impact Report (EIR) contains a brief summary of the Ford Theatres Project (the Project) and its potential environmental effects. More detailed information regarding the Project and its potential environmental effects is provided in the following sections of this Draft EIR. Also included in this section of this Draft EIR is an overview of the purpose and focus of this Draft EIR, a general description of the Project, a description of the organization of this Draft EIR, an overview of the Project, a general description of areas of controversy and issues to be resolved, including the choice among alternatives and whether or how to mitigate any potential effects of the Project, a description of the public review process for this Draft EIR, and a summary of the alternatives to the Project evaluated in this Draft EIR.

1. Purpose of this Draft EIR

As described in Section 15123(a) and 15362 of the CEQA Guidelines, an EIR is an informational document that will inform public agency decision-makers and the public of the significant environmental effects of a project, identify possible ways to minimize, or avoid, any significant effects, and describe reasonable project alternatives. Therefore, the purpose of this Draft EIR is to focus the discussion on the Project's potential environmental effects that the County of Los Angeles (County) , as the Lead Agency, has determined to be, or potentially may be significant. In addition, feasible mitigation measures are recommended, when applicable, that could reduce or avoid the Project's significant environmental impacts.

This Draft EIR serves as the environmental document for all actions associated with the Project. This EIR is a "Project EIR" as defined by Section 15161 of the State CEQA Guidelines and, as such, serves as an informational document for the general public and Project decision-makers. This Draft EIR is also intended to cover all State, regional and local government discretionary approvals that may be required to construct or implement the Project.

2. Draft EIR Focus and Effects Found Not to Be Significant

In accordance with Section 15128 of the CEQA Guidelines, an EIR shall contain a brief statement indicating reasons that various possible significant effects of a project were determined not to be significant and not discussed in detail in the Draft EIR. An Initial Study was prepared for the Project and a Notice of Preparation (NOP) was distributed for public comment to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties on February 7, 2014 for a 30-day review period. The Initial Study, NOP, and NOP comment letters are included in Appendix A of this Draft EIR. The Initial Study provides a detailed discussion of the potential environmental impact areas and the reasons that each environmental topic is or is not analyzed further in this Draft EIR. The County determined through the Initial Study the potential for significant impacts in the following environmental issue areas would be evaluated in the Draft EIR:

- Aesthetics (including views, light, and glare)
- Air Quality
- Greenhouse Gas Emissions
- Biological Resources
- Cultural Resources (including historic resources, and archaeological and paleontological resources)
- Geology and Soils
- Hydrology and Surface Water Quality (including groundwater)
- Land Use and Planning
- Noise
- Public Services (including fire protection and police protection)
- Traffic, Access, and Parking
- Utilities and Service Systems (including water and energy)

The Los Angeles County Department of Parks and Recreation determined through the Initial Study that the Project would not have the potential to cause significant impacts related to agriculture and forest resources, hazards and hazardous materials, mineral resources, population and housing, some public services (including schools, parks, and

libraries), recreation, and some utilities and service systems (including wastewater and solid waste). Therefore, these areas were not analyzed in this Draft EIR. The Initial Study demonstrating that no significant impacts would occur for these issue areas is included in Appendix A of this Draft EIR.

3. Draft EIR Organization

This Draft EIR is comprised of the following sections:

I. Executive Summary. This section describes the purpose of this Draft EIR, Draft EIR focus and effects found not to be significant, Draft EIR organization, Project summary, areas of controversy and issues to be resolved, public review process, summary of alternatives, and a summary of environmental impacts, project design features, and mitigation measures.

II. Project Description. This section describes the Project location, existing conditions, Project objectives, and characteristics of the Project.

III. Environmental Setting. This section contains a description of the existing physical and built environment and a list of related projects anticipated to be built within the Project vicinity.

IV. Environmental Impact Analysis. This section contains the environmental setting, Project and cumulative impact analyses, mitigation measures, and conclusions regarding the level of significance after mitigation for each of the following environmental issues: aesthetics, views, light, and glare; air quality; greenhouse gas emissions; biological resources; cultural resources; geology and soils; hydrology, surface water quality, and groundwater; land use and planning; noise; fire protection; police protection; traffic, access, and parking; water; and energy.

V. Alternatives. This section provides an analysis of a reasonable range of alternatives to the Project including: No Project/No Build Alternative; Reduced Project Alternative; and Simultaneous Even Schedules Alternative.

VI. Other CEQA Considerations. This section provides an analysis of the significant irreversible changes in the environment and potential secondary effects that would result from the Project. This section also analyzes potential growth-inducing impacts of the Project and potential secondary effects caused by the implementation of the mitigation measures for the Project. Lastly, a summary of the possible effects of the Project that were determined not to be significant within the Initial Study is provided.

VII. References. This section lists the references and sources used in the preparation of this Draft EIR.

VIII. List of Preparers. This section lists the persons, public agencies, and organizations that were consulted or contributed to the preparation of this Draft EIR.

IX. Acronyms and Abbreviations. This section provides a list of acronyms and abbreviations used in this Draft EIR.

This Draft EIR includes the environmental analysis prepared for the Project and appendices as follows:

- Appendix A—Initial Study/NOP/NOP Comment Letters
- Appendix B—Tree Survey
- Appendix C—Air Quality Worksheets
- Appendix D—Greenhouse Gas Emissions Worksheets
- Appendix E—Biological Resource Assessment
- Appendix F—Historic Resources Report
- Appendix G—Archaeological and Paleontological Resources Records Searches
- Appendix H—Geotechnical Reports
- Appendix I—Hydrology and Water Quality Report
- Appendix J—Noise Worksheets
- Appendix K—Correspondence from Public Service Providers
- Appendix L—Traffic Study
- Appendix M—Water System and Supply Study
- Appendix N—Electricity and Natural Gas Estimates and Will Serve Letters
- Appendix O—The Ford, Transformed: Realizing the Potential of Ford Theatres County Regional Park

4. Background and Existing Site Conditions

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 Los Angeles County Department of Parks and Recreation, the Los Angeles County Arts Commission, and the Ford Theatre Foundation. 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, opened in 1931 and in 1941 the existing Amphitheatre and the land surrounding it 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. The Amphitheatre was evaluated as a potential historic resource in 1994 and determined eligible for listing in the National Register of Historic Places.

The Project Site comprises an approximately 32-acre County of Los Angeles regional park within the Hollywood Hills. The Project Site is currently developed with an open-air 1,196-seat Amphitheatre and associated support spaces (i.e., dressing rooms, performer restrooms, green room); an 860-square-foot projection booth and control room located above the Amphitheatre seating; an 87-seat indoor venue referred to as [Inside] the Ford; a two-story, approximately 320-square-foot concessions building; a 365-square-foot box office; a plaza and picnic area referred to as the Edison Plaza; 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, and the Los Angeles Philharmonic. The Project Site also includes one cell tower and associated structures along the northwest portion of the Project Site and an additional cell tower along the northwestern property boundary. Other facility support spaces, such as storage and maintenance areas and restrooms, are also located throughout the Project Site. 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.

The existing buildings on the Project Site comprise a total of approximately 35,811 square feet, while the outdoor plaza areas comprise of approximately 3,580 square feet. Overall, approximately 3.5 acres of the 32-acre Project Site comprises developed area,

including the existing structures described above and asphalt-paved surface parking areas. The remaining areas (approximately 28.5 acres) are comprised of undeveloped open space.

Access to the Project Site is available via four driveways along the east side of Cahuenga Boulevard East. Pedestrian access to the Project Site is available from several locations along Cahuenga Boulevard East, including via the four driveways described as well as a walkway located in front of the former motel. The Amphitheatre, including the [Inside] the Ford Theatre, Edison Plaza, and the concessions building are currently enclosed within a wrought iron perimeter fence with wrought iron entry and exit gates at the main entrance and secondary entrance.

The Project Site can accommodate approximately 350 to 380 vehicles in a stacked parking configuration within three surface parking areas. Two surface parking lots are located along Cahuenga Boulevard East, while a third surface parking lot, providing only ADA parking spaces, is located adjacent to the secondary entrance at the Amphitheatre level. During events, additional parking is available off-site at the Universal City/Studio City Metro Red Line Station. A shuttle is provided to and from the station parking and the Project Site during evening events.

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 one of the southern driveways, and wayfinding signage internal to the Project Site. An illuminated sign identifying the Ford Amphitheatre is also located on the wall running along the top of the Amphitheatre wall, which was installed to attenuate noise from the Hollywood Freeway.

5. Description of the Project

a. Overview of the Proposed Development

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 plaza deck featuring a

restaurant, a 299-seat theatre, a new box office, a conference room, and offices and visitor amenities; (4) the Transit Center, which would include a designated area for bus and valet drop-off, a new three-level parking structure, an event space, and a maintenance facility; and (5) a 0.75-mile hiking trail.

(1) Amphitheatre Rehabilitation Improvements

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. 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 could measure up to 48 feet in height. In addition, a retractable shade structure would provide cover for the Amphitheatre during day time performances.

(2) Ford Terrace

North of the Amphitheatre, the existing circular driveway and disabled parking adjacent to the secondary entrance 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. 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 secondary entrance. Disabled parking currently located adjacent to the secondary entrance would be accommodated within the parking structures proposed as part of the Project.

In addition, 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 repurposed as a self-serve food marketplace area and provide space for storage. New ADA-accessible restrooms would also be provided at the lower level.

(3) Ford Plaza

West of the Amphitheatre, generally within the existing south surface parking area, the Project proposes the Ford Plaza. The Ford Plaza would include a three-level parking structure, which would provide approximately 250 parking spaces. A plaza deck providing approximately 45,000 square feet of outdoor plaza areas would be created above the parking structure. As part of the Ford Plaza, the existing 365-square-foot box-office 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. In addition, 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. At the southern boundary of the Ford Plaza, an approximately 1,000-square-foot conference room would be built to support the adjacent office space. 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 and a 2,600-square-foot indoor seating area. An approximately 1,000-square-foot outdoor seating area would also be included. 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 and full theatrical lighting and rigging that would be able to accommodate multi-disciplinary performances. Backstage spaces within the new venue would include performer restrooms, dressing rooms, and a prep area for special events.

(4) Transit Center

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. 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. At the upper deck of the parking structure, an approximately 6,300-square-foot maintenance area consisting of office, storage, garage, and yard areas

would 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 as office space for Ford Theatre Foundation, Los Angeles County Arts Commission, and Philharmonic staff.

(5) Hiking Trail

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, where required or necessary, and cut-in granite steps where areas of steep terrain are proposed. Hand-railing may also be provided at the steps. The trail alignment may utilize portions of existing user-established informal trails. The hours of operation for use of the trail would observe standard park hours of sunrise to sunset.

Overall, 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.

b. Project 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. The Project is also designed to minimize building footprints and remain primarily within the developed areas of the Project Site. Specifically, upon buildout of the Project, approximately 4.3 acres of the 32-acre Project Site would comprise developed area, an increase of 0.8 of an acre. The remaining approximately 27.7 acres would comprise undeveloped open space. In addition, to reduce the massing, 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®) or equivalent green

building standards. In addition, the Project would be designed to meet the County's green building requirements.

c. 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 on-site 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 of 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 existing main entrance. In addition, new pedestrian pathways would be provided for access to the new areas. As described above, the existing circular driveway at the secondary entrance 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 within two parking structures and a net increase of approximately 120 to 150 parking spaces, including additional ADA parking spaces. Parking would also continue to be available at the Universal City/Studio City Metro Red Line Station. A shuttle would continue to be provided to and from the Ford Theatres during evening events. In addition, use of the Ford Theatres parking facilities by the Hollywood Bowl may continue.

d. 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 146 trees, including cypress, pine, palm, eucalyptus, ficus, sycamore, oak, and olive trees. This number includes the trees proposed to be removed as part of the approved Amphitheatre improvements. The Project would also relocate approximately 20 trees throughout the Project Site. As part of the Project, trees to be removed would be replaced on a minimum 1:1 basis.

e. 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. Light fixture control devices could be implemented, as necessary, to minimize glare.

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. In addition, a large sign identifying the Ford Theatres would be placed along the proposed sound wall. This sign is anticipated to be illuminated. The proposed sound wall and sign would replace the existing wall and sign along the top of the Amphitheatre wall. 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.

f. 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. Alternatively, the Project could provide a decentralized air-cooling 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 new natural gas service, sewer and water connections, and drainage improvements. The Project would also integrate and relocate the existing cell towers and associated structures to allow construction of the Transit Center.

g. Fire Protection and Security Features

As the Project Site is located in a Very High Fire Hazard Severity Zone, a fuel modification plan would be required to minimize the risk of wildfires. The fuel modification plan for the Project would set forth buffer zones around the proposed structures. The fuel modification plan would also specify requirements pertaining to landscape irrigation, thinning and removal of brush and dead plant materials, removal of non-native plant species, and maintenance of the buffer zones. A preliminary fuel modification plan has been prepared by the Project in consultation with the Los Angeles County Fire Department, and is included in Section IV.J.1, Public Services—Fire Protection of this Draft EIR. A final fuel modification plan would be submitted to the Los Angeles County Fire Department for approval prior to the issuance of Project construction permits. The Project would also include an upgraded fire system, including the installation of on-site fire hydrants and new water connections. The enhanced fire system would be a dedicated separate fire service system with no shared connections to the domestic supply lines. The Project's design would also incorporate security features to provide for the safety of on-site employees and visitors. These features would include high-definition surveillance cameras, and signage along the hiking trail. Entryways, lobbies, and parking areas would also be well illuminated and designed to eliminate areas of concealment.

h. Project Construction and Scheduling

The Project could be implemented in several phases to provide flexibility to continue operating the Ford Theatres during construction. Construction of the Project may be completed as early as 2020. In the event construction of the Project occurs as one phase, or in consolidated phases, the Ford Theatres would be expected to close and no events would be held until buildout of the Project or completion of the phase(s) under construction. It is estimated that the Project would require approximately 107,094 cubic yards of export. Based on the proximity of the Hollywood Freeway to the Project Site, it is anticipated that haul trucks and delivery trucks would access the Project Site traveling northbound on Cahuenga Boulevard East from the Hollywood Freeway (US-101) and would exit the Project Site onto Cahuenga Boulevard East and travel northbound on Cahuenga Boulevard East to the Hollywood Freeway. As part of the Project, a Construction 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. Construction worker parking and construction staging would be accommodated on-site. Construction activities would comply with Section 12.08.440 of the Los Angeles County Code, which prohibits noise-generating construction activities between the hours of 7:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, and anytime on Sundays or legal holidays in the absence of certain emergencies.

6. 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.

7. Areas of Controversy/Issues to be Resolved

Potential areas of controversy and issues to be resolved by the County's decision-makers may include those environmental issue areas where the potential for a significant unavoidable impact has been identified. As evaluated in this Draft EIR, the Project would not result in significant and unavoidable impacts with regard to the environmental topics presented herein. However, based on the NOP comment letters provided in Appendix A, issues known to be of concern in the community included, but were not limited to traffic, noise, and wildfire risk. Refer to Appendix A for copies of the NOP comment letters. Decision makers will need to chose among alternatives and determine whether to impose mitigation measures to avoid potential environmental impacts.

8. Public Review Process

The County Department of Parks and Recreation prepared an Initial Study and circulated an NOP for public comment to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties on February 7, 2014, for a 30-day review period. In addition, a public scoping meeting was conducted on February 18, 2014. The Initial Study, NOP, and NOP comment letters are included in Appendix A of this Draft EIR.

This Draft EIR is being circulated for a 45-day public comment period. Following the public comment period, a Final EIR will be prepared that will include responses to the environmental issues raised during that comment period regarding this Draft EIR.

9. Summary of Alternatives

This Draft EIR examined three alternatives to the Project in detail, which include: No Project/No Build; Reduced Project; and Simultaneous Event Schedules. A general description of these Alternatives is provided below. This Draft EIR also identified alternatives that were considered for analysis but rejected as infeasible. Please refer to Section V, Alternatives, of this Draft EIR for a more detailed description of the alternatives considered and rejected as well as a description of the alternatives evaluated in detail and a comparative analysis of the impacts of these alternatives with those of the Project.

Alternative 1: No Project/No Build Alternative

Alternative 1, the No Project/No Build Alternative assumes the Project would not be approved and the existing environment would be maintained, with the exception of the previously approved Amphitheatre improvements and other on-going routine interior and exterior maintenance improvements. The previously approved Amphitheatre 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 previously approved Amphitheatre improvements will occur internal to the Project Site, within the boundaries of the existing Amphitheatre. This Alternative would not result in any changes to the existing operations at the Ford Theatres. The site plan under this Alternative would resemble existing conditions, as illustrated in Figure II-2 in Section II, Project Description of this Draft EIR.

Alternative 2: Reduced Project Alternative

The Reduced Project Alternative would develop the Project Site similar to the Project and would include the same components as the Project as follows: rehabilitation of

certain portions of the existing Amphitheatre, the Ford Terrace, the Ford Plaza, the Transit Center, and a 0.75-mile hiking trail. However, the Reduced Project Alternative would not include development of the 299-seat theatre within the Ford Plaza. In addition, under this Alternative, the 99-seat Flex Space proposed within the Transit Center would be relocated to the area of the 299-seat theatre as proposed by the Project. With the relocation of the Flex Space from the Transit Center to the Ford Plaza under this Alternative, the footprint of the Transit Center would be reduced but would continue to feature a designated area for bus and valet drop-off, a three-level parking structure, and a maintenance facility. All other components and features of the Project as described in Section II, Project Description, of this Draft EIR would be maintained under the Reduced Project Alternative. Further, under Alternative 2, building heights and architectural features would be similar to the building heights and architectural features of the Project.

Overall, implementation of this Alternative would result in approximately 39,550 net new square feet compared to the Project's approximately 47,550 net new square feet of development. As such, this Alternative would reduce the proposed net new development by approximately 8,000 square feet or approximately 17 percent. Additionally, this Alternative would provide for 12 net new seats within the Project Site in comparison to the Project's 311 net new seats. In addition, while this Alternative would not provide the 299-seat theatre, the number of annual events and attendees would increase but would be reduced when compared to the Project.

Alternative 3: Simultaneous Event Schedules Alternative

The Simultaneous Event Schedules Alternative would include the development of the same components as the Project but with long term flexibility in the scheduling of events within the Amphitheatre and proposed 299-seat theatre. Specifically, under Alternative 3, events held in the Amphitheatre, the 299-seat theatre, and the Flex Space would be able to have simultaneous events with concurrent start times whereas under the Project, events held in the Amphitheatre and the 299-seat theatre would have staggered start times of at least 45 minutes after 6:00 P.M. on weekday evenings to reduce traffic impacts. As with the Project, Alternative 3 would comprise the following: (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 Center, which would include a designated area for bus and valet drop-off, a new three-level parking structure, 99-seat Flex Space, and maintenance facility; and (5) a 0.75-mile hiking trail. These components would be developed within the Project Site in the same manner as proposed under the Project described in Section II, Project Description, of this Draft EIR.

The estimated increases in annual events and attendance projected to occur under the Project would also remain under this Alternative.

10. Summary of Environmental Impacts and Mitigation Measures

Table I-1 on page I-17 provides a summary of the environmental impacts of the project. As summarized therein, implementation of the Project would not result in significant impacts to any of the environmental issues evaluated in this Draft EIR which could not be reduced with compliance with regulatory requirements and the implementation of project design features and mitigation measures.

Table I-1
Summary of Impacts Under the Project

Environmental Issue	Project Impact
A. AESTHETICS, VIEWS, LIGHT, AND GLARE	
Aesthetics	Less Than Significant
Views	Less Than Significant
Light	Less Than Significant
Glare	Less Than Significant
B. AIR QUALITY	
Construction–Regional Emissions	Less Than Significant
Construction–Localized Emissions	Less Than Significant
Operational–Regional Emissions	Less than Significant
Operational–Localized Emissions	Less than Significant
Toxic Air Contaminants	Less than Significant
Odors	Less than Significant
C. GREENHOUSE GAS EMISSIONS	Less than Significant
D. BIOLOGICAL RESOURCES	Less Than Significant with Mitigation
E. CULTURAL RESOURCES	
Historic Resources	Less Than Significant with Mitigation
Archaeological Resources	Less Than Significant with Mitigation
Paleontological Resources	Less Than Significant with Mitigation
F. GEOLOGY AND SOILS	Less Than Significant with Mitigation
G. HYDROLOGY, SURFACE WATER QUALITY, AND GROUNDWATER	
Surface Water Hydrology	Less Than Significant
Surface Water Quality	Less Than Significant
Groundwater	Less Than Significant
H. LAND USE AND PLANNING	Less Than Significant
I. NOISE	
Construction Noise	Less Than Significant
Construction Vibration	Less Than Significant
Operational Noise	Less Than Significant
J.1. PUBLIC SERVICES–FIRE PROTECTION	Less Than Significant
J.2. PUBLIC SERVICES–POLICE PROTECTION	Less Than Significant
K. TRAFFIC, ACCESS, AND PARKING	
Traffic	Less Than Significant
Congestion Management Program	Less Than Significant
Access and Circulation	Less Than Significant
Parking	Less Than Significant

Table I-1 (Continued)
Summary of Impacts Under the Project

Environmental Issue	Project Impact
L.1. UTILITIES AND SERVICE SYSTEMS—WATER	Less Than Significant
L.2. UTILITIES AND SERVICE SYSTEMS—ENERGY AND ENERGY CONSERVATION	Less Than Significant

A. Aesthetics, Views, Light, and Glare

a. Analysis of Project Impacts

(1) Aesthetics

(a) Construction Impacts

The removal of on-site structures, surface parking areas, and landscaping would not cause the loss of unique visual resources (i.e., the surrounding hillsides and historic Amphitheatre) or prominent existing features that contribute positively to the existing visual character and quality of the Project Site. As such, the Project's construction activities would not substantially degrade the existing visual character of the Project Site or the surrounding area. Therefore, aesthetics impacts associated with construction would be less than significant.

(b) Operational Impacts

The Project would provide new performing arts and support facilities that would be consistent with and build on the existing uses on the Project Site and in the surrounding community. Implementation of the Project would result in the removal of the existing former motel building currently used as office space; the projection booth and control room, which is not a primary character-defining feature of the historic Amphitheatre and is not visible from off-site public vantages; the concessions building, which is also not a primary character-defining feature of the historic Amphitheatre and is not visible from off-site public vantages; and surface parking areas and landscaping. As illustrated in the conceptual site plans provided in Section II, Project Description, of this Draft EIR, the Project would develop new structures and landscaping that would be primarily confined to areas of the Project Site that have already been developed.

While the presence of new development would invariably alter the aesthetic character of the Project Site, the Project would employ a cohesive site design in part by ensuring architectural compatibility and integration with the surrounding environment. The Project would also rehabilitate the existing historic Amphitheatre and would not result in the

removal or alteration of existing features that contribute positively to the visual character of the Project Site and surrounding area. Overall, 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. Similarly, Project grading would be designed to retain the integrity and natural grade elevations of the landforms that influence the visual quality of the Project Site. As such, the Project would not substantially degrade the existing visual character or quality of the Project Site or surrounding area. Impacts related to aesthetics would be less than significant.

(2) Views

Overall, while Project implementation would modify existing public views along Cahuenga Boulevard, Pilgrimage Bridge, and the Hollywood Freeway, the proposed structures would not dominate the viewshed along Cahuenga Boulevard. Rather, the Project has been intentionally designed to limit the building footprint within areas already developed so as to preserve the natural setting of the Project Site. Accordingly, public views of the Project Site would continue to feature a semi-urban environment with a background of rolling hills, pockets of trees, and landscaping. Thus, the Project would not have a substantial adverse effect on a scenic vista, and view impacts would be less than significant.

(3) Light

(a) Construction Impacts

Substantial lighting is not anticipated during construction within the Project Site as most construction activities would occur during daylight hours. However, the Project may include lighting for construction activities occurring in the early evening during the winter season. Outdoor lighting sources such as floodlights, spot lights, and/or headlights associated with construction equipment and hauling trucks would typically accompany construction activities during this period. To the extent evening construction includes artificial light sources, such use would be temporary and would cease upon completion of proposed Project construction. Further, construction-related illumination would be used for safety and security purposes only. Additionally, as set forth in Project Design Feature A-1, construction lighting would be shielded and/or aimed so that no direct beam illumination would fall outside of the Project Site boundary. Construction lighting, while potentially bright, would be highly focused on the particular area undergoing work. Therefore, given that the majority of construction activities for the Project would be primarily confined to areas of the Project Site that have already been developed, which are separated from residential uses to the north, east, and south by open space and intervening topography, the surrounding uses would not be anticipated to be substantially affected by construction

lighting. Thus, light impacts associated with proposed construction activities would be less than significant.

(b) Operational Impacts

Based on visual simulations provided in Section IV.A, Aesthetics, Views, Light, and Glare, of this Draft EIR, lighting associated with the proposed light boxes would be the most distinguishable light source as viewed from Cahuenga Boulevard, Pilgrimage Bridge, and the Hollywood Freeway. However, as illustrated, the light boxes would not feature so prominently such that the light boxes would emanate light that would be inconsistent with the existing light sources in the vicinity of the Project Site. In addition, there are no residential properties or other sensitive uses immediately surrounding the Project Site, and any light emanating from the proposed Project lighting would be directed within the Project Site. Further, lighting associated with the proposed theatrical lighting would be consistent with the existing lighting within the Amphitheatre. Also, in accordance with Project Design Feature A-2, Project lighting, where applicable, would incorporate shielding and aiming to prevent glare and light spill and the upward emition of light and Project lighting would not exceed 2 foot-candles outside of the Project Site boundary. Therefore, due to the types of proposed lighting and measures employed to minimize light pollution, the Project would not create a new source of substantial light that would adversely affect day or nighttime views in the area. Thus, impacts related to Project lighting would be less than significant.

(4) Glare

(a) Construction Impacts

Daytime glare could potentially accompany construction activities if reflective construction materials were positioned in highly visible locations where the reflection of sunlight could occur. However, any glare would be highly transitory and short-term, given the movement of construction equipment and materials within the construction area and the temporary nature of construction activities within each area of the Project Site. In addition, large, flat surfaces that are usually required to generate substantial glare are not typically an element of construction activities. Furthermore, the potential for nighttime glare associated with construction is unlikely as most construction activities would occur during the day, and any construction activities occurring in the early evening during the winter season would be limited and temporary. As such, the Project would not result in a significant impact related to construction glare.

(b) Operational Impacts

Building materials for the Project would likely include plaster, concrete, metal panels, fritted glass, and cement board. In accordance with Project Design Feature A-3, exterior

windows, glass, and metal used on building surfaces would be non-reflective or treated with a standard low-reflective or non-reflective glazing. As such, sunlight reflected from the surfaces of proposed structures would not be expected to generate substantial daylight glare. The replacement of existing surface parking areas with structured parking would also reduce the potential for daytime glare from windows of parked vehicles. Overall, the Project would not create a new source of substantial glare which would adversely affect day or nighttime views. Therefore, glare impacts would be less than significant.

b. Cumulative Impacts

(1) Aesthetics

None of the related projects are located sufficiently close to the Project Site to enter the same field of view as the Project. Specifically, the nearest related project (Related Project No. 22) to the Project Site is located approximately 0.8 mile southwest of the Project Site. Therefore, given its location and distance from the Project Site and intervening development, Related Project No. 22 would not be within the same field of view as the Project. Notwithstanding, similar to the Project, future developments would be expected to occur in accordance with adopted plans, regulations, and guidelines such as height limits, density, and setback requirements, and would be reviewed by the County or City to ensure consistency with adopted guidelines and standards that relate to aesthetics. Further, many of the related projects in the area represent infill development that is not expected to be out of scale or character with the existing visual environment, as ensured through the County's and the City's environmental review processes. Therefore, cumulative impacts relative to aesthetics would be less than significant.

(2) Views

Based on the distance of the related projects and intervening development, none of the related projects would affect views along Cahuenga Boulevard in the area of the Project Site or block views of the hillsides surrounding the Project Site. As such, future development in the Project area would not be expected to cumulatively obstruct public views of valued visual resources within and in the immediate vicinity of the Project Site and cumulative impacts relative to views would be less than significant.

(3) Light

Development of the Project, as well as the other related projects in the area, would introduce new or expanded sources of artificial light. Consequently, ambient light levels in the Hollywood area may increase overall. However, given the proximity of the related projects to the Project Site, the additional artificial light sources introduced by these projects would not significantly alter the existing lighting environment that currently exists in

the immediate Project area. In addition, each of the related projects would be required to comply with regulatory requirements which address light spill and brightness. As a result, cumulative impacts relative to light would be less than significant.

(4) Glare

With regard to glare, only related development immediately adjacent to Project structures would have the potential to create glare that could collectively pose impacts affecting a given off-site use, property, or activity. Due to the distance of the related projects from the Project Site, it is unlikely that glare could have a combined effect from a particular vantage point. In addition, it is anticipated that the related projects in the vicinity of the Project Site would be subject to discretionary review to ensure that building materials to be used would not create significant sources of glare. Further, since the Project's glare impacts would be less than significant, the Project would not contribute to any cumulative increase in glare in combination with the related projects. As such, cumulative glare impacts would be less than significant.

c. Project Design Features

Project Design Feature A-1: During construction, lighting shall be shielded and/or aimed so that no direct beam illumination would fall outside of the Project Site boundary.

Project Design Feature A-2: Project lighting shall incorporate shielding and aiming to prevent glare, light spill, and the upward emition of light and shall not exceed 2 foot-candles outside of the Project Site boundary.

Project Design Feature A-3: Exterior windows, glass, and metal used on building surfaces shall be non-reflective or treated with a standard low-reflective or non-reflective glazing.

d. Mitigation Measures

Impact related to aesthetics, views, light, and glare would be less than significant. No mitigation measures would be necessary.

e. Conclusion

Project-level and cumulative impacts related to aesthetics, views, light, and glare would be less than significant.

B. Air Quality

a. Analysis of Project Impacts

(1) Construction Impacts

(a) Regional Construction Impacts

Construction of the Project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Project Site. In addition, fugitive dust emissions would result from demolition and construction activities. Mobile source emissions, primarily NOX, would result from the use of construction equipment such as dozers, loaders, and cranes. During the finishing phase of a building, paving operations and the application of architectural coatings (e.g., paints) and other building materials would potentially release VOCs. The Project's maximum regional emissions associated with construction would not exceed any of the daily significance thresholds set forth by the South Coast Air Quality Management District (SCAQMD). Therefore, regional emissions during construction of the Project would result in a less than significant air quality impact.

(b) Localized Construction Impacts

Maximum localized construction emissions for off-site sensitive receptors would not exceed any of the SCAQMD-recommended localized screening thresholds. Therefore, localized emissions during construction of the Project would result in a less than significant air quality impact.

(c) Toxic Air Contaminants

The greatest potential for toxic air contaminant (TAC) emissions during construction would be from diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. Because the construction schedule estimates that the phases which require the most heavy-duty diesel vehicle usage, such as site grading/excavation, would last for a short duration (e.g., approximately six months), construction of the Project would not result in a substantial, long-term (i.e., 70-year) source of TAC emissions. In addition, there would be no residual emissions or corresponding individual cancer risk after construction. As such, Project-related TAC impacts during construction would be less than significant.

(e) Odors

During construction of the Project, activities associated with the operation of diesel-powered construction equipment, asphalt paving operations, and the application of architectural coatings and solvents may produce perceptible odors. The Project would comply with applicable regulatory requirements regarding construction activities and odors. With compliance with applicable rules and regulations, impacts associated with objectionable odors during Project construction would be less than significant.

(2) Operational Impacts

(a) Regional Operational Impacts

Regional emissions resulting from operation of the Project would not exceed any of the SCAQMD's daily regional operational thresholds. Therefore, air quality impacts from Project operational emissions would be less than significant.

An analysis of daily operational emissions of existing conditions without the Project versus with the Project (2014) was also conducted. The analysis shows that the net overall operational emissions associated with the Project under existing conditions (2014) would be higher than the estimated emissions at Project build-out (2020). This increase is exclusively a function of the change in default CalEEMod emission factors from 2020 to 2014 (i.e., vehicular fleet mix is cleaner in subsequent years as a result of cleaner newer vehicles). As with the Project build-out (2020) analysis year, the Project (2014) analysis would not exceed any of the established SCAQMD daily regional operational thresholds. Therefore, air quality impacts from Project operational emissions would be less than significant.

(b) Localized Operational Impacts

Operation of the Project would not introduce any major new sources of air pollution within the Project Site. As such, on-site operational emissions would not exceed any of the localized significance thresholds.

An analysis of daily operational on-site emissions of existing conditions without the Project versus with the Project (2014) was also conducted. The analysis shows that the net overall operational on-site emissions associated with the Project under existing conditions (2014) would be similar to the estimated emissions during Project build-out (2020). As with the Project build-out (2020) analysis year, on-site operational emissions under existing conditions would not exceed any of the localized significance thresholds. Therefore, localized impacts from on-site emission sources would be less than significant.

In addition, the Project would not cause any new or exacerbate any existing CO hotspots, and, as a result, impacts related to localized mobile-source CO emissions would be less than significant.

(c) Toxic Air Contaminants

The primary sources of potential air toxics associated with Project operations include diesel particulate matter from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets). Although there would be an increase in the total Project Site square footage and presumably a slight increase in the number of delivery trucks, compliance with applicable rules and regulations would substantially limit potential emissions from deliveries. As such, the Project would not be considered a substantial source of diesel particulate matter and potential air toxic contaminant impacts would be less than significant.

Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. As such, the Project would not release substantial amounts of TACs, and no significant impact on human health would occur.

(d) Odors

The Project does not include any uses identified by the SCAQMD as being associated with odors. However, the Project does include a restaurant which would have the potential to emit odors through cooking and charbroilers. The Project would minimize the release of odors from the proposed restaurant with odor reducing equipment as necessary. Garbage collection areas for the Project would also be covered and situated away from the property line and sensitive uses. Good housekeeping practices would be sufficient to prevent objectionable odors from garbage collection areas. Therefore, potential odor impacts would be less than significant.

(3) SCAQMD CEQA Air Quality Handbook Policy Analysis

The determination of AQMP consistency is primarily based on the long-term influence of the Project on air quality in the Air Basin. Project development would not have a significant short-term or long-term impact on the region's ability to meet State and federal air quality standards. Also, the Project would be consistent with the goals and policies of the AQMP for the control of fugitive dust. The Project's long-term influence would also be consistent with the goals and policies of the AQMP. Therefore, the Project is considered consistent with the SCAQMD's AQMP.

b. Cumulative Impacts

(1) Construction Impacts

According to the SCAQMD, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. Construction-related daily emissions at the Project Site would not exceed any of the SCAQMD's regional or localized significance thresholds. Thus, the Project's contribution to cumulative construction-related regional emissions would not be cumulatively considerable and therefore would be less than significant. Construction of the Project also would have a less-than-significant impact with regard to localized emissions. Therefore, the Project's contribution to cumulative air quality impacts due to localized emissions would also not be cumulatively considerable and therefore would be less than significant.

Similar to the Project, the greatest potential for TAC emissions at each related project would generally involve diesel particulate emissions associated with heavy equipment operations during demolition and grading/excavation activities. Construction activities at each related project would not result in a long-term (i.e., 70-year) substantial source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities which occur over relatively short durations. As such, cumulative toxic emission impacts during construction would be less than significant.

Also similar to the Project, via mandatory compliance with SCAQMD Rules, it is anticipated that construction activities or materials used in the construction of the related projects would not create objectionable odors. Thus, odor impacts from the related projects are anticipated to be less than significant individually, as well as cumulatively in conjunction with the Project.

(2) Operational Impacts

According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. Operational emissions from the Project would not exceed any of the SCAQMD's regional or localized significance thresholds during Project build-out (2020) or under existing conditions (2014). Therefore, the emissions of non-attainment pollutants and precursors generated by Project operation would not be cumulatively considerable.

With respect to TAC emissions, neither the Project nor any of the related projects (which are largely residential, retail/commercial, and office uses), would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. As such, cumulative TAC emissions during long-term operations would be less than significant. In addition, the Project would not result in any substantial sources of TACs that have been identified by the California Air Resources Board's Land Use Guidelines, and thus, would not contribute to a cumulatively considerable impact.

With respect to potential odor impacts, neither the Project nor any of the related projects (which are primarily residential, retail, and office uses) have a high potential to generate odor impacts. Thus, potential odor impacts from related projects are anticipated to be less than significant. The Project would not result in odor impacts, and, thus, would not contribute to a cumulative odor impact.

c. Project Design Features

No specific project design features are proposed with regard to air quality.

d. Mitigation Measures

Project-level and cumulative impacts with regard to air quality would be less than significant. Therefore, no mitigation measures are required.

e. Conclusion

Project-level and cumulative impacts with regard to air quality would be less than significant.

C. Greenhouse Gas Emissions

a. Analysis of Project Impacts

Construction emissions are typically associated with demolition, site preparation, excavation, grading, and construction-related equipment and vehicular activity. Construction of the Project is estimated to generate a total of 1,442 metric tons of CO_2e. As recommended by the SCAQMD, the total GHG construction emissions were amortized over the 30-year lifetime of the Project (i.e., total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate that can be added to the Project's operational emissions) in order to determine the Project's annual GHG emissions inventory.

The GHG emissions for the Project taking into consideration implementation of project design features included throughout this Draft EIR, the requirements set forth in the County of Los Angeles Green Building Standards Code, and full implementation of current State mandates demonstrates that the Project has incorporated sustainability design features to reduce vehicle miles traveled and the Project's potential impact with respect to GHG emissions. The Project's GHG emissions reduction of 16.4 percent compared to the "business as usual" (BAU) scenario constitutes an equivalent or larger break from BAU than has been determined by CARB to be necessary to meet AB 32's goals (i.e., 16 percent reduction). Therefore, the Project would not have a significant impact on the environment due to its GHG emissions. In addition, the Project would be consistent with CARB's *Climate Change Scoping Plan* for the implementation of AB 32 and would comply with the County of Los Angeles Green Building Standards. Therefore, the Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

b. Cumulative Impacts

Although the Project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. A project's GHG emissions typically would be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. Overall, implementation of project design features included throughout this Draft EIR, compliance with the requirements set forth in the County of Los Angeles Green Building Standards Code, and full implementation of current State mandates would contribute to GHG reductions. These reductions represent a reduction from BAU and support State goals for GHG emissions reduction. As such, the Project would support State goals for GHG emissions reduction and be consistent with AB 32. The Project also would comply with the County of Los Angeles Green Building Standards, which emphasizes improving energy conservation and energy efficiency, increasing renewable energy generation, and changing transportation and land use patterns to reduce auto dependence. The related projects would also be anticipated to comply with many of the same emissions reduction goals and objectives as the Project. In the absence of adopted standards and established significance thresholds, and given the Project's consistency with State, regional, and local GHG emission reduction goals and objectives, the Project's impacts are concluded to be less than significant and not cumulatively considerable.

c. Project Design Features

No specific project design features beyond the Project improvements discussed in Section II, Project Description, of this Draft EIR are proposed with regard to greenhouse gas emissions.

d. Mitigation Measures

The Project would comply with applicable regulatory requirements, including the provisions set forth in the 2013 CALGreen Code that have been incorporated into the County of Los Angeles Green Building Standards Code. Impacts related to climate change would be less than significant, and no mitigation measures are required.

e. Conclusion

Impacts with regards to GHG emissions would be less than significant.

D. Biological Resources

a. Analysis of Project Impacts

(1) Potential Vegetation Community Impacts

No special-status plant communities are located in the Biological Study Area (BSA). Native plant communities that occur in the study area include chaparral scrub, which is common in undeveloped areas of southern California. As this native plant community is not listed as a special-status plant community, potential impacts to existing plant communities associated with the Project would be less than significant and no mitigation measures are required.

(2) Potential Regulatory Status Plant Species Impacts

The Project would include rehabilitation of portions of the existing Amphitheatre and development of new structures, including improvements to the exterior landscape and development of a hiking trail. Construction along the proposed hiking trail and within the existing landscaped areas would require vegetation removal. In addition, on a yearly basis, vegetation would be thinned up to 200 feet from all new structures in an effort to reduce fire risk in the area. Such activities could directly or indirectly impact identified special-status plant species that occur within the BSA. With implementation of Mitigation Measures D-1 and D-2, potentially significant impacts to special-status plant species associated with the Project would be reduced to a less than significant level.

(3) Potential Regulatory Status Wildlife Species Impacts

(a) Construction

(i) Regulatory Status Bird Species

The coastal California gnatcatcher is identified as a species of concern by the California Department of Fish and Wildlife and would have the potential to occur in the BSA as the chaparral and sage scrub communities located in the BSA are suitable habitats for the coastal California gnatcatcher. While the potential for the coastal California gnatcatcher to occur in the BSA during construction is considered low, absence cannot be confirmed without additional surveys. As such, the Project could result in potentially significant direct impacts to the coastal California gnatcatcher. In addition, as this species is non-migratory, construction activities could result in indirect impacts on coastal California gnatcatcher species through noise disturbance and vegetation removal if they were to be in the BSA during construction. Annual vegetation thinning required out to 200 feet from all new structures would also reduce habitat for coastal California gnatcatcher. Implementation of Mitigation Measure D-3 would reduce potential impacts to a less than significant level.

Migratory birds and raptors also have the potential to occur in the BSA given the large areas of trees, vegetation, and buildings that could create the potential for migratory birds and raptors to nest. Construction activities could result in impacts on nesting birds through noise disturbance and vegetation removal if they were in the BSA during construction. Implementation of Mitigation Measure D-4 would reduce potentially significant impacts to migratory birds to a less than significant level.

(ii) Regulatory Status Small Mammal Species

The BSA includes undisturbed habitat that could be impacted as a result of construction activities. Sensitive wildlife species with the potential to occur within this habitat includes the coast horned lizard *(Phrynosoma blainvillii)* and the San Diego desert woodrat *(Neotoma lepida intermedia)*, both of which are considered species of concern by CDFW. Construction activities, including noise disturbance and vegetation removal could impact these species if they are present within the BSA during Project construction. With implementation of Mitigation Measure D-5, potential impacts to wildlife species would be reduced to a less than significant level.

(iii) Regulatory Status Bat Species

Four bat species have been identified with the potential to occur within the BSA. All species are identified as species of concern by the California Department of Fish and Wildlife with the exception of the hoary bat, which has a state rank of “S4”. The BSA

includes large trees, vegetation, and buildings that could provide roosting habitats for bats. Construction activities would result in noise disturbance and vegetation removal that could impact the bats if they are present during construction. Implementation of Mitigation Measures D-6 and D-7 would reduce potential impacts to bats to a less than significant level.

(b) Operation

Implementation of the Project would increase lighting, noise, and human activity within the Project Site, which could potentially deter wildlife occurring within the BSA from the area and reduce their ability to forage. In addition, the development of the proposed hiking trail would increase the risk for wildlife-human interactions within the Project Site. Furthermore, the fencing proposed to be installed along the lower trail alignments to keep people on the designated walking path and reduce further disturbance of the hillside may prevent wildlife access to foraging areas and reduce their ability to move through the area. With implementation of Mitigation Measures D-8 through D-10, potential impacts to wildlife species during operation of the Project would be reduced to a less than significant level.

(4) Oak Tree Impacts

During the tree survey conducted for the Project, one coast live oak was identified for removal as part of the previously approved Amphitheatre improvements and four coast live oak trees have been identified for potential relocation. The oak tree previously contemplated for removal as part of the approved Amphitheatre improvements measured four inches in trunk diameter at four and one-half feet above mean natural grade. The remaining oak trees proposed to be relocated within the Project Site measured eight, ten, twelve, and fourteen inches in trunk diameter at four and one-half feet above mean natural grade. In accordance with the Los Angeles County Oak Tree Ordinance, a permit would be required for the removal or relocation of oak trees measuring eight inches in trunk diameter or greater. As such, a permit would be required for the relocation of the four oak trees. As these trees are proposed to be relocated within the Project Site, the Project would not result in the permanent loss of protected trees and potential impacts to oak trees would be less than significant. Mitigation Measure D-11, provided below, would ensure the relocation of the oak trees is consistent with the Los Angeles County Oak Tree Ordinance. Mitigation Measure D-11 further outlines the procedures to be followed should the oak trees be protected in place.

(5) Regional Connectivity/Wildlife Movement

There are no regional wildlife movement corridors within or adjacent to the Project Site. In addition, the BSA is not within a designated regional wildlife linkage area identified in the Los Angeles County General Plan. Notwithstanding, development of the Project

would occur primarily within the already developed portions of the Project Site and, upon implementation of the Project, the Project Site would remain mostly undeveloped hillsides. As such, the Project would not be expected to result in an increased barrier to local wildlife movement. In addition, the proposed trail alignment would generally follow the alignment of existing user-created trails, which potential wildlife in the area would already be accustomed to. Furthermore, while implementation of the proposed hiking trail would increase human activity in the hillside areas, wildlife movement typically occurs during nighttime when access to the hiking trail would not be permitted. Additionally, in accordance with Mitigation Measure D-9 provided below, the fencing proposed to be installed along the lower trail alignments to keep people on the designated walking path would be designed to be lower in height with openings between posts and rails to allow wildlife to pass over or through the fence. Therefore, the Project is not anticipated to negatively impact wildlife movement within the open space areas of the Project Site and the open space areas to the north and east of the Project Site. Impacts with regard to wildlife movement would be less than significant and no mitigation measures would be required.

(6) Fire Hazard Areas

Given the Project Site's location and surrounding undeveloped hillsides, the potential for fire hazards would exist within the Project Site due to the presence of brush, increased human activity, and the potential for fires due to accidents or arson-related causes. Fires within the Project Site could result in potential impacts on existing vegetation communities, special status species, and wildlife if a fire were to spread beyond the developed areas of the Project. However, due to the Project Site's location within a Very High Fire Hazard Severity Zone, the Project would be required to comply with all applicable City and County requirements regarding construction, access, water mains, fire hydrants, fire flows, and brush clearance for this zone. In addition, the Project would implement a fuel modification plan that would identify buffer zones for the planting of specific vegetation and areas where routine landscape maintenance is required so as to create adequate defensible space around all potentially combustible structures. Routine landscape maintenance would be conducted in accordance with the County Fire Department's Fuel Modification Plan Guidelines and would include pruning; removal of plant litter, dead plants, and unwanted species; and regular inspection and repair of the irrigation system. Through compliance with applicable City and County requirements regarding wildfire risks, as well as approval and implementation of a fuel modification plan, impacts with respect to wildfire risk would be less than significant.

b. Cumulative Impacts

The related projects include mostly infill developments that contain limited native vegetation or suitable habitats for wildlife species. Due to their generally

developed/disturbed nature and lack of native vegetation and habitats, the related project sites do not contribute to the long-term sustainability of natural communities and, therefore, would not have a significant impact on biological resources on a cumulative basis In addition, as with the Project, any potential impacts to biological resources resulting from development of the related projects would likely be subject to mitigation as part of the environmental review process, thereby avoiding or minimizing potential impacts to biological resources. Therefore, the Project in combination with the related projects would not result in significant cumulative impacts to biological resources.

As previously discussed, the Project would not have a significant adverse effect on any designated regional wildlife movement corridors as there are no regional wildlife movement corridors within or adjacent to the Project Site. Based on the location of the related projects within highly urbanized areas and the proximity of the related projects to large expanses of open space, the related project sites do not provide the type of environment that would attract wildlife to those sites or use those sites to reach nearby open space areas where such wildlife are known to exist. Therefore, the Project in combination with the related projects would not result in significant cumulative impacts with regards to wildlife movement.

c. Project Design Features

No specific project design features are proposed with regard to biological resources.

d. Mitigation Measures

Special-Status Plant Species

Mitigation Measure D-1: Prior to construction, a qualified botanist shall conduct rare plant surveys throughout the Project area. In the event special status species are found during surveys, avoidance measures shall be implemented based on the recommendations of a qualified botanist. If avoidance is not feasible, appropriate mitigation shall be developed and implemented, in consultation with the United States Fish and Wildlife Service and/or the California Department of Fish and Wildlife, as applicable.

Surveys shall be conducted during the appropriate blooming period to the extent feasible. If surveys cannot be conducted within the appropriate blooming period, or if the presence for any species cannot be ruled out for any other reason, avoidance measures shall be implemented based on recommendations of a qualified botanist. If avoidance is not feasible, appropriate mitigation shall be developed and implemented in consultation with the United States Fish and

Wildlife Service and/or the California Department of Fish and Wildlife, as applicable.

Mitigation Measure D-2: If it is determined that special status plants would be directly impacted as a result of the Project, an on- or off-site restoration plan shall be prepared by a qualified botanist, in coordination with the United States Fish and Wildlife Service and/or the California Department of Fish and Wildlife, as applicable.

The restoration plan shall be implemented prior to the completion of the Project. The plan shall include the following: receiver locations; number of plants to be replanted and the methods of replanting; maintenance and monitoring requirements; and measures necessary for the establishment of self-sustaining populations in suitable open space areas to ensure the long-term survivability of the species in the vicinity.

Annual monitoring for at least five (5) years shall be required to ensure no-net-loss of acres of habitat for the species. The acreage ratio of lost special-status plant species habitat to habitat replaced shall be coordinated with the United States Fish and Wildlife Service and/or the California Department of Fish and Wildlife, as applicable, but shall be no less than 1:1.

Coastal California Gnatcatcher

Mitigation Measure D-3: Within a year prior to construction, protocol level surveys for the coastal California gnatcatcher shall be conducted within 300 feet of suitable habitat by a qualified biologist/ornithologist according to the United States Fish and Wildlife Service survey guidelines. The surveys shall include, at a minimum, a thorough examination of all suitable habitat within the Project area and vicinity for the coastal California gnatcatcher or its sign. The final survey methodology shall be determined in coordination with the United States Fish and Wildlife Service. A summary report shall be prepared upon completion of these activities and submitted to the United States Fish and Wildlife Service.

If, following protocol level surveys, no gnatcatchers are detected, but construction is delayed more than one year, additional surveys may be required, at the discretion of the United States Fish and Wildlife Service, to ensure that no gnatcatchers have moved into the area. If evidence of the coastal California gnatcatcher is found within the Project area during surveys, consultation with the United States Fish and Wildlife Service shall be conducted, and any requirements of the regulatory agencies regarding protection of the species shall be implemented.

Migratory Birds and Raptors

Mitigation Measure D-4: The following measures shall be implemented during construction to minimize impacts on nesting birds and raptors:

a. Construction in areas that include trees, vegetation, or buildings that may provide nesting habitats for bird and raptors shall be reduced to the maximum extent feasible.

b. Trimming and removal of vegetation and trees shall be minimized and performed outside of the nesting season (February 15 to September 15) to the extent feasible.

c. In the event trimming or removal of vegetation and trees must be conducted during the nesting season, nesting bird surveys shall be completed by a qualified biologist no more than 48 hours prior to trimming or clearing activities to determine if nesting birds are within the affected vegetation. Nesting bird surveys shall be repeated if trimming or removal activities are suspended for five days or more.

d. In the event construction is scheduled during bird nesting season, nesting bird surveys shall be completed no more than 48 hours prior to construction to determine if nesting birds, raptors, or active nests are in or within 500 feet of the construction area. Surveys shall be repeated if construction activities are suspended for five (5) days or more.

e. In the event nesting birds or raptors are found in the construction area, appropriate buffers (typically 300 feet for songbirds and up to 500 feet for raptors) shall be implemented, in coordination with the California Department of Fish and Wildlife, to ensure that nesting birds and active nests are not harmed. Buffers shall include fencing or other barriers around the nests to prevent any access to these areas and shall remain in place until birds have fledged and/or is no longer active, as determined through coordination with the California Department of Fish and Wildlife.

Special-Status and General Wildlife Species

Mitigation Measure D-5: A qualified biologist shall complete pre-construction surveys no more than 48 hours prior to construction to determine the presence or absence of wildlife in the construction area. Surveys shall be repeated if construction activities are suspended for five (5) days or more. If any wildlife species are identified, appropriate measures shall be developed and implemented to avoid impacts on these wildlife species, in consultation with resource agencies as applicable.

Bats

Mitigation Measure D-6: To the extent feasible, tree and building removal shall be scheduled during the non-breeding and active season for bats (typically October and November). Prior to construction, surveys shall be conducted by a qualified bat specialist to identify the presence of bats and any active or potential bat-roosting cavities. During the non-breeding and active season, any bats roosting in cavities in the area, either in trees or in structures, shall be safely evicted under the direction of a bat specialist and under consultation with the California Department of Fish and Wildlife.

Once it has been determined that all roosting bats have been safely evicted from roosting cavities, exclusionary devices approved by the California Department of Fish and Wildlife shall be installed and maintained to prevent bats from roosting in these cavities prior to and during construction. A summary report shall be prepared upon completion of these activities and submitted to the California Department of Fish and Wildlife.

Pre-construction bat surveys shall be conducted by a qualified bat specialist no more than seven (7) days prior to the removal of any trees within the Project area to confirm that exclusionary measures have been successful and there are not bats within the construction area. If no roosting bats are detected, no further surveys are required provided the tree removal is conducted within seven (7) days. If removal is delayed more than seven (7) days, additional surveys shall be conducted no more than seven (7) days prior to tree removal to ensure that no bats have moved into the area.

Mitigation Measure D-7: Surveys and exclusion measures are expected to prevent maternal colonies from becoming established in the Project area. In the event a maternal colony of bats is found in the construction area, the California Department of Fish and Wildlife shall be consulted, and no work shall be conducted within 100 feet of the roosting site until the maternal season is over or the bats have left the site, or as otherwise directed by the California Department of Fish and Wildlife. The site shall be designated as a sensitive area and protected as such until the bats have left the site. No clearing and grubbing shall be authorized adjacent to the site. Combustion equipment, such as generators, pumps, and vehicles, shall not to be parked nor operated under or adjacent to the roosting site. Construction personnel shall not enter into areas beneath the colony, especially during the evening exodus.

General Wildlife Species

Mitigation Measure D-8: Amphitheatre lighting shall be designed to focus downward on the developed areas of the Project area and minimize light spillover onto adjacent open space areas.

Mitigation Measure D-9: Fencing associated with the proposed hiking trail shall be designed to be low in height with openings between posts and rails to allow the movement of wildlife to pass over or through the fence.

Mitigation Measure D-10: Trash receptacles that are not accessible to wildlife shall be used along the proposed hiking trail and within open areas of the Project Site to discourage wildlife from entering the area and reduce the potential for wildlife-human interaction. Signage shall also be place along the trail to encourage hikers to stay within the designated trail boundary.

Oak Trees

Mitigation Measure D-11: The following measures shall be implemented to minimize impacts on oak trees:

a. Oak trees measuring eight (8) inches or more in diameter at four and one-half (4.5) feet above mean natural grade shall be protected in place unless specifically permitted by the County of Los Angeles through the Los Angeles County Tree Ordinance.

b. Prior to construction, protection fencing shall be installed outside of the drip line of an oak tree to be protected in place during construction to minimize damage from equipment storage, debris dumping, parking, etc. within oak tree protected zones.

c. Oak trees that are relocated shall be done so in a manner consistent with the Los Angeles County Oak Tree Ordinance.

e. Conclusion

(1) Vegetation Communities

No special-status plant communities are located in the study area and impacts to vegetation communities would be less than significant.

(2) Regulatory Status Plant Species

Implementation of Mitigation Measures D-1 and D-2 would reduce potentially significant impacts to special status plants to less than significant levels.

(3) Regulatory Status Wildlife Species

(a) Regulatory Status Bird Species

Implementation of Mitigation Measures D-3 and D-4 would reduce potentially significant impacts to special status bird species to less than significant levels.

(b) Regulatory Status Small Mammal Species

Implementation of Mitigation Measure D-5 would reduce potential impacts to regulatory status small mammal species to a less than significant level.

(c) Regulatory Status Bat Species

Implementation of Mitigation Measures D-6 and D-7 would reduce potential impacts to regulatory status bat species to a less than significant level.

Additionally, with implementation of Mitigation Measures D-8 through D-10, overall potential impacts to wildlife species would be reduced to a less than significant level.

(4) Oak Tree Protection

In accordance with Mitigation Measure D-11, removal or relocation of any oak trees within the Project Site would adhere to the Los Angeles County Tree Protection Ordinance. Therefore, implementation of Mitigation Measure D-11 and compliance with the Los Angeles County Tree Protection Ordinance would reduce impacts to oak trees to a less than significant level.

(5) Regional Connectivity/Wildlife Movement

There are no regional wildlife movement corridors within or adjacent to the Project Site. In addition, the BSA is not within a designated regional wildlife linkage area identified in the Los Angeles County General Plan. Furthermore, development of the Project would occur primarily within the developed portions of the Project Site and, upon implementation of the Project, the Project Site would remain mostly undeveloped hillsides. Additionally, in accordance with Mitigation Measure D-9, the fencing proposed to be installed along the lower trail alignments to keep people on the designated walking path would be designed to be lower in height with openings between posts and rails to allow wildlife to pass over or through the fence. Therefore, Project impacts with regard to wildlife movement would be less than significant.

In conclusion, with implementation of the mitigation measures provided above, the Project would result in less than significant impacts to biological resources.

E. Cultural Resources

a. Analysis of Project Impacts

(1) Historical Resources

(a) Potential Impacts Related to Previously Approved Amphitheatre Improvements

In September 2013, the County of Los Angeles prepared and approved a Notice of Exemption pursuant to CEQA Guidelines, Article 19, Section 15331, Historical Resource Restoration/Rehabilitation (Class 31) for the rehabilitation of portions of the existing Amphitheatre consistent with the Secretary of Interior Standards for the Treatment of Historic Properties. These improvements will include hillside stabilization, stage reconstruction, disabled access and code compliance improvements, theatrical systems infrastructure improvements, and mechanical and electrical systems upgrades. These improvements were documented independently to be in compliance with the Class 31 exemption for historic resource rehabilitation consistent with the Secretary of Interior's Standards. Therefore, no significant impacts with regards to historic resources would occur as a result of implementation of the previously approved Amphitheatre improvements.

(b) Potential Impacts Related to Other Improvements

Overall, impacts with regards to historic resources associated with the Project have the potential to be significant as the specific design details of the Project have not been finalized. However, with implementation of Mitigation Measure E-1, provided below, such impacts would be reduced to a less than significant level.

(2) Archaeological Resources

The results of the records search indicate there are no known archaeological sites or isolates located within a 0.5-mile radius of the Project Site or within the Project Site. While the majority of the Project would be developed within areas that have been subject to disturbance in the past, some portions of the Project would extend to previously undisturbed areas. As such, there is the possibility that archaeological resources could be discovered. With implementation of Mitigation Measures E-2 and E-3, provided below, potential impacts related to archaeological resources would be reduced to a less-than-significant level.

(3) Paleontological Resources

As described in the paleontological records search, excavations in the igneous rocks exposed in much of the Project Site would not uncover any recognizable fossils. However, excavations in the Topanga Formation deposits intercalated with the igneous rocks may encounter significant vertebrate fossils. Therefore, the potential exists for paleontological resources to be uncovered during construction activities and impacts associated with paleontological resources could be potentially significant. With implementation of Mitigation Measure E-4, any potential impacts related to paleontological resources would be reduced to a less than significant level.

b. Cumulative Impacts

As previously evaluated, potential impacts to historic resources associated with the Project would be less than significant with implementation of Mitigation Measure E-1. Additionally, based on the unique use and features of the Project Site as well as the area of the related projects, it is not expected that the related projects would impact historic resources of the same character (based on context, building type, evaluation, and designation) as that which is present within the Project Site. In addition, due to the distance of the related projects to the Project Site, the closest of which is approximately 0.8 mile from the Project Site (Related Project No. 22), the related projects are not anticipated to impact the historic features within the Project Site. Therefore, cumulative impacts on historic resources would be less than significant.

As discussed above, potential impacts to archaeological and paleontological resources associated with the Project would be less than significant with implementation of Mitigation Measures E-2 through E-4. With regard to potential cumulative impacts related to archaeological and paleontological resources, the related projects area is urbanized and has been disturbed and developed over time. As with the Project, in the event that archaeological and paleontological resources are uncovered, each related project would be required to comply with applicable regulatory requirements. In addition, as part of the environmental review processes for the related projects, it is expected that mitigation measures would be established as necessary to address the potential for uncovering archaeological and paleontological resources. Thus, cumulative impacts associated with archaeological and paleontological resources would be less than significant.

c. Project Design Features

No specific project design features are proposed with respect to cultural resources.

d. Mitigation Measures

Mitigation Measure E-1: To ensure that the Project is consistent with the Standards and prior to the issuance of building permits for new construction, the final architectural plans shall be reviewed and approved by a qualified professional who satisfies the Secretary of the Interior's Professional Qualification Standards for History, Architectural History, or Architecture, pursuant to 36 CFR 61.

Mitigation Measure E-2: If a unique archaeological resource is discovered during Project construction activities, work in the area shall cease and deposits shall be treated in accordance with applicable federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. In addition, if it is determined that an archaeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 shall be implemented.

Mitigation Measure E-3: If human remains are encountered during construction, work in the affected area and the immediate vicinity shall be halted immediately. The construction manager at the Project Site shall be contacted, and shall notify the County Coroner. If the County Coroner determines the remains to be Native American, the archaeologist and Native American monitor shall then be contacted, if they are not on-site at the time, as well as the responsible lead agency of the discovery, who in turn shall notify the Native American Heritage Commission. Disposition of the human remains and any associated grave goods shall be in accordance with California Health and Safety Code Section 7050.5 and Public Resources Code Sections 5097.91 and 5097.98, as amended. The archaeologist and the Native American monitor, with the concurrence of the County, shall determine the area of potential impact and the timing when construction activities can resume.

Mitigation Measure E-4: A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities of the Project Site where excavations into the Topanga Formation may occur. The frequency of inspections shall be based on consultation with the paleontologist and shall depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. If paleontological materials are encountered, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation

and, if necessary, salvage. The paleontologist shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource, as appropriate. The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report, and a copy of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist.

e. Conclusion

As evaluated above, potential impacts to the on-site historic resource would be reduced to a less than significant level with implementation of Mitigation Measures E-1. In addition, following implementation of the Project in accordance with the applicable Standards, the integrity of the Ford Theatres as a whole would be sufficient to convey its historical significance. Therefore, the Ford Theatres would continue to be eligible for listing in the National Register and the California Register and the significance of the historic resource would not be materially impaired by the Project.

With implementation of Mitigation Measures E-2 and E-3, as set forth above, impacts to archaeological resources would be reduced to a less than significant level. With implementation of Mitigation Measure E-4, potential impacts to paleontological resources would be reduced to a less than significant level.

F. Geology and Soils

a. Analysis of Project Impacts

(1) Strong Seismic Ground Shaking

As with any new development in the State of California, Project building design and construction would be required to conform to the current seismic design provisions of the California Building Code to minimize potential seismic impacts. In addition, construction of the Project would be required to adhere to the seismic safety requirements contained in the Los Angeles County Building Code. The Project would also be required to comply with the site plan review and permitting requirements of the County of Los Angeles Department of Public Works, Building and Safety Division, including the recommendations provided in site-specific geotechnical reports subject to Building and Safety Division's review and

approval, as reflected in Project Design Feature F-1 and Project Design Feature F-2, above. Compliance with regulatory requirements and implementation of project design features would ensure Project construction adheres to the seismic safety requirements contained in the State and County Building Codes and that site-specific engineering recommendations are implemented in accordance with a design-level geotechnical investigation. Therefore, the Project would not expose people or structures to potential substantial adverse effects associated with seismic ground shaking, and impacts would be less than significant.

(2) Liquefaction and Lateral Spreading

Portions of the Project Site are located within an area that has been identified by the State as being potentially susceptible to liquefaction. Given the Project Site's location within an area potentially susceptible to liquefaction, significant impacts with regard to liquefaction and lateral spreading could occur. Accordingly, Mitigation Measure F-1 is provided below to require that Project construction involve a combination of ground modification (remedial grading) and/or structural enhancements that would address potential liquefaction hazards. In addition, Project construction would adhere to the seismic safety requirements contained in the California and County Building Codes applicable to liquefaction and lateral spreading. With compliance with regulatory requirements and incorporation of the recommended structural enhancements into the design and construction of the Project, the Project would not expose people or structures to potential substantial adverse effects related to liquefaction and lateral spreading, and potential impacts would be reduced to a less than significant level.

(3) Landslides and Slope Stability

Based on the Seismic Hazard Zone Map for the Hollywood Quadrangle, a portion of the Project Site is located within an area that has been identified by the State as being susceptible to seismically-induced landslides. Based on the site-specific conditions observed as part of the geotechnical investigations, the Project Site is primarily susceptible to shallow landslide events such as debris flows and rockfalls associated with the natural slopes of the Project Site. As such, the Project could result in potentially significant impacts with regard to landslides and slope stability. The results of the stability analyses indicate the Project Site would attain sufficient stability with minor surficial grading and the incorporation of slope reinforcement measures as specified in Mitigation Measure F-2. In addition, for protection against potential future rockfalls, Mitigation Measure F-2 also includes the installation of flexible barriers. Therefore, with implementation of Mitigation Measure F-2, the Project would not expose people or structures to potential substantial adverse effects related to landslides or slope failures, and impacts would be less than significant.

(4) Erosion

Sedimentation and erosion could potentially occur as a result of exposed soils during Project construction. However, construction activities would occur in accordance with erosion control requirements, including grading and dust control measures, imposed by the County pursuant to grading permit regulations. In addition, as part of the Storm Water Pollution Prevention Plan, Best Management Practices would be implemented during construction to reduce sedimentation and erosion levels to the maximum extent possible. The Project also would comply with South Coast Air Quality Management District Rule 403, which requires the implementation of best available fugitive dust control measures during active construction periods capable of generating fugitive dust emissions. With compliance with regulatory requirements and implementation of appropriate Best Management Practices, impacts with respect to soil erosion and the loss of topsoil associated with Project construction would be less than significant.

Project operations could result in a limited degree of soil erosion from vegetated areas. However, the Project would be required to have a Low Impact Development Plan in place during the operational life of the Project in compliance with National Pollutant Discharge Elimination System permit requirements. The Low Impact Development Plan would include Best Management Practices which would reduce on-site erosion from vegetated areas within the Project Site. With compliance with these regulatory requirements, impacts with respect to sedimentation and erosion during operation would be less than significant.

(5) Corrosive Soils

Corrosion testing performed suggests the soils within the Project Site could be corrosive to concrete and ferrous metals. Corrosion testing would be performed, as required by the County Building Code, and final recommendations for concrete would be made in accordance with the latest California Building Code requirements. With compliance with all regulatory requirements and implementation of the recommendations set forth in the Geotechnical Reports as well as any subsequent recommendations, as applicable, impacts related to corrosion would be less than significant.

b. Cumulative Impacts

Cumulative growth through 2020 (inclusive of the 27 related projects) would expose a greater number of people to seismic and other secondary hazards. However, as with the Project, related projects and other future development projects in the area would be subject to established guidelines and regulations pertaining to building design and seismic safety, including those set forth in the California Building Code and Los Angeles County Building

Code (or City of Los Angeles Building Code requirements, as appropriate). Therefore, with adherence to such regulations, cumulative impacts with regard to geology and soils would be less than significant.

c. Project Design Features

Project Design Feature F-1: Prior to the issuance of a grading permit(s), the Applicant shall submit to the County of Los Angeles Department of Public Works for review and approval a final design-level geotechnical investigation report that complies with all applicable State and local code requirements based on final Project designs prepared by a registered civil engineer and certified engineering geologist. The geotechnical investigation report shall include recommendations for the specific building locations and design including those pertaining to site preparation, fills and compaction, foundations, etc. The geotechnical investigation report shall be prepared to the written satisfaction of the Los Angeles Department of Public Works—Building and Safety Division.

Project Design Feature F-2: Project design and construction shall comply with all applicable current building codes and standards, including those established by the California Geological Survey's "Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication No. 117;" the Uniform Building Code as adopted by the County of Los Angeles; State and County laws, ordinances and Code requirements; and the recommendations set forth in a final geotechnical investigation(s).

d. Mitigation Measures

Mitigation Measure F-1: Project grading shall include a combination of ground modification and/or structural enhancements in areas subject to liquefaction to reduce the risk to an acceptable level (as defined by the California Geological Survey in Special Publication 117a, Chapter 2). Ground modification shall consist of the removal and replacement of undocumented fill with engineered fill. Subsequently, foundations shall be supported on conventional shallow footing systems established on engineered fill or undisturbed bedrock.

Mitigation Measure F-2: In order to minimize, capture, and manage debris flows and rockfalls, the Project shall incorporate a combination of the following measures:

- Remove and recompact loose surficial material and remove rock fall accumulations;

- Construct storm drain and catch basins in swales above proposed retaining walls to provide an outlet for rainfall runoff and to catch eroded materials. Regular maintenance of catch basins to remove eroded materials shall be performed to preserve the basin and drain functionality;
- Install retaining walls; and
- Install flexible barriers or anchored mesh net.

e. Conclusion

With compliance with all regulatory requirements and implementation of the project design features and mitigation measures described above, Project-level impacts related to geology and soils would be less than significant. In addition, cumulative impacts with regard to geology and soils would be less than significant.

G. Hydrology, Surface Water Quality, and Groundwater

a. Analysis of Project Impacts

(1) Construction Impacts

(a) Surface Water Hydrology and Water Quality

Construction of the Project would require onsite demolition, grading, and excavation activities. Such construction activities would have the potential to temporarily alter existing drainage patterns and flows within the Project Site by exposing the underlying soils and making the Project Site temporarily more permeable. Exposed and stockpiled soils could be subject to erosion and conveyance into nearby storm drains during storm events. In addition, construction activities such as earth moving, maintenance/operation of construction equipment, and handling/storage/disposal of materials could contribute to pollutant loading in stormwater runoff. Onsite watering activities to reduce airborne dust could also contribute to pollutant loading in runoff. The main pollutant of concern during construction would be sediment or soil particles that would become detached by water and wind. In accordance with the requirements of the Construction General Permit, the Project would implement a Storm Water Pollution Prevention Plan that would specify best management practices (BMPs) to be used during construction to manage runoff flows and erosion and prevent pollution. BMPs would also be provided to target pollutants of concern and be designed to reduce runoff and pollutant levels in runoff during construction. Further, implementation of BMPs such as sandbag barriers and other sediment barriers

would serve to maintain the existing drainage flow paths and discharge points during construction.

Through compliance with all NPDES Construction General Permit requirements, including the preparation and implementation of a Storm Water Pollution Prevention Plan, implementation of BMPs, and compliance with applicable County grading regulations, construction of the Project would not violate any water quality standards; substantially alter the existing drainage pattern of the Project Site and surrounding area or substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion or flooding on- or off-site; create or contribute runoff water which would exceed the capacity of the existing stormwater drainage system or provide substantial additional sources of polluted runoff and otherwise substantially degrade water quality. In addition, Project construction would not require or result in the construction of new stormwater drainage facilities which could cause significant environmental effects. As such, impacts to surface water hydrology and water quality during construction would be less than significant.

(b) Groundwater

No water supply wells are located at the Project Site or within one mile of the Project Site that could be impacted by construction, nor would the Project include the construction of water supply wells. In addition, as noted above, due to the relatively high topographical relief and the exposed or shallow bedrock throughout the majority of the Project Site, shallow groundwater is not expected to be encountered within the Project Site. Furthermore, groundwater was not encountered during recent on-site explorations conducted within the Project Site. Accordingly, it is not expected that groundwater would be encountered during construction that would require temporary or permanent dewatering operations. Therefore, Project development would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Additionally, compliance with all applicable federal, State, and local requirements concerning the handling, storage and disposal of hazardous waste, would reduce the potential for the construction of the Project to release contaminants into groundwater. As such, Project construction would not result in a significant impact with regard to groundwater.

(2) Operational Impacts

(a) Surface Water Hydrology

With implementation of the Project, the amount of impervious area would increase from approximately 11 percent to 13 percent. Accordingly, Project development would increase the amount of stormwater flow and volume. In addition, development of the Project would change existing drainage areas by bisecting existing tributary flows. With

Project development, the total flow rate for the Project Site would increase from 119.92 cubic feet per second to 123.44 cubic feet per second and the total collected volume would increase from 381,586 cubic feet to 392,476 cubic feet. Although the runoff volume would increase as a result of an increase in impervious area, in accordance with NPDES and County requirements as set forth in Project Design Feature G-2, a Low Impact Development Plan would be prepared and implemented for the Project that would specify BMPs to promote bioretention or other functions to detain water onsite to manage post-construction stormwater runoff associated with a 0.75-inch, 24-hour storm event. In addition, the design runoff would be managed so as not to exceed the recommended and allowable runoff flows determined by the Los Angeles County Department of Public Works. Therefore, with compliance with regulatory requirements, the Project would not substantially alter the existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion or flooding on- or off-site, and would not 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, or require the construction of new stormwater drainage facilities. As such, operation of the Project would result in a less-than-significant impact on surface water hydrology.

(b) Surface Water Quality

As is typical of most urban developments, stormwater runoff from the Project Site has the potential to introduce pollutants into the stormwater system. As part of the NPDES and County requirements, a Low Impact Development Plan would be prepared for the Project which would outline the stormwater treatment measures or post-construction BMPs required to control pollutants of concern associated with storm events up to the 0.75-inch precipitation level. BMPs would include source control and treatment control BMPs to remove pollutants from stormwater discharges. As the Project Site currently does not have structural BMPs for the treatment of stormwater runoff from the existing impervious surfaces, implementation of BMPs to capture and naturally filter stormwater from the Project Site would result in an improvement in surface water quality runoff from the Project Site compared to existing conditions. Therefore, with compliance with NPDES and County requirements which would require the implementation of BMPs that would serve to improve runoff from the Project Site, operation of the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality. Thus, operational impacts on surface water quality would be less than significant.

(c) Groundwater

As discussed in the Hydrology and Water Quality Report, the soils underlying the Project Site are not conducive to infiltration as they are underlain by bedrock.

Notwithstanding, no water supply wells are located within the Project Site or within one mile of the Project Site and, due to the relatively high topographical relief and the exposed or shallow bedrock throughout the majority of the Project Site, shallow groundwater does not occur within the Project Site. Therefore, Project development would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Additionally, compliance with all applicable existing regulations at the Project Site would prevent the Project from affecting or expanding any potential areas affected by contamination. As such, operation of the Project would not result in significant impacts to groundwater.

b. Cumulative Impacts

(1) Surface Water Hydrology and Water Quality

The Project in conjunction with the cumulative growth in the Santa Monica Bay Watershed (inclusive of the related projects) through 2020 would cumulatively increase stormwater runoff flows and could possibly increase the amount of pollutants potentially resulting in cumulative impacts to surface water hydrology and water quality. However, as with the Project, cumulative growth in the Santa Monica Bay Watershed (inclusive of the related projects) would be subject to NPDES and local requirements, including implementation of Storm Water Pollution Prevention Plans, Standard Urban Stormwater Mitigation Plans, and Low Impact Development Plans with appropriate BMPs to manage stormwater runoff and water quality during construction and operation. Furthermore, the local jurisdiction would review each future development project on a case-by-case basis to ensure sufficient local and regional drainage capacity is available to accommodate stormwater runoff. Therefore, with compliance with applicable laws, rules and regulations, cumulative impacts on surface water hydrology and water quality would be less than significant.

(2) Groundwater

As described above, no water supply wells, spreading grounds, or injection wells are located within a one-mile radius of the Project Site. In addition, Project development would not involve the temporary or permanent extraction of groundwater from the Project Site or otherwise use the groundwater. Furthermore, while implementation of the Project would result in an increase in impervious surface area, per County requirements, the Project would implement BMPs to capture the first flush or first 0.75-inch of rainfall for any storm event and offset the potential reduction in percolation resulting from Project development. However, development of the related projects could result in changes in impervious surface area within their respective project sites which would decrease the potential for groundwater recharge. As the related projects are located in a highly urbanized area, any reduction in groundwater recharge due to the overall net change in impervious area within

the related project sites would be minimal in the context of the regional groundwater basin. Additionally, compliance with all applicable existing regulations at the Project Site would prevent the Project from affecting or expanding any potential areas affected by contamination, increasing the level of contamination, or causing regulatory water quality standards at an existing production well to be violated, as defined in the California Code of Regulations, Title 22, Division 4, Chapter 15 and the Safe Drinking Water Act. As with the Project, the related projects would be unlikely to cause or increase groundwater contamination because compliance with existing statutes and regulations would similarly prevent the related projects from affecting or expanding any potential areas affected by contamination, or increasing the level of contamination, or causing regulatory water quality standards at an existing production well to be violated. Therefore, cumulative impacts to groundwater would be less than significant.

c. Project Design Features

Project Design Feature G-1: Prior to the issuance of a grading permit, the Applicant shall provide evidence to the County of Los Angeles Department of Public Works, as appropriate, that a Notice of Intent has been filed with the State Water Resources Control Board for coverage under the Construction General Permit and a certification that a Stormwater Pollution Prevention Plan has been prepared. Such evidence would consist of a copy of the Notice of Intent stamped by the State Water Resources Control Board or Los Angeles Regional Water Quality Control Board, or a letter from either agency stating that the Notice of Intent has been filed. The Stormwater Pollution Prevention Plan would include a menu of Best Management Practices to be selected and implemented based on the phase of construction and the weather conditions to effectively manage stormwater runoff and control erosion. Best Management Practices to be implemented as part of the Project could include, but not be limited to, the following:

- Erosion Control BMPs to protect the soil surface and prevent soil particles from detaching. Selection of the appropriate erosion control BMPs would be based on minimizing areas of disturbance, stabilizing disturbed areas, and protecting slopes/channels;
- Sediment Control BMPs, which are treatment controls that trap soil particles that have been detached by water or wind. Selection of the appropriate sediment control BMPs would be based on keeping sediments on-site and controlling the site boundaries;
- Wind Erosion Control BMPs, which consist of applying water to prevent or minimize dust nuisance;

- Tracking Control BMPs, which consist of preventing or reducing the tracking of sediment off-site by vehicles leaving the construction area. These BMPs include street sweeping and vacuuming. The construction site would have a stabilized construction entrance to prevent off-site tracking of sediment and debris;
- Non-Stormwater Management BMPs, which are also referred to as "good housekeeping practices" involve keeping a clean, orderly construction site; and
- Waste Management and Materials Pollution Control BMPs consist of implementing procedural and structural BMPs for handling, storing, and disposing of wastes generated by a construction project to prevent the release of waste materials into stormwater runoff or discharges through the proper management of construction waste.

Project Design Feature G-2: Prior to issuance of a building permit, the Applicant shall prepare and submit for review and approval a Low Impact Development Plan that would include Best Management Practices and demonstrate compliance with Low Impact Development Ordinance requirements to the Los Angeles County Department of Public Works, Building and Safety, as applicable. Specific Best Management Practices to be implemented as part of the Low Impact Development Plan for the Project to manage post-construction stormwater runoff would include, but not be limited to, the following:

- Installation of catch basins, planter drains, and building roof drain downspouts throughout the Project Site to collect roof and site runoff and direct stormwater away from structures and to potential infiltration systems.
- Installation of filter inserts to catch basins to improve the quality of stormwater runoff from the Project Site.
- Promote evapotranspiration and infiltration, and the use of native and/or drought tolerant plants
- Promote bioretention through the use of underground retention tanks and/or rainwater harvesting;
- Design material storage areas and loading docks within structures or enclosures to prevent leaks or spills of pollutants from entering the storm drain system;
- Design post-construction structural or treatment control BMPs to infiltrate stormwater runoff. Stormwater treatment facilities and systems would be designed to meet the requirements of the LID Ordinance.

d. Mitigation Measures

The Project would result in less than significant impacts to surface water hydrology, water quality, and groundwater during construction and operation. No mitigation measures would be required.

e. Conclusion

Impacts to surface water hydrology, water quality, and groundwater would be less than significant.

H. Land Use

a. Analysis of Project Impacts

(1) Consistency with Local Plans and Applicable Policies

The Project would support policies of the County's General Plan, General Goals and Policies Chapter regarding the preservation of open space areas and cultural resources, encouraging cultural and social diversity, and environmental sustainability. The Project would also support various policies of the Conservation and Open Space Element by incorporating a variety of sustainability features and maximizing the preservation of the Project Site's existing open space areas, thus maintaining the natural and scenic character of the area. With regards to the Land Use Element, the Project would support compatibility with the existing development of the Project Site and the preservation of surrounding uses and open space. The Project would further support policies of the Transportation Element by providing a new traffic signal to allow for safer left turns from the southern (egress) driveway to Cahuenga Boulevard East; providing one new driveway between the northernmost driveway and the main entrance to facilitate access and circulation with the proposed Transit Center; and reconfiguring the northernmost driveway to provide vehicles with direct access to the proposed maintenance facility and allow egress from the north parking structure, thereby improving the flow of vehicles within and adjacent to the Project Site. The Project would also encourage use of public transit by continuing to promote parking at the Universal City/Studio City Metro Red Line Station where a shuttle would continue to be provided to and from the Ford Theatres during evening events. Additionally, with the implementation of water conservation features and the provision of necessary utility improvements, the Project would support applicable policies of the Water and Waste Management Element. The Project would also support policies of the Safety Element and would coordinate with the County and City Fire Departments and implement recommended guidelines regarding wildland fire prevention to reduce fire hazards. Overall, the Project

would be generally consistent with the intent and applicable policies of the County General Plan.

While development of the Project Site is governed by the County General Plan and the Los Angeles County Code, a consistency analysis with relevant policies of the City General Plan was also conducted. As detailed in Section IV.H, Land Use, of this Draft EIR, the Project would support policies of the General Plan Framework Land Use Chapter regarding the establishment of new open space opportunities to serve the needs of existing and future residents. In addition, as off-site residential uses would continue to be buffered from proposed on-site development by existing intervening undeveloped open space, the Project would be consistent with the goals, objectives, and policies of the General Plan Framework's Land Use Chapter regarding preservation of and compatibility with the scale and character of the City's residential neighborhoods. The Project would also be consistent with the relevant objectives and policies of the General Plan Framework's Urban Form and Neighborhood Design Chapter through the development and improvement of community facilities which would serve to meet the performing arts and recreational needs at a City- and County-wide level. Additionally, with the conservation of the majority of the Project Site's open space areas, the Project would be consistent with the goals, objectives, and policies of the General Plan Framework's Open Space and Conservation Chapter, which guides the provision, management, and conservation of the City's public open space resources. The Project would also provide for necessary infrastructure improvements and would therefore be generally consistent with the relevant goals, objectives, and policies of the General Plan Framework's Infrastructure and Public Services Chapter. Furthermore, with the continued use of the Project Site as a public regional park and performing arts center, the Project would be consistent with the Project Site's land use designation as a public facility as set forth by the Hollywood Community Plan and Hollywood Community Plan Update. In summary, the Project would be generally consistent with relevant policies of the City General Plan.

With regard to zoning, the Los Angeles County Planning and Zoning Code regulates development of unincorporated areas of the County through land use designations and development standards regarding allowable uses, density, height, and design. As the Project Site is not located within an unincorporated area of the County, land use and zoning designations have not been established by the County for the Project Site. However, since the Project Site is owned and operated by the County, the Project would be built in accordance with Los Angeles County Code building design requirements. The Project Site is located within the City of Los Angeles and is zoned per the City of Los Angeles Municipal Code. With implementation of the Project, the Project Site would continue to be used as a public regional park and performing arts center. As such, the Project would be consistent with the City of Los Angeles zoning of the Project Site for Public Facilities. In addition, while some of the proposed buildings and structures would

exceed 30 feet in height, the Project has been intentionally designed to be compatible with the massing, size, and scale of the existing structures.

(2) Consistency with Regional Plans

As analyzed in Section IV.H, Land Use, of this Draft EIR, the Project would be generally consistent with the Southern California Association of Governments' 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy, Growth Vision Report, and Regional Comprehensive Plan. Additionally, as discussed in Section IV.B, Air Quality, of this Draft EIR, Project development would not have a significant long-term impact on the region's ability to meet State and federal air quality standards. The Project would therefore be consistent with the goals and policies of the SCAQMD's Air Quality Management Plan. Further, as discussed in Section IV.K, Traffic, Access, and Parking, of this Draft EIR, the Project would not conflict with the Congestion Management Program as it would not result in significant impacts to the nearby Congestion Management Program intersections or freeway monitoring locations.

(3) Conclusion Regarding Impacts Relative to Land Use Consistency

Based on the analysis provided above, the Project would be generally consistent with the adopted County and City General Plans and with relevant environmental policies in other applicable plans. As such, the Project's impacts related to land use consistency would be less than significant.

b. Cumulative Impacts

Future growth through 2020 (the Project's buildout year) as a result of related projects and general ambient growth would have the potential to alter the existing land use environment due to infill development at increased densities, conversions of vacant land to new development, and/or conversions of land uses. However, future development projects would be subject to existing zoning and land use designations as well as environmental review by the County or City. Therefore, such future projects are not expected to fundamentally alter the existing land use relationships in the community.

The closest related project to the Project Site is Related Project No. 22, located approximately 0.8-mile southwest of the Project Site. Given its distance from the Project Site and intervening land uses, Related Project No. 22 would not combine with the Project to create any incompatibility with surrounding land uses. Additionally, as the Project would be compatible with existing surrounding land uses and would be generally consistent with applicable land use plans and policies, the Project would not contribute to significant cumulative land use compatibility or consistency impacts. The balance of the related

projects would not cause cumulative land use impacts due to distance and/or existing intervening development. As such, cumulative impacts with regard to land use would be less than significant.

c. Project Design Features

No specific project design features beyond the project improvements discussed in Section II, Project Description, of this Draft EIR are proposed with regard to land use.

d. Mitigation Measures

Based on the above analysis, the Project would be generally consistent with applicable land use plans, policies, and regulations and no significant impacts with regard to land use would occur. Thus, no mitigation measures would be required.

e. Conclusion

Impacts related to land use would be less than significant.

I. Noise

a. Analysis of Project Impacts

(1) Construction Noise

(a) On-Site Construction Noise

Noise impacts from Project construction activities occurring within or adjacent to the Project Site would be a function of the noise generated by construction equipment, the location of the equipment, the timing and duration of the noise-generating construction activities, and the relative distance to noise sensitive receptors. Construction activities would generally include demolition, grading and excavation, and building construction. Each stage of construction would involve the use of various types of construction equipment and would, therefore, have its own distinct noise characteristics. Noise from construction equipment would generate both steady-state and episodic noise that could be heard within and adjacent to the Project Site. The estimated construction noise levels at the nearest off-site receptors R1, R2 and R4 would be well below the existing daytime ambient noise levels. At receptor R3, the estimated construction-related noise levels would be consistent with the lowest measured ambient noise levels. The estimated construction-related noise levels would be below the Project significance threshold. Therefore, noise

impacts associated with the Project's on-site construction activities would be less than significant.

(b) Off-Site Construction Traffic Noise

The major noise sources associated with off-site construction trucks would be associated with haul and delivery trucks. Based on an eight-hour workday and a uniform distribution of trips, there would be a maximum of 12 truck trips per hour during the peak construction period. The noise level generated by haul trucks during the peak construction period would be well below the existing daytime ambient noise level at the noise sensitive receptors along the haul routes. Therefore, noise impacts from off-site construction traffic would be less than significant.

(2) Construction Vibration

Project construction activities would generate ground-borne vibration during site demolition and excavation/grading activities when heavy construction equipment, such as large bulldozers, would be used. Vibration velocities from typical heavy construction equipment operations that would be used during construction of the Project would range from 0.003 to 0.210 PPV at 25 feet from the equipment. The estimated vibration velocity levels (from all construction equipment) would be well below the significance thresholds. Therefore, vibration impacts associated with potential building damage to off-site building structures during construction activities would be less than significant.

With regard to potential building damage to the on-site historic Amphitheatre, vibration velocities from typical heavy construction equipment operations that would be used during construction of the Project would range from 0.003 to 0.210 PPV at 25 feet from the equipment. Therefore, on-site vibration impacts associated with building damage could be significant. With implementation of Mitigation Measure I-3, which would require that construction activities in close proximity (within approximately 20 feet) of the existing Amphitheatre structure utilize smaller equipment, such as a small bulldozer and handheld compactors, vibration levels would be reduced to less than 0.12 PPV. Therefore, with implementation of this mitigation measure, potential on-site vibration impacts with respect to building damage would be reduced to less than significant.

Relative to potential human annoyance impacts associated with the generation of on-site vibration, the estimated ground-borne vibration levels from construction equipment would be below the significance threshold for human annoyance at all off-site sensitive receptors. Therefore, on-site vibration impacts on human annoyance during construction would be less than significant.

Haul trucks during construction would generate ground-borne vibration as they travel along the Project designated haul routes. Thus, an analysis of potential vibration impacts associated with building damage and human annoyance from ground-borne vibration along the local haul route was conducted. Based on FTA data, the vibration generated by a typical truck would be approximately 63 VdB (0.006 PPV) at a distance of 50 feet from the truck. At the shortest distance between haul trucks and sensitive receptors, haul/delivery trucks would be approximately 10 feet from nearby sensitive receptors along Cahuenga Boulevard East. Vibration levels generated by the haul trucks at this distance would be 0.063 PPV, which would be well below the building damage threshold of 0.2 PPV for the residential buildings along Cahuenga Boulevard East. In addition, vibration levels generated by Project construction trucks along the haul routes would be similar to the existing truck traffic already traveling on the same roads. Therefore, potential impacts associated with vibration from delivery/haul trucks traveling along the designated haul routes would be less than significant.

(3) Operational Noise

(a) On-Site Stationary Noise Sources

(i) Mechanical Equipment

As part of the Project, new mechanical equipment would be located in various locations throughout the Project Site. Although operation of this equipment would generate noise, Project Design Feature I-1 would ensure compliance with the County's Noise Ordinance, which would limit noise from mechanical equipment from exceeding the ambient noise levels on the premises of other occupied properties. In addition, as the Project's mechanical equipment would be designed to minimize noise to on-site uses and patrons, noise levels to off-site receptors from mechanical equipment would be further reduced. Therefore, noise impacts from mechanical equipment would be less than significant.

(ii) Outdoor Areas

The Project includes two outdoor plazas at the Ford Terrace, the Transit Plaza, and Ford Plaza. In addition, the Project would include a restaurant located at the Ford Plaza that would feature an outdoor seating area with an amplified sound system. In accordance with the County's Noise Ordinance, the amplified sound system would be designed so as not to exceed a maximum noise level of 90 dBA (L_{eq}) at the restaurant outdoor seating area. Overall, the estimated noise levels from the plaza areas would not exceed the existing ambient noise levels at the off-site receptors. Therefore, noise impacts from outdoor spaces would be less than significant.

(iii) Transportation Facilities

Sources of noise within the parking structures would primarily include car movements (i.e., engine noise), doors opening, people talking, and intermittent car alarms. The Project would also introduce a new Transit Center at the north parking structure that would include a staging area for buses to load and unload. It is anticipated that there would be up to 10 buses loading/unloading at the Transit Center at any given time. The estimated noise levels from the parking structures and the Transit Center would be below the existing ambient noise levels at the off-site receptors. Therefore, noise impacts from the parking structures and Transit Center operations would be less than significant.

(iv) Performance Spaces

The analysis for the performance spaces accounted for audience cheering as well as an amplified sound system. As specified by Project Design Feature I-2, the proposed amplified sound system for the Amphitheatre would be designed to generate a maximum sound level of 95 dBA (L_{eq}) at as measured in "slow" response at the house mixer location. Similarly, the assumed sound levels generated by the amplified sound system inside the 299 seat theater and the 99 seat Flex Space would be approximately 95 dBA (L_{eq}). In addition, in accordance with Project Design Feature I-3, the building structure of the 299-seat theatre and the Flex Space would be designed to provide a minimum 25 dBA noise reduction. The estimated noise levels from the performance spaces would be well below the ambient noise levels at receptors R2 and R4. The estimated noise levels from the Amphitheatre amplified sound systems at receptors R1 and R3 would be approximately 0.5 dBA and 2.7 dBA higher than the existing ambient noise levels. However, the measured ambient noise levels do not include the existing Amphitheatre operation-related activities, which would result in higher ambient noise levels due to noise generated from performances within the Amphitheatre. It is further noted that the noise levels from the new 299-seat theatre and Flex Space would be contained within the building structures and are estimated to be well below the existing ambient noise levels. Therefore, the noise levels from the performance spaces including the new facilities would be similar to existing conditions with the Amphitheatre being in operation. As such, noise impacts from the performance spaces would be less than significant.

(v) Loading Dock/Trash Collection Areas

The Project would include a new Service Court, which would include a new loading dock and trash/recycling areas. Based on measured noise levels from typical loading dock facilities, delivery trucks (while idling at the loading dock) could generate noise levels of approximately 71 dBA (L_{eq}) at a distance of 50 feet from the noise source. In addition, trash compactors would generate noise levels of approximately 66 dBA (L_{eq}) at a distance of 50 feet. The estimated noise levels from the loading dock/trash collection areas would

be well below the existing ambient noise levels at the off-site receptors. Therefore, noise impacts from loading dock/trash collection operations would be less than significant.

(b) Off-Site Traffic (Mobile Sources)

(i) Future plus Project

Future roadway noise levels were calculated along 11 off-site roadway segments in the vicinity of the Project Site. The calculated CNEL levels overestimate noise levels as they are calculated in front of the roadways and do not account for the presence of any physical sound barriers or intervening structures. The Project would result in a maximum increase of 0.2 dBA (peak-hour L_{eq} and 24-CNEL) in traffic-related noise levels along Odin Avenue during both the weekday and weekend. The estimated noise increase due to Project-related traffic would be well below the 3 dBA significance threshold. Therefore, off-site traffic noise impacts associated with future plus Project conditions would be less than significant.

(ii) Existing plus Project

An additionally analysis was conducted to determine the potential noise impacts based on the increase in noise levels due to Project-related traffic compared with the existing baseline traffic noise conditions. The maximum Project-related traffic noise increase would be 0.2 dBA CNEL along Odin Avenue. The estimated increase in off-site traffic noise levels would be below the 3-dBA CNEL significance threshold. Therefore, off-site traffic noise impacts associated with the existing plus Project traffic conditions would be less than significant.

(c) Composite Noise Level Impacts from Project Operations

In addition to considering the potential noise impacts to neighboring noise-sensitive receptors from each specific off-site and on-site noise source, an evaluation of the potential composite noise level increase (i.e., noise levels from all noise sources combined) at the analyzed sensitive receptor locations was also performed. The Project would result in an increase of 1.0 dBA at Location R3 up to 1.4 dBA at Location R1. No noise increase is anticipated at receptor Locations R2 and R4. The estimated increases in noise levels due to Project operation would be below the 3 dBA CNEL significance threshold. Therefore, composite noise level impacts due to the Project operations would be less than significant.

b. Cumulative Impacts

(1) Construction Noise and Vibration

Noise from construction of development projects is typically localized and has the potential to affect areas within 500 feet from the construction site. Thus, noise from construction activities for two projects within 1,000 feet of each other can contribute to a cumulative noise impact for receptors located midway between the two construction sites. The nearest related project is Related Project No. 22 (a hotel development at 1841 Highland Avenue), which is approximately 0.8-mile from the Project Site. Other related projects are located further from the Project Site. Due to the distance attenuation and intervening buildings between the related projects, cumulative noise impacts from construction activities would be less than significant.

Additionally, as ground-borne vibration decreases rapidly with distance, potential vibration impacts due to construction activities are generally limited to buildings/structures that are located in close proximity of the construction site (i.e., within 50 feet). As indicated above, the nearest related project is approximately 0.8-mile from the Project Site. Therefore, due to the rapid attenuation characteristics of ground-borne vibration, there is no potential for a cumulative construction impact with respect to ground-borne vibration.

(2) Operational Noise

Due to provisions set forth in the LAMC that limit stationary source noise from items such as roof-top mechanical equipment, noise levels would be less than significant at the property line for each related project. In addition, with implementation of regulatory requirements and proposed Project design features, noise impacts associated with operations within the Project Site would be less than significant. Based on the distance of the related projects from the Project Site and the noise levels associated with the Project, cumulative stationary source noise impacts associated with operation of the Project and related projects would be less than significant.

The Project and other related development in the area would produce traffic volumes (off-site mobile sources) that would generate roadway noise. Cumulative traffic volumes during a typical weekday would result in a maximum increase of 1.9 dBA along Cahuenga Boulevard, between Pilgrimage Bridge and Hollywood Bowl Road. During a typical weekend, the maximum cumulative traffic noise increase would be 2.5 dBA along Cahuenga Boulevard, between Pilgrimage Bridge and Hollywood Bowl Road. At all other analyzed roadway segments, the increase in cumulative traffic noise would be lower. Thus, the cumulative traffic noise increase would be below the 3 dBA significance threshold. Therefore, cumulative noise impacts due to off-site mobile noise sources

associated with the Project, future growth, and related projects would be less than significant.

c. Project Design Features

Project Design Feature I-1: Project-related outdoor mechanical equipment shall be designed to meet the County's Noise Ordinance.

Project Design Feature I-2: The design of the Project amplified sound system for the Amphitheater shall include the sound level regulator programmed to a maximum sound level of 95 dBA, as measured in "slow" response, at the house mixer locations.

Project Design Feature I-3: The building structure for the 299-seat theatre and the Flex Space shall provide a minimum 25 dBA indoor to outdoor noise reduction.

d. Mitigation Measures

(1) Construction

Mitigation Measure I-1: Power construction equipment (including combustion engines), fixed and mobile, shall be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts would be generated.

Mitigation Measure I-2: Project construction shall not include the use of driven pile systems.

Mitigation Measure I-3: Contractor shall utilize smaller construction equipment, such as, small bulldozer and hand held compactors, when construction occurs within 20 feet of the existing Amphitheatre structure.

(2) Operation

Operation of the Project would not result in a significant impact to the off-site noise sensitive receptors. Therefore, no mitigation measures would be required.

e. Conclusion

(1) Construction

Compliance with regulatory requirements and implementation of the mitigation measures would reduce noise and vibration impacts associated with Project construction to a less than significant level. As discussed above, cumulative construction noise and vibration impacts would also be less than significant.

(2) Operation

Project-level and cumulative impacts with regard to operational noise would be less than significant.

J.1. Public Services—Fire Protection

a. Analysis of Project Impacts

(1) Construction Impacts

Project construction could temporarily increase the demand for fire protection and emergency medical services within the Project Site as construction activities could potentially expose combustible materials such as wood, plastics, sawdust, covers and coatings, to sources of ignition from machinery and equipment sparks, exposed electrical lines, chemical reactions in combustible materials and coatings, and lighted cigarettes. In compliance with Occupational Safety and Health Administration and Fire and Building Code requirements, construction managers and supervisory personnel would be trained in emergency response and fire safety operations, including the monitoring and management of life safety systems and facilities, and maintaining fire suppression equipment such as fire extinguishers on-site. Additionally, the Project would comply with County requirements to ensure brush clearance and other applicable measures are followed to reduce the likelihood of fire spreading through the surrounding undeveloped hillsides. Therefore, construction impacts on fire protection and emergency medical services would be less than significant.

Emergency access for City Fire Department vehicles within the Project Site and the surrounding vicinity could also be impacted by Project construction activities due to temporary lane closures, utility line construction, and the generation of traffic as a result of construction equipment movement, hauling of soil and construction materials to and from the Project Site, and construction worker traffic. However, the Project would implement a Construction Management Plan during construction of the Project, wherein traffic

management personnel and appropriate signage would be employed as necessary to ensure emergency access to the Project Site and vicinity is maintained. In addition, construction worker and haul truck trips would generally occur outside the typical weekday commuter morning and afternoon peak periods. Further, emergency vehicles would utilize emergency sirens to clear a path of travel or drive in opposing traffic lanes to avoid heavy traffic. As such, impacts related to emergency access would be less than significant.

(2) Operational Impacts

(a) Facilities and Equipment

The Project does not include the development of any new residential uses and, as such, would not increase the permanent residential population within the service area of Fire Station No. 76. However, the Project would generate an increase in the daytime population at the Project Site associated with employees and users of the hiking trail and restaurant as well as an increase in the population associated with events. As such, the Project's increase in the population within the Project Site would increase the demand for LAFD fire protection and emergency medical services. However, as indicated by the LAFD, no changes are currently proposed within Battalion 5, which includes the fire station that services the Project Site. In addition, the Project would incorporate building design features that comply with County and City fire safety requirements, as applicable, including, but not limited to, use of fire-resistant building materials where appropriate, smoke detection and fire alarm systems, automatic sprinkler systems, and portable fire extinguishers. Further, as set forth in Project Design Feature J.1-1, the Project would implement a fuel modification plan that would identify buffer zones for the planting of specific vegetation and areas where routine landscape maintenance is required. Implementation of a fuel modification plan would serve to provide adequate defensible space around all potentially combustible structures within a fire environment. Compliance with applicable regulatory requirements would ensure that adequate fire prevention features would be provided that would reduce the demand for firefighting services. Therefore, based on the type of development proposed and the availability of existing LAFD facilities, impacts with regard to LAFD facilities and equipment associated with the Project would be less than significant.

(b) Response Distance and Emergency Access

Section 57.507.3.3 of the Los Angeles Municipal Code sets forth a response distance for industrial and commercial uses of one mile from fire stations with an engine company and 1.5 miles from fire stations with a truck company. Fire Station No. 76 is located approximately one mile northwest of the Project Site and is equipped with one engine and one ambulance. Therefore, the Project would be located within the required emergency response distance. In addition, upon implementation of the Project, access to

the Project Site would continue to be available via the four existing driveways along the eastside of Cahuenga Boulevard East with improved internal configuration and circular modifications to accommodate the Project. Furthermore, the Project would incorporate specific access recommendations provided by the County Fire Department and LAFD as set forth in Project Design Feature J.1-2. Additionally, traffic generated by the Project would not result in significant impacts to Project area intersections, including intersections along the closest disaster route along Highland Avenue. The drivers of emergency vehicles also normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. In addition, the Project would be designed in accordance with emergency vehicle access, clearance, and staging recommendations set forth by the County Fire Department and LAFD. Therefore, Project-related traffic is not anticipated to impair the LAFD from responding to emergencies at the Project Site or the surrounding area. Impacts with regard to response distance and emergency access would be less than significant.

(c) Fire Flow

With implementation of a fire sprinkler system within all of the buildings proposed as set forth in Project Design Feature J.1-3, the required fire flow set forth by the County Fire Department would be 4,000 gallons per minute (gpm) at a pressure of 20 psi. Domestic and fire water service is currently provided from a 4-inch water service lateral line that connects to an 8-inch LADWP water main located in Cahuenga Boulevard East. The water main can provide approximately 1,750 gpm at a residual pressure of 72 psi. To accommodate the required fire flow of 4,000 gpm, the Project would include the installation of two new connections to the existing 8-inch high pressure water main in Cahuenga Boulevard East as provided in Project Design Feature J.1-4. In addition, the Project would include the installation of four private fire hydrants on-site And, as set forth in Project Design Feature J.1-5, booster pumps would be required for all proposed hydrants to meet the minimum flow rate and pressure requirements around the Project Site. As provided in Project Design Feature J.1-6, the enhanced fire system would be a dedicated separate fire service system with no shared connections to the domestic supply lines. With construction of the proposed onsite fire water system improvements, the Project would meet the fire flow requirements set forth by the County Fire Department and LAFD. Therefore, impacts regarding fire flow would be less than significant.

(d) Wildfire Risk

Given the Project Site's location and surrounding undeveloped hillsides, the potential for fire hazards would exist near the Project Site due to the presence of brush, increased human activity, and the potential for fires due to accidents or arson-related causes. However, due to the Project Site's location within a Very High Fire Hazard Severity Zone, the Project would be required to comply with all applicable City and County

requirements regarding construction, access, water mains, fire hydrants, fire flows, and brush clearance for this zone. In addition, as previously described, the Project would implement a fuel modification plan that would identify buffer zones for the planting of specific vegetation and areas where routine landscape maintenance is required so as to create adequate defensible space around all potentially combustible structures. Routine landscape maintenance would be conducted in accordance with the County Fire Department's Fuel Modification Plan Guidelines and would include pruning; removal of plant litter, dead plants, and unwanted species; and regular inspection and repair of the irrigation system. Through compliance with applicable City and County requirements regarding wildfire risks, as well as approval and implementation of a fuel modification plan, implementation of the Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. Impacts with respect to wildfire risk would be less than significant.

b. Cumulative Impacts

A number of the identified related projects and ambient growth projections fall within the service areas of Fire Station Nos. 76, 27, and 41. Several of the related projects include residential uses, which would increase the residential population of Fire Station No. 76, the "first-in" station for the Project Site, as well the secondary fire stations available to provide service to the Project Site. In addition, the related projects would involve an increase in retail, restaurant, hotel, and office uses, which would increase the daytime population of the area and thus also increase the demand on fire services. In conjunction with the Project, this growth would cumulatively generate the need for additional fire protection services. However, similar to the Project, the related projects and all other future development projects would be subject to discretionary review by the LAFD to ensure that sufficient fire safety and hazards measures are implemented to reduce potential impacts to fire protection and emergency medical services. Furthermore, each related project would be required to comply with regulatory requirements related to fire safety, access, and fire flow.

Additionally, LAFD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, trucks and engines, ambulances, other special apparatuses, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Therefore, cumulative impacts on fire protection and emergency medical services would be less than significant.

c. Project Design Features

Project Design Feature J.1-1: A final fuel modification plan shall be prepared for the Project for review and approval by the County of Los Angeles Fire Department Fuel Modification Unit. The fuel modification plan shall include 30 foot and 200 foot buffer zones from all new structures. The 30 foot buffer zone shall provide for replanting of low-growing, irrigated drought-tolerant plant material as a means to prevent erosion and transition to the native character of the Project Site. The 200 foot buffer zone shall provide for seasonal clearing of brush and, as needed, pruning of trees to reduce the amount of potential plant material that could fuel a fire.

Project Design Feature J.1-2: Fire department access shall be provided to within 150 feet of building openings. The final design of the access driveways and internal roadways shall be coordinated with the County Fire Department and LAFD, as applicable. The proposed circular, fire department turn-around shall be a pumper truck-sized turn-around.

Project Design Feature J.1-3: The Project shall provide automatic fire sprinkler systems, approved by the County Fire Department, within all of the new buildings. With installation of fire sprinkler systems within all of the new buildings, the required fire flow shall be 4,000 gallons per minute with a residual pressure of 20 pounds per square inch.

Project Design Feature J.1-4: To accommodate the required fire flow, the Project shall provide two connections to the existing 8-inch high pressure water main in Cahuenga Boulevard East.

Project Design Feature J.1-5: The Project shall provide fire hydrants within the Project Site as coordinated with the County Fire Department and LAFD. Booster pumps shall be provided for all proposed fire hydrants to meet the minimum fire flow rate and pressure requirements of the Project.

Project Design Feature J.1-6: The proposed fire system shall be a dedicated separate fire service system with no shared connections to the domestic supply lines.

d. Mitigation Measures

Project-level and cumulative impacts with regard to fire protection and emergency medical services would be less than significant. Therefore, no mitigation measures are required.

e. Conclusion

Project-level and cumulative impacts with regard to fire protection and emergency medical services would be less than significant.

J.2. Public Services—Police Protection

a. Analysis of Project Impacts

(1) Construction Impacts

Construction sites can be sources of nuisances and hazards, inviting theft and vandalism. When not properly secured, construction sites can contribute to a temporary increased demand for police protection services. Pursuant to Project Design Feature J.2-1, in consultation with the County of Los Angeles Sheriff's Department Parks Bureau, the Project would include the implementation of temporary security measures during construction, which could include on-site security personnel, surveillance cameras, adequate lighting, and perimeter fencing around the construction areas. In addition, equipment and building materials would be removed or secured during non-construction hours. With implementation of these measures, potential impacts associated with theft and vandalism during construction activities would be less than significant.

Emergency access for LASD and LAPD vehicles within the Project Site and the surrounding vicinity could be impacted by Project construction activities due to temporary lane closures, utility line construction, and the generation of traffic as a result of construction equipment movement, hauling of soil and construction materials to and from the Project Site, and construction worker traffic. It is noted however that the construction-related traffic generated by the Project would not significantly impact LASD or LAPD response times within the Project vicinity since the drivers of police vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. In addition, most, if not all, of the construction worker and haul truck trips would occur outside the typical weekday commuter morning and afternoon peak periods, reducing the potential for traffic-related conflicts. The Project would also implement a Construction Management Plan during Project construction, wherein traffic management personnel and appropriate signage would be employed as necessary to ensure adequate and safe access to the Project Site and vicinity is maintained. With implementation of the project design features, including the Construction Management Plan, construction of the Project would not generate a demand for additional police protection services that would substantially exceed the capability of the LASD and LAPD to serve the Project Site and result in the need for new police protection facilities.

Therefore, impacts on police protection services during Project construction would be less than significant.

(2) Operational Impacts

The Project does not include the development of any residential uses and, as such, would not increase the permanent residential population within the service area of the Parks Bureau South Zone or the Hollywood Community Police Station. However, the Project would generate a daytime population associated with employees and users of the hiking trail and restaurant as well as an increase in the population associated with events. The County currently operates an alarm system which is monitored by the LASD. In addition, security guards for events and overnight security shifts are currently contracted by the LASD. In consultation with LASD, these existing security and safety features would be continued and enhanced pursuant to Project Design Feature J.2-2. According to the LASD, implementation of the features set forth in Project Design Feature J.2-2 would serve to reduce the potential for criminal activities and assist law enforcement efforts. In addition, based on a preliminary review of the proposed improvements, the LAPD indicated that the Project, due to its size, would have a minimal impact on police services provided by the Hollywood Community Police Station. The LAPD has also indicated that upon completion of the Project, the Applicant shall provide the LAPD Hollywood area commanding office with a diagram of each portion of the property, including access routes. Implementation of this project design feature would facilitate LAPD response. Therefore, the Project would not result in a demand for additional services that would exceed the capability of the LASD or the LAPD to serve the Project Site and impacts would be less than significant.

With respect to emergency access to the Project Site during Project operations, the analysis provided in Section IV.K, Traffic, Access, and Parking, of this Draft EIR demonstrates that Project development would result in a less than significant impact on access and local traffic conditions (i.e., nearby intersections). Therefore, the additional traffic generated by the Project would not significantly impact emergency vehicle access or response times for either the LASD or LAPD.

Based on the above, with implementation of the project design features, Project operation would not generate a demand for additional police protection services that would substantially exceed the capability of the LASD and LAPD to serve the Project Site and result in the need for new police protection facilities. Therefore, impacts on police protection services during Project operation would be less than significant.

b. Cumulative Impacts

The geographic context for the cumulative impact analysis is the service area of the LASD's Parks Bureau South Zone and the LAPD's Hollywood Community Police Station. The Project in conjunction with identified related projects and forecasted growth through 2020 (i.e., the Project's buildout year) within these service areas would cumulatively increase the demand for police protection. All of the identified related projects fall within the service boundaries of the Hollywood Community Police Station service area. Notwithstanding, as previously described, the LASD's Parks Bureau provides law enforcement services to County facilities, including parks, lakes, golf courses, and special event venues. The related projects do not include the development of such uses. As such, the Project in combination with the related projects would not contribute to a cumulative increase in the demand for LASD Parks Bureau police protection services. Therefore, cumulative impacts on LASD Parks Bureau police protection services would be less than significant.

With regard to the LAPD, several of the related projects include residential uses, which would increase the permanent residential population within the Hollywood Community Police Station service area. In addition, the related projects would involve an increase in retail, restaurant, hotel, and office uses, which would increase the daytime population in the area. Along with other anticipated growth through 2020, this would further increase the demand for police protection services. The Project would not develop residential units, and thus would not generate a residential population. Therefore, the Project would not contribute to a cumulative increase in the residential service population of the Hollywood Community Police Station. In addition, as previously discussed, based on a review of the Project, the LAPD has indicated that the Project, due to its size, would have a minimal impact on police services provided by the Hollywood Community Police Station. Therefore, the Project's contribution to the cumulative demand for police protection services provided by the LAPD would not be cumulatively considerable. Additionally, as with the Project, each related project would be subject to the City's routine construction permitting process, which includes a review by the LAPD to ensure that sufficient security measures are implemented to reduce potential impacts to police protection services. Furthermore, the LAPD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, vehicles, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, the LAPD's resource needs would be identified and monies allocated according to the priorities at the time. Based on the above, the Project's contribution to cumulative impacts to police protection services would not be cumulatively considerable and, as such, cumulative impacts on police protection services would be less than significant.

c. Project Design Features

Project Design Feature J.2-1: During construction, the Applicant shall implement temporary security measures including, but not limited to, on-site security personnel, surveillance cameras, adequate lighting, and perimeter fencing around the construction area. Large mounds of dirt/debris/building materials and fence covers/screens shall be avoided. Equipment and building materials shall be removed or secured during non-construction hours.

Project Design Feature J.2-2: During operation, the Applicant shall implement security measures including, but not limited to:

- High-definition surveillance cameras. The cameras shall be placed along pedestrian pathways, gathering areas, and at driveways on Cahuenga Boulevard East. The camera system shall allow law enforcement agencies to view live feed remotely, shall be equipped with a hard drive capable of storing video for 15 days, and shall be capable of transferring video to disc or USB storage devices.
- Configure proposed public restrooms such that entrances are oriented towards the main event area or other high-visibility areas. The restrooms shall be secured after hours to prevent vandalism, theft, and use by transients.
- Adequate lighting and high definition surveillance cameras within the parking structures. Points of entry and egress shall be equipped with traffic control devices, and a parking lot attendant shall be employed during events.
- Signage along the hiking trail advising users that the trail is closed at night and that camping and smoking are strictly prohibited. The trail shall also be well-marked to prevent users from getting lost and the brush next to the trail shall be cut short to prevent people from hiding or concealing illicit materials. Restrooms, drinking fountains, and picnic/rest areas shall not be built along the trail.

Project Design Feature J.2-3: Upon completion of the Project, the Applicant shall provide the Los Angeles Police Department Hollywood Area commanding officer with a diagram of each portion of the property. The diagram shall include access routes and additional information that might facilitate police response.

d. Mitigation Measures

Project-level and cumulative impacts with regard to police protection services would be less than significant. Therefore, no mitigation measures are required.

e. Conclusion

Project-level and cumulative impacts with regard to police protection services would be less than significant.

K. Traffic, Access, and Parking

a. Analysis of Project Impacts

(1) Traffic

(a) Construction Impacts

During the most intense construction phase, it is anticipated that construction activities would generate approximately 176 daily construction worker trips. In addition, based on a passenger car equivalency factor of 2.0, the 64 haul truck trips per day and the 30 daily delivery truck trips would be equivalent to 188 passenger car trips per day. Therefore, Project construction could generate a total of approximately 364 trips per day based on the construction phase. However, given the typical construction hours the Project would comply with, the majority of these trips would occur during off-peak hours. As such, Project construction would not be expected to result in a significant impact at any of the analyzed intersections. In addition, the Project would include implementation of a Construction Management Plan to minimize the amount and effect of construction traffic. As outlined in Project Design Feature K-1, the Construction Management Plan would prohibit construction workers, haul trucks and delivery trucks from parking, staging, or queuing along the surrounding residential streets.

(b) Operational Impacts

(i) Existing with Project Intersection Conditions

Based on the traffic analysis for Existing with Project Conditions, five of the eight intersections are projected to operate at LOS D or better during the analyzed periods. The remaining three intersections are projected to operate at LOS E or F during one or more of the analyzed periods. It is noted that these three intersections are the same intersections currently operating at LOS E or F under Existing Conditions. The addition of Project traffic to the study intersections would not exceed applicable significance thresholds. Therefore,

the Project would not result in a significant impact at any of the study intersections during the analyzed periods under Existing with Project Conditions.

(ii) Future (Year 2020) with Project Intersection Conditions

Based on the traffic analysis for Future (Year 2020) with Project Conditions, four of the eight study intersections are projected to operate at LOS D or better during the analyzed periods. The remaining four intersections are projected to operate at LOS E or F during one or more of the analyzed periods. It is noted that these four intersections are the same intersections projected to operate at LOS E or F under Future Conditions (without the Project). Similar to the Existing with Project Conditions scenario, Project traffic would contribute a small increase in the V/C ratios at most study intersections. Therefore, the Project would not result in a significant impact at any of the study intersections during the analyzed periods under Future with Project Conditions.

(2) Congestion Management Program

(a) CMP Freeway Analysis

Based on the distribution of traffic in the vicinity of the Project Site, approximately 60 percent of the Project traffic was assigned to/from the US-101 and the Project Site. According to the trip generation estimates, the Project is expected to generate approximately 35 net new trips in the weekday A.M. peak hour, approximately 60 net new trips in the weekday P.M. peak hour, approximately 18 net new trips in the weekday evening peak hour, approximately 92 net new trips in the Saturday midday peak hour, and approximately 92 net new trips in the Saturday evening peak hour. The Project would add fewer than 150 trips in either direction during the weekday morning and afternoon peak hours. Therefore, no CMP impact would occur and no additional analysis of freeway segments is required per the CMP criteria.

(b) CMP Arterial Monitoring Stations

The CMP arterial monitoring stations closest to the Project Site are located at intersections of Santa Monica Boulevard & Highland Avenue and Cahuenga Boulevard & Lankershim Boulevard. Based on the Project trip generation and trip distribution patterns, the Project is estimated to add fewer than five trips to each of the arterial monitoring stations during the morning and afternoon peak hours. Therefore, the Project would not add more than 50 vehicle trips during the morning and afternoon peak hours at CMP arterial monitoring stations. Therefore, the Project's CMP arterial impacts are considered to be less than significant, and no further analysis is required.

(c) CMP Transit Analysis

(i) Construction

Project construction would not require the relocation or removal of the existing Metro transit stop adjacent to the Project Site or other transit stops in the vicinity of the Project Site. As such, Project development would not result in significant impacts on transit access.

(ii) Operation

Based on Metro's CMP methodology for estimating transit trips, the Project would generate an estimated increase in transit riders of approximately three net new transit trips in the weekday morning peak hour and two net new transit trips in the weekday afternoon peak hour. The study area is served by numerous established transit routes, including the Metro Red Line, two Metro bus lines, and one LADOT bus line. Distribution of the Project transit trips to the transit routes available in the area would result in less than one new transit user for each transit line during the peak hours. Consequently, the total available capacity of the transit lines within the study area during the morning and afternoon peak hours is anticipated to more than accommodate the limited net additional trips during the morning and afternoon peak periods. Therefore, Project impacts on existing or future transit services in the study area would be less than significant.

(3) Access and Circulation

(a) Emergency Access

(i) Construction

Construction activities for the Project would be concentrated within the Project Site with limited off-site activities for implementation of any necessary utility improvements. As outlined in Project Design Feature K-1, a Construction Management Plan would be implemented during construction to provide for temporary traffic controls, including provisions to prohibit construction equipment or material deliveries within the public right-of-way and the use of flag persons to improve traffic flow. Implementation of such provisions would ensure adequate emergency access to residences adjacent to the Project Site. In addition, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Further, access to the Project Site would continue to be available during construction of the Project. Thus, any potential emergency access impacts from Project-related construction would be less than significant.

(ii) Operation

Upon implementation of the Project, access to the Project Site would continue to be available via the four existing driveways along the eastside of Cahuenga Boulevard East with improved internal configuration and circular modifications to accommodate the Project. In addition, the Project would incorporate specific emergency access recommendations provided by the County Fire Department and the City of Los Angeles Fire Department as set forth in Project Design Feature J.1-2 included in Section IV.J.1, Public Services—Fire Protection, of this Draft EIR. Furthermore, traffic generated by the Project would not result in significant impacts to Project area intersections, including intersections along the closest City-designated disaster route along Highland Avenue. Notwithstanding, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Further, the Project would be designed in accordance with emergency vehicle access, clearance, and staging recommendations set forth by the County Fire Department and the City of Los Angeles Fire Department. Therefore, the Project would not result in inadequate emergency access and impacts would be less than significant.

(b) Bicycle and Pedestrian Access

(i) Construction

Construction of the Project would primarily be contained within the boundaries of the Project Site and would not affect the adjacent street system. In addition, as outlined in Project Design Feature K-1, a Construction Management Plan would be implemented during construction to provide for temporary traffic controls and address any temporary lane or sidewalk closures, if necessary. Thus, any potential access impacts from Project-related construction would be less than significant.

(ii) Operation

Existing pedestrian facilities would remain with implementation of the Project. As such, pedestrian access to the Project Site would continue to be available from the sidewalks currently provided along Cahuenga Boulevard East. In addition, as part of the Project, on-site pedestrian circulation would be improved by accommodating parking within two new parking structures and providing designated pedestrian pathways to and from the parking structures and the on-site uses, thereby eliminating the pedestrian-vehicular conflicts associated with a stacked parking configuration. With the implementation of the Transit Center and modifications to the driveways described above, the Project would also improve access and circulation for vehicles and shuttles.

Bicycle lanes in the study area currently exist on North Cahuenga Boulevard between Odin Avenue and Yucca Street. In addition, there are two streets designated as bicycle routes: Odin Avenue between Highland Avenue and North Cahuenga Boulevard and Wilcox Avenue south of North Cahuenga Boulevard. As these facilities do not cross the access locations to the Project Site, the Project would not affect existing designated bicycle lanes and routes in the study area. Notwithstanding, the existing sidewalks, access driveways, and lane configurations would be maintained with the Project. In addition, the Project would include bicycle amenities (e.g., bicycle parking and bicycle-friendly amenities) located throughout the Project Site.

In summary, the Project would not decrease the performance or safety of the existing circulation system and no significant impacts with regard to pedestrian and bicycle facilities are expected to result due to the design or placement of Project access points.

(4) Parking

(a) Construction

During construction of the Project, parking for employees and construction workers would be provided on-site. In addition, the Construction Management Plan outlined in Project Design Feature K-1, would address and manage on-site parking for employees and construction workers within the Project Site. Therefore, Project construction would not result in a significant impact with regard to the availability of parking.

(b) Operation

An assessment of parking demand was conducted for several potential scenarios, including on a non-event day and during event days with varying attendance levels. The peak parking demand for the Project during the scenarios analyzed was estimated based on a combination of the Project's unique operational characteristics, including attendance levels, anticipated visitor arrival and departure patterns, empirical data from existing operations, industry-wide parking demand rates, average vehicle ridership rates, mode split (e.g., arriving by transit, walk, bicycle, etc.), internal capture (e.g., between the restaurant and the theatre uses), and employee data. As part of the Project, parking is proposed within two new parking structures, which are proposed to provide a total of 500 parking spaces (250 parking spaces in each structure). Parking within the parking structures could be expanded by approximately 75 spaces with the use of attendant assisted parking for a total of 575 parking spaces provided on-site. Additional parking at the Universal City/Studio City Metro Red Line Station would also continue to be available to accommodate the parking needs of the Project. Further, as outlined in Project Design Feature K-3, the Project would include implementation of a Parking and Traffic Management Plan to address the varying parking needs of the Project. The peak parking

demands for the different operation conditions would be accommodated based on the number of parking spaces to be provided and with implementation of the strategies set forth in the Parking and Traffic Management Plan, including a combination of existing on-site parking facilities, operational measures to increase parking supply such as attendant-assisted parking, employee parking management, and continued use of the parking spaces and shuttle from the Universal City/Studio City Metro Red Line Station for employees and patrons. Therefore, a sufficient number of parking spaces would be available to serve the estimated peak parking demand during a non-event day and during the analyzed event day scenarios, and Project impacts with regard to parking would be less than significant. Additionally, because the Project would increase the number of parking spaces within the Project Site and enhance circulation and accessibility within the Project Site, it is anticipated that the Project would reduce the incentive for patrons to park on adjacent neighborhood streets.

(5) Summary of Impact Analysis

As provided by the analysis presented above, the Project would not result in significant impacts with regard to the local or regional transportation system, including intersections, highways, transit, and pedestrian and bicycle facilities. As such, the Project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, or conflict with an applicable congestion management program. In addition, the Project would not result in inadequate emergency access. Therefore, as demonstrated in the analysis above, impacts with regard to these topics would be less than significant.

(6) Consistency with Regulatory Framework

As analyzed above, the Project would not result in significant impacts to public transit, bicycle, or pedestrian facilities and therefore would not decrease the performance or safety of such facilities. In addition, with implementation of the Project, the County would continue to promote several modes of transportation including walking, biking, or public transportation. Therefore, the Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities and such impacts would be less than significant.

b. Cumulative Impacts

(1) Traffic

(a) Construction

The related projects, the closest of which is approximately 0.8 mile southwest of the Project Site, are not located in close proximity to the Project Site and may or may not be developed within the same construction schedule as the Project. In addition, as all of the related projects are located within the jurisdiction of LADOT, per standard City practice, the construction of large development projects would occur in accordance with project-specific construction management plans, as is the case with the Project. As the construction management plans are reviewed and approved by LADOT, it is anticipated that through this process, LADOT would coordinate construction activities among the related projects that would have the potential to result in cumulative intersection impacts. In addition, as analyzed above, the Project would not result in significant impacts at any of the intersections within the study area during construction. Further, implementation of the Construction Management Plan, as outlined in Project Design Feature K-1, would manage construction-related traffic in the study area. Thus, given the distance of the Project Site to the related Projects and the construction management plans that would be in place for the Project and the related projects, the Project's contribution to cumulative construction-related traffic impacts would not be cumulatively considerable and cumulative impacts would be less than significant.

(b) Operation

Implementation of the Project in conjunction with the related projects identified in Section III, Environmental Setting, of this Draft EIR, and projected regional growth would increase the amount of traffic in the study area. The analysis of Future (Year 2020) with Project Conditions reflects both Project-specific and future cumulative traffic impacts related to intersection LOS. This analysis demonstrates that four of the eight study intersections are projected to operate at LOS D or better during the analyzed periods. The remaining four intersections are projected to operate at LOS E or F during one or more of the analyzed periods. The Project would not contribute to any significant impacts to these intersections and the Project's contribution to cumulative impacts would not be cumulatively considerable. As such, cumulative impacts would be less than significant.

(2) Congestion Management Program

The Project would not add more than 50 vehicle trips during the A.M. and P.M. peak hours at the CMP arterial monitoring stations nearest to the Project Site. In addition, the Project would add less than 150 trips along the nearest freeway segment serving the

Project Site in either direction during either peak hour. Further, the Project would not result in significant impacts to public transit. Thus, no CMP impact would occur under the Project and, as a result, the Project's contribution to cumulative impacts would not be cumulatively considerable. Thus, the Project's cumulative impacts would be less than significant.

(3) Access and Circulation

(a) Emergency Access

As described above, the analysis of the Future (Year 2020) with Project Conditions reflects both Project-specific and future cumulative traffic impacts related to intersection LOS in the study area. This analysis concluded that the Project would result in less-than-significant impacts to study intersections, including intersections along the closest City-designated disaster route along Highland Avenue. Therefore, the Project's cumulative impacts would not be cumulative considerable. In addition, as with the Project, it is anticipated that related projects would continue to consult with the applicable Police and Fire departments regarding emergency access requirements and implement specific emergency access requirements. Additionally, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Therefore, the Project's cumulative impacts to emergency would be less than significant.

(b) Bicycle and Pedestrian Access

As provided above, Project impacts to bicycle and pedestrian access would be less than significant. Based on the proximity of the Project Site to the related projects, the closest of which is approximately 0.8 mile southwest of the Project Site, development of the Project in conjunction with the related projects would not be expected to impact any existing shared bicycle and pedestrian facilities. Additionally, as with the Project, the applicants of the related projects would be required to design and construct their projects in conformance with applicable standards regarding sight distance, sidewalks, crosswalks, and pedestrian movement controls. Therefore, cumulative impacts would be less than significant.

(4) Parking

The parking demand associated with the Project would not contribute to the cumulative demand for parking in the vicinity of the Project Site as a result of development of the Project and related projects. Specifically, the related projects are sufficiently separated from the Project Site such that they would not share parking supplies. Therefore, cumulative parking impacts would be less than significant. Additionally, because the Project would increase the number of parking spaces within the Project Site

and enhance circulation and accessibility within the Project Site, it is anticipated that the Project would reduce the incentive for patrons to park on adjacent neighborhood streets.

c. Project Design Features

Project Design Feature K-1: Construction Management Plan

The Ford Theatre Foundation shall prepare a construction traffic management plan, including haul routes and staging plans, as necessary and satisfactory to the County. The construction traffic management plan would be based on the nature and timing of the specific construction activities and shall include the following elements as appropriate:

- Prohibition of construction worker parking and other construction-related vehicles on adjacent residential streets.
- Provisions to prohibit construction equipment or material deliveries within the public right-of-way.
- Provisions for temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag persons).
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Provisions of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers, as appropriate.
- Provisions to accommodate the equipment storage and truck staging on-site.
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside of the commuter peak hours to the extent feasible.
- Obtaining the required permits for truck haul routes from the City prior to issuance of any permit for the Project.

Project Design Feature K-2: The Ford Theatre's shall stagger the start times of simultaneous events to be held in the Amphitheatre and the 299-seat theatre on weekday evenings after 6:00 p.m. by a minimum of 45 minutes so as to separate the arrival patterns of each theatre's patrons.

Project Design Feature K-3: Parking and Traffic Management Plan

The Ford Theatre Foundation shall prepare a Parking and Traffic Management Plan including parking and traffic management measures and transportation demand management strategies. The Parking and Traffic Management Plan could include, but not be limited to, the following:

- Provide directions and location maps with the parking options available for visitors in web postings, real time mobile applications, marketing, notification and media materials, etc.
- Post directions and maps showing truck routes for deliveries, construction vehicles, and other trucks.
- Encourage alternate travel options (transit and shuttle service) for visitors in event-related marketing/media information.
- Manage the use of all parking spaces in the on-site parking garages to maximize parking efficiency and avoid underutilization of parking spaces.
- Identify locations for bus drop-off/pick-up and staging.
- Provide valet assist parking in at least one parking garage to maximize parking circulation and capacity where possible during large events.
- Require employees and staff to park within designated areas.
- Implement Transportation Demand Management strategies for employees to reduce trips during the congested periods and travel via other modes besides driving alone (e.g., carpooling, flexible or alternative work schedules, transit incentives, parking incentives for carpools and vanpools, etc.)
- Provide bicycle amenities (bicycle racks, lockers, etc.).

d. Mitigation Measures

The Project would result in less than significant impacts to traffic, access, and parking. No mitigation measures would be required.

e. Conclusion

(1) Traffic

The Project would not result in significant impacts during Project construction or operation along the analyzed intersections under Existing with Project Conditions or Future (Year 2020) with Project Conditions.

(2) Congestion Management Plan

No significant impacts to CMP arterial monitoring stations or freeway segments would occur. In addition, the Project's transit impacts would be less than significant.

(3) Access and Circulation

Project access impacts as well as impacts related to pedestrian/bicycle facilities would be less than significant.

(4) Parking

Project impacts related to parking would be less than significant.

L.1. Utilities and Service Systems—Water

a. Analysis of Project Impacts

(1) Construction

The amount of water used during construction would vary depending on the conditions of soils, weather, size of the construction site, and site-specific operations. It is estimated that a total of approximately 650,000 to 800,000 gallons of water could be used throughout construction of the Project. It is noted however that this increase in water demand associated with Project construction would be temporary in nature and would occur intermittently throughout construction as needed. In addition, as concluded in LADWP's 2010 Urban Water Management Plan, projected water demand for the City would be met by the available supplies during an average year, single-dry year, and multiple-dry year through the year 2035, as well as the intervening years.

The Project would require construction of new, on-site water distribution lines to serve the proposed uses. Construction impacts associated with the installation of water distribution lines are expected to be confined to trenching in order to place the lines below surface. As discussed in Section IV.K, Traffic, Access, and Parking, of this Draft EIR, during construction of the Project, a Construction Management Plan would be implemented to ensure that adequate and safe access remains available within and near the Project Site during construction activities. In addition, prior to ground disturbance, Project contractors would coordinate with LADWP to identify the locations and depth of all lines. LADWP would also be notified in advance of proposed ground disturbance activities to avoid water lines and disruption of water service.

Based on the above, sufficient water supplies would be available to accommodate Project construction activities and, while the Project would require the construction of upgraded infrastructure facilities, the construction of such infrastructure improvements would not cause significant environmental effects. As such, construction-related impacts to water supply and infrastructure would be less than significant.

(2) Operation

(a) Water Supply

It is estimated that the Project would have an average daily domestic water demand of approximately 17,470 gallons per day (gpd). When accounting for the existing total Project Site water demand of approximately 6,529 gpd, the Project would result in a net increase in average daily water demand of approximately 10,941 gpd. However, as noted in the Water System and Supply Study included in Appendix XX of this Draft EIR, since development of the water demand rates from the California Plumbing Code used to calculate the Project's water demand, most water fixtures, including those that would be implemented as part of the Project, now have reduced flow rates by 50 percent. Therefore, when accounting for typical flow rates of existing water fixtures, the water demand of the Project is estimated to be approximately 5,471 gpd or approximately 6.13 acre-feet per year (assuming constant water use throughout the year). It is noted that the Project's estimated water demand is likely conservative as it does not account for additional water conservation features that would be implemented by the Project, including those required by the County as part of the County's Green Building Program. These water saving features, which could include updated landscaping and modern irrigation, would reduce the Project's net increase in water demand accordingly.

As concluded in LADWP's 2010 Urban Water Management Plan, projected water demand for the City would be met by the available supplies during an average year, single-dry year, and multiple-dry year through the year 2035, as well as the intervening years (i.e., 2020). The Project's estimated net increase in water demand of approximately 6.13 acre-feet per year would comprise approximately 0.0009 percent of the water demand for the City in 2020 during an average year, single-dry year, and multiple-dry year period. Therefore, the Project would be well within the available and projected water supplies for normal, single-dry, and multiple-dry years through the year 2035 and, as such, LADWP would be able to meet the water demand for the Project as well as existing and planned water demands of its future service area. Therefore, the Project's operation-related impacts on water supply would be less than significant.

(b) Water Infrastructure

Water service to the Project Site would continue to be supplied by LADWP for domestic and fire protection uses. While domestic water demand is typically the main contributor to water consumption, fire flow demands have a much greater instantaneous impact on infrastructure, and therefore are the primary means for analyzing infrastructure capacity.

With implementation of an approved automatic fire sprinkler system within all of the buildings proposed, the required fire flow would be 4,000 gpm at a pressure of 20 psi. Based on pressure flow reports obtained from LADWP, the existing 8-inch LADWP water main in Cahuenga Boulevard East provides a flow of approximately 1,750 gpm at a residual pressure of 72 psi. To accommodate the required fire flow of 4,000 gpm, the Project would include two new connections to the existing 8-inch high pressure water main in Cahuenga Boulevard East. The Project would also include the installation of four private fire hydrants and provide booster pumps for all proposed hydrants to meet the minimum flow rate and pressure requirements around the Project Site. The enhanced fire system would be a dedicated separate fire service system with no shared connections to the domestic supply lines. The Project would also provide new, on-site water distribution lines to serve the proposed uses.

With implementation of the proposed water infrastructure improvements described above, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site. Therefore, the Project would not result in operation-related impacts to water infrastructure and impacts would be less than significant.

b. Cumulative Impacts

(1) Water Supply

The 2010 Urban Water Management Plan prepared by LADWP accounts for existing development within the City, as well as projected growth through the year 2035 based on demographic growth projections in the Southern California Association of Governments' 2008 Regional Transportation Plan. Additionally, under the provisions of Senate Bill 610, LADWP is required to prepare a comprehensive water supply assessment for every new development "project" (as defined by Section 10912 of the Water Code) within its service area that reaches certain thresholds. The types of projects that are subject to the requirements of SB 610 tend to be larger projects that may or may not have been included within the growth projections of the 2010 Urban Water Management Plan. The water supply assessment for such projects would evaluate the quality and reliability of existing and projected water supplies, as well as alternative sources of water supply and measures

to secure alternative sources if needed. Continued efforts by LADWP to secure the reliability of water supplies in the future, combined with project-specific requirements to conduct analyses to ensure the availability of sufficient water supply to meet demand are expected to continue through 2020 (the Project's buildout year) and beyond. Based on LADWP's 2010 Urban Water Management Plan water demand projections through 2035 and the service area reliability assessment conducted by the LADWP, LADWP determined that it would be able to reliably provide water to its customers through the year 2035. As such, LADWP would be able to meet the water demand for the Project and the related projects.

Compliance of the Project with regulatory requirements that promote water conservation such as the County's Green Building Program, as well as Assembly Bill 32 which is discussed in detail in Section IV.C, Greenhouse Gas Emissions, of this Draft EIR, would also assist in assuring that adequate water supply is available on a cumulative basis.

Based on the above, it is anticipated that LADWP would be able to supply the demands of the Project, the related projects, and future growth through 2020 and beyond. Therefore, cumulative impacts on water supply would be less than significant

(2) Water Infrastructure

The geographic context for the cumulative impact analysis on water infrastructure is the vicinity of the Project Site. Development of the Project and future new development in the vicinity of the Project Site would cumulatively increase demands on the existing water infrastructure system. However, new development projects would be subject to LADWP review (or applicable jurisdiction) to assure that the existing public utility facilities would be adequate to meet the domestic and fire water demands of each project, and individual projects would be subject to LADWP requirements regarding infrastructure improvements needed to meet respective water demands, flow and pressure requirements, etc. Furthermore, LADWP, Los Angeles Department of Public Works, and the Los Angeles Fire Department would conduct ongoing evaluations to ensure facilities are adequate. Therefore, cumulative impacts on the water infrastructure system would be less than significant.

c. Project Design Features

Project Design Feature L.1-1: The Project shall install new on-site water connections, where necessary, to distribute water within the Project Site.

Project Design Feature L.1-2: The Project shall implement water conservation features, including, but not limited to: high-efficiency toilets and

urinals, auto lavatory faucets, use of “tankless” or “on demand” water heaters, drought-tolerant planting, minimal irrigation system, use of permeable surfaces, weather-based irrigation controller with rain shutoff, use of a separate water meter (or sub meter), flow sensor, and master valve shutoff for irrigated landscape areas.

d. Mitigation Measures

As the Project would have a less than significant impact on water supply and water infrastructure during construction and operation, mitigation measures are not required.

e. Conclusion

Project-level and cumulative impacts on water supply and water infrastructure would be less than significant.

L.2. Utilities and Service Systems—Energy and Energy Conservation

a. Analysis of Project Impacts

(1) Energy Demand

(a) Construction

(i) Electricity

Electricity consumption during Project construction would vary throughout Project construction based on the construction activity (i.e., grading, building construction, etc.). However, the electricity consumption that would occur due to Project construction activities would be offset by the reduction in electricity consumption resulting from the demolition of existing uses and would be temporary in nature.

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 that would be installed along Cahuenga Boulevard East. In addition, temporary electrical poles could be installed within the Project Site until full build-out of the Project. As discussed in Section IV.K, Traffic, Access, and Parking, of this Draft EIR, during construction of the Project, a Construction Management Plan would be implemented to ensure that adequate and safe access remains available within and near the Project Site during construction activities. Overall, demolition and construction activities would require limited electricity consumption and would not be expected to have

any adverse impact on available electricity supplies and infrastructure. Therefore, construction-related impacts to electricity supply and infrastructure would be less than significant.

(ii) Natural Gas

Construction of the Project, including new buildings and facilities, typically would not involve the consumption of natural gas. Thus, there would be no demand generated by construction. The Project would, however, involve installation of new natural gas connections to serve the Project Site. Since the Project is located in an area already served by existing natural gas infrastructure, the Project would likely not require extensive infrastructure improvements to serve the Project Site. Construction impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to place the lines below surface. As previously discussed, a Construction Management Plan would be implemented to ensure that adequate and safe access remains available within and near the Project Site during construction activities. In addition, prior to ground disturbance, Project contractors would notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service. Therefore, construction-related impacts to natural gas supply and infrastructure would be less than significant.

(b) Operation

(i) Electricity

Project operations would increase the existing demand for electricity. Based on the electricity demand estimates, the Project's peak electricity demand would be approximately 2,105 KW of electricity per year. When accounting for the existing electricity usage of the former motel building, which would be removed as part of the Project, the Project's net peak electricity demand would be reduced to 2,065 KW per year. The estimated electrical consumption is a conservative estimate and does not factor in reductions in consumption from the implementation of energy conservation features. LADWP forecasts that in the 2020-2021 fiscal year, the annual electricity sold within its service area would increase to 22,888 GWh with a peak demand of 5,532 MW.[1] The Project-related net annual peak electricity consumption would represent approximately 0.04 percent of the forecasted electricity peak demand in 2020. Therefore, it is anticipated that LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to support the Project's demand. In addition, LADWP has indicated that electric service to meet the Project is available and would be provided in accordance with LADWP's Rules and Regulations. While the availability of electricity is dependent upon adequate generating

capacity and fuel supplies, the estimated power requirement for the Project is part of the total load growth forecast for the City and has been taken into account in the planned growth of the City's power system. Thus, operational impacts associated with the Project's consumption of electricity would be less than significant.

(ii) Natural Gas

Operation of the Project would result in an increase in the consumption of natural gas for the heating of spaces and water, and cooking at the proposed restaurant. Based on the natural gas demand estimates, the Project's natural gas demand is estimated to be approximately 8,500 cubic feet per hour. This estimated natural gas demand is a conservative estimate and does not factor in reductions in consumption from the implementation of energy conservation features. In addition, as existing natural gas usage associated with the former motel building is unknown, the Project's estimated natural gas demand does not account for existing natural gas usage within the former motel building, which would be removed as part of the Project.

Based on the Project's estimated yearly natural gas consumption of 496,400 Therms per year, the Project would account for approximately 0.007 percent of the forecast for the 2020 natural gas consumption throughout SoCalGas' planning area. Given the limited percentage of total demand represented by the Project, SoCalGas' planned demand forecasts likely account for Project development. In addition, SoCalGas has indicated that natural gas facilities are available in the area of the Project Site. Further, the Project would incorporate compliance measures to address applicable energy regulations and requirements. As such, operational impacts associated with the consumption of natural gas would be less than significant.

(2) Energy Conservation

Green building design and construction practices would be implemented as part of the Project in compliance with the County's Green Building Ordinance. Accordingly, the Project would incorporate the County's Green Building Standards, including compliance with the California Energy Code. Design features that could be implemented would include, but not be limited to, light colored or "cool" roofs, efficient lighting and lighting control systems, energy-efficient heating and cooling systems and controls. In addition, the Project would incorporate a variety of water conservation features that would also promote energy conservation. Further, as part of the Project, the County would continue to promote the use of alternative modes of transportation by providing shuttles to and from the Universal City/Studio City Metro Red Line Station, thereby reducing energy usage associated with additional Project vehicles. Overall, the Project would be designed and

constructed in accordance with state and local green building standards that would serve to reduce the energy demand of the Project. Additionally, based on the above, the Project's energy demand would be within the existing and planned electricity and natural gas capacities of LADWP and SoCalGas, respectively. Therefore, development of the Project would not cause wasteful, inefficient, and unnecessary consumption of energy and would be consistent with the intent of Appendix F of the CEQA Guidelines.

b. Cumulative Impacts

(1) Electricity

The Project in conjunction with forecasted 2020 growth in LADWP's service area would increase electricity consumption and thus, would cumulatively increase the need for additional electricity supplies and infrastructure capacity. LADWP forecasts that in the 2020-2021 fiscal year, electricity consumption within its service area would increase to 22,888 GWh with a peak demand of 5,532 MW. Future cumulative growth expected during this period within LADWP's service area is accounted for in this forecast. As discussed above, Project-related net annual peak electricity consumption would represent approximately 0.04 percent of the forecasted electricity peak demand in 2020. Based on this small percentage, the Project's contribution to the cumulative electricity demand would not be substantial. In addition, based on the types of uses proposed by the related projects, it is anticipated that the related projects would similarly comprise a limited percentage of the forecasted total electricity demand within LADWP's service area in 2020. Further, as future electrical demand estimates factor in cumulative growth, the demand forecasts likely account for Project development and other future development, including the related projects, within LADWP's service area. Although the Project, related projects, and other future development would result in the irreversible use of renewable and non-renewable electricity resources which would limit future availability, the use of such resources would be on a relatively small scale and would be consistent with regional and local growth expectations for LADWP's service area. Additionally, like the Project, related projects would be expected to incorporate energy conservation features, comply with applicable regulations including the City's and County's Green Building Ordinance, and incorporate mitigation measures, as necessary. Accordingly, the Project's contribution to cumulative impacts related to electricity consumption would be less than significant.

Electricity infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by LADWP are ongoing. It is expected that LADWP would continue to expand delivery capacity as needed to meet demand increases within its service area. Development projects, inclusive of the related projects, within its service area would also be anticipated to incorporate site-specific infrastructure improvements, as necessary. As such, cumulative impacts with respect to electricity infrastructure would be less than significant.

(2) Natural Gas

Buildout of the Project, related projects, and other future development projects in SoCalGas' service area is expected to increase natural gas consumption and thus cumulatively increase the need for additional natural gas supplies and infrastructure capacity. The California Energy Commission estimates natural gas consumption within SoCalGas' planning area will increase to 7,263 million Therms in 2020 (Project buildout year). Future 2020 cumulative growth within SoCalGas' service area is accounted for in this forecast. As previously indicated, the Project's annual natural gas usage would represent approximately 0.007 percent of the forecasted total consumption in 2020. It is anticipated that given the type of developments proposed by the related projects, the related projects would similarly comprise a limited percentage of the forecasted total consumption within SoCalGas' service area in 2020. Further, as future natural gas demand estimates factor in cumulative growth, the demand forecasts likely account for Project development and other future development, including the related projects, in SoCalGas' service area. Although related projects would result in the irreversible use of renewable and non-renewable electricity resources which would limit future availability, the use of such resources would be on a relatively small scale and would be consistent with regional and local growth expectations for SoCalGas' service area. Furthermore, like the Project, the related projects and any other future development would be expected to incorporate energy conservation features, comply with applicable regulations including the County's Green Building Ordinance, and incorporate mitigation measures, as necessary, to address natural gas demands. Accordingly, the Project's contribution to cumulative impacts related to natural gas would be less than significant.

Natural gas infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by SoCalGas occur as needed. It is expected that SoCalGas' would continue to expand delivery capacity if necessary to meet demand increases within its service area. Development projects within its service area would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate. As such, cumulative impacts with respect to natural gas infrastructure would be less than significant.

c. Project Design Features

No specific project design features beyond the project improvements discussed in Section II, Project Description, of this Draft EIR are proposed with regard to energy and energy conservation.

d. Mitigation Measures

As discussed above, the Project's impacts on energy and energy conservation would be less than significant. As such, no mitigation measures would be required.

e. Conclusion

As indicated above, the Project's impacts on energy and energy conservation would be less than significant.

II. Project Description

II. Project Description

1. Introduction

The County of Los Angeles proposes improvements to the John Anson Ford Theatres (the 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 Los Angeles County Department of Parks and Recreation, the Los Angeles County Arts Commission, and the Ford Theatre Foundation.

The Project includes the rehabilitation of portions of the existing 1,196-seat historic 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 and primarily within the areas of the Project Site already developed. These improvements, which would be developed in several phases, would include a 299-seat theatre, a multi-purpose flex space, a restaurant, office spaces, enhanced parking facilities, support 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 proposed parking facilities 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 destination open daily for a wide variety of users.

2. Project Location

The Project Site comprises an approximately 32-acre County of Los Angeles regional park within the Hollywood Hills located approximately six miles northwest of downtown Los Angeles and approximately 12 miles east of the Pacific Ocean. As shown in Figure II-1 on page II-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.

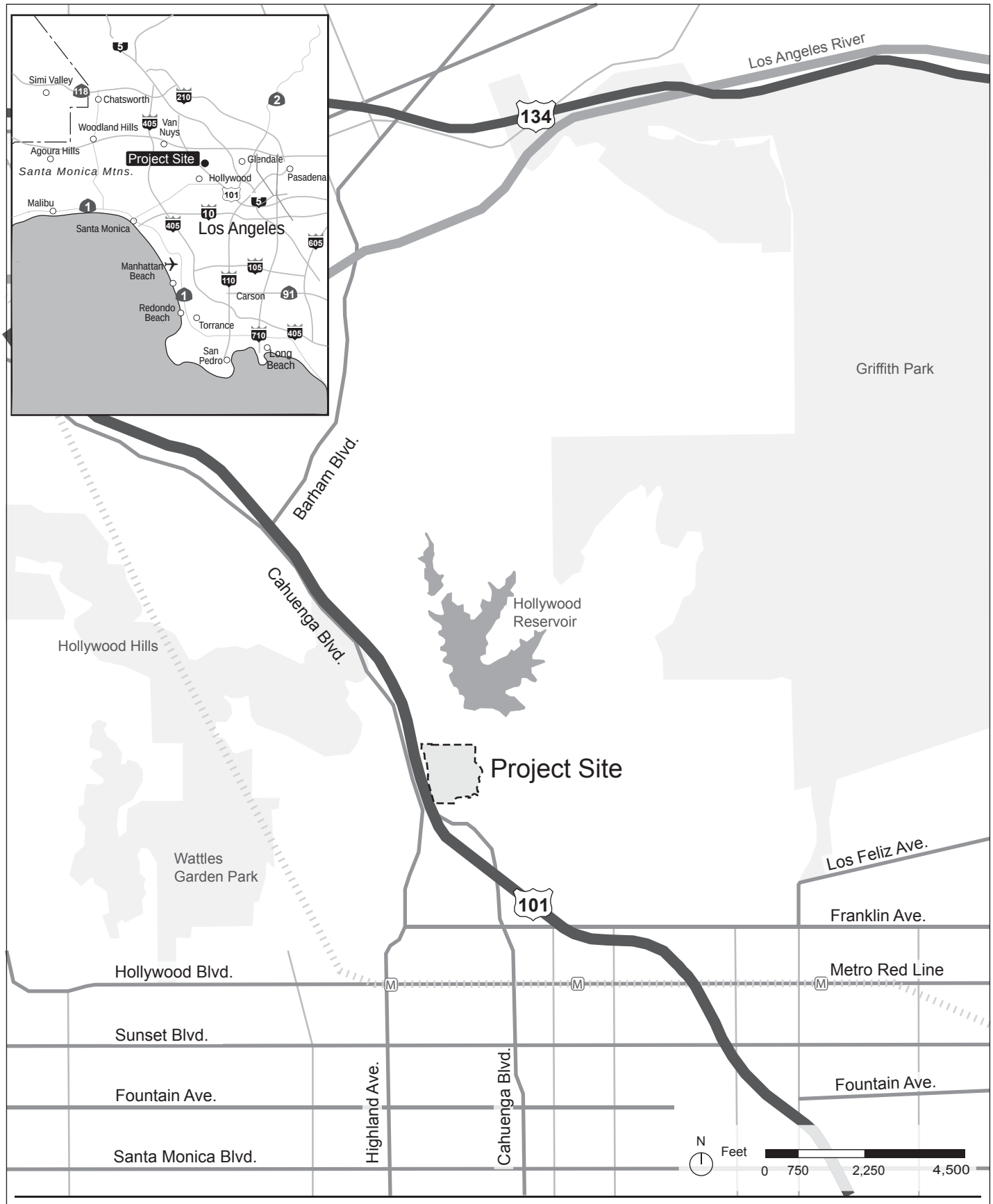

Figure II-1
Regional Location Map

Source: Google Earth, 2013.

3. Background and Existing Project Site Conditions

a. 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 existing Amphitheatre and the land surrounding it 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. The Amphitheatre was evaluated as a potential historic resource in 1994 and determined eligible for listing in the National Register of Historic Places.

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 programming builds capacity of the arts organizations with which it partners, not only to produce work for the Amphitheatre stage, but also to strengthen the regional arts ecology. The Arts Commission provides technical assistance and marketing support to artists and organizations participating in its flagship Partnership Program and returns approximately 75 percent to 95 percent of earned ticket revenue to partner artists. Through this program the County has created opportunities for nearly 200 arts organizations in Los Angeles County to expand their audiences, push their creative boundaries, embrace artistic innovations, and raise their visibility and fundraising capacities. However, site challenges currently restrict the number of visitors and the kinds of programming that can be accommodated at the Ford Theatres.

b. Existing Project Site Conditions

As shown in the aerial photograph provided in Figure II-2 on page II-4, the approximately 32-acre Project Site currently includes the open-air 1,196-seat Amphitheatre

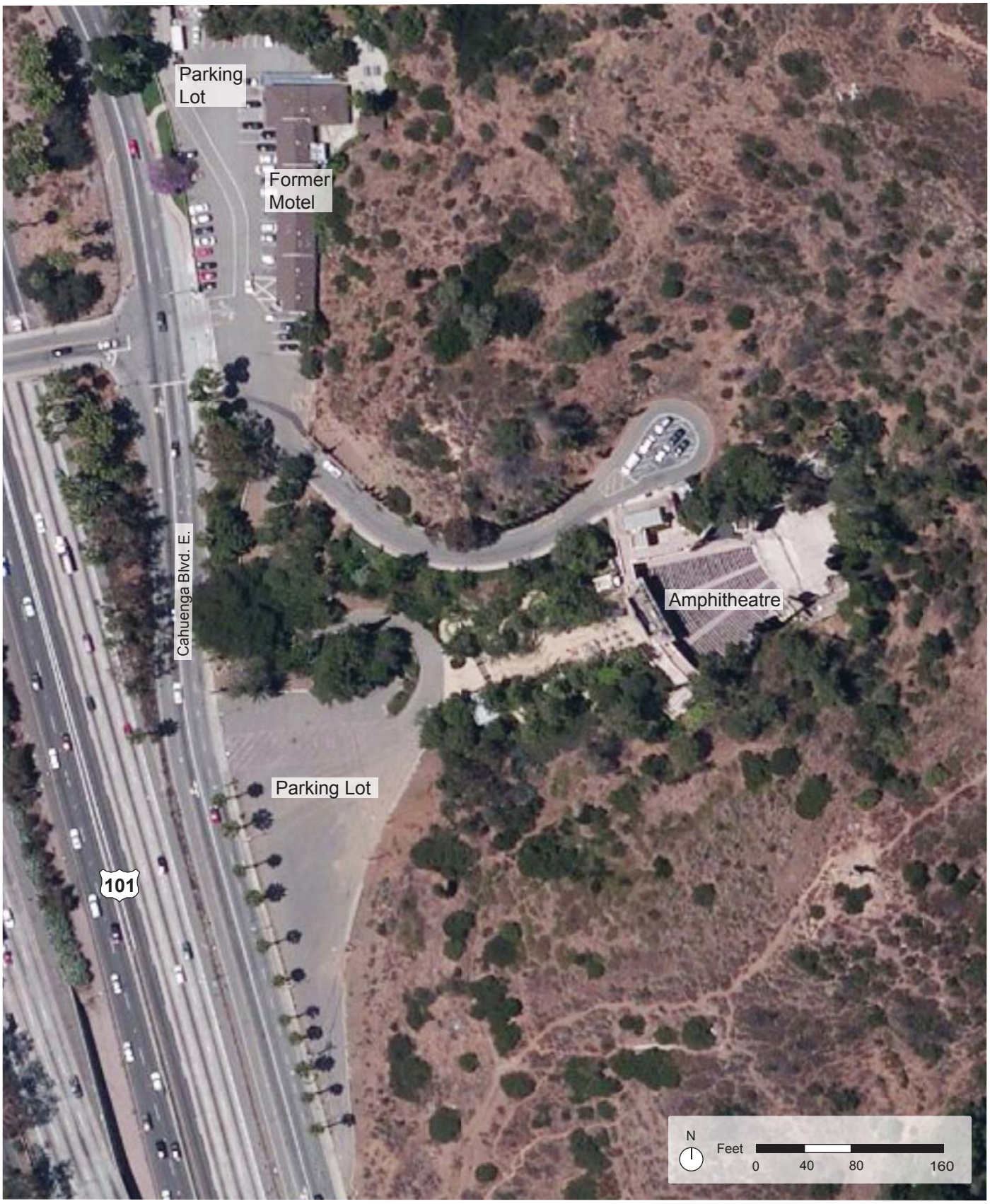

Figure II-2
Existing Ford Facilties

Source: Google Earth, 2013.

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 and picnic area referred to as Edison Plaza; 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, and the Los Angeles Philharmonic. The Project Site also includes one cell tower and associated structures along the northwest portion of the Project Site and an additional cell tower along the northwestern property boundary. Other facility support spaces, such as storage and maintenance areas and restrooms, are also located throughout the Project Site. 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 further below in Table II-1 on page II-15, 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. Overall, approximately 3.5 acres of the 32-acre Project Site comprises developed area, including the existing structures described above and asphalt-paved surface parking areas. The remaining areas (approximately 28.5 acres) are comprised of undeveloped open space.

As illustrated in Figure II-3 on II-6, 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). The Amphitheatre and associated structures and support spaces are primarily located internal to the Project Site, nestled within the surrounding hillsides, while the former motel building and surface parking areas front Cahuenga Boulevard East. As such, views of the Project Site along Cahuenga Boulevard and the Hollywood Freeway are limited to the former motel building, surface parking areas, electronic sign identifying the Ford Theatres, perimeter walls and landscaping, and the vegetated hillsides. Views of portions of the main Amphitheatre gate/entrance and the stairway leading to the Amphitheatre as well the wall running along the top of the Amphitheatre and associated signage are available in the background.

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

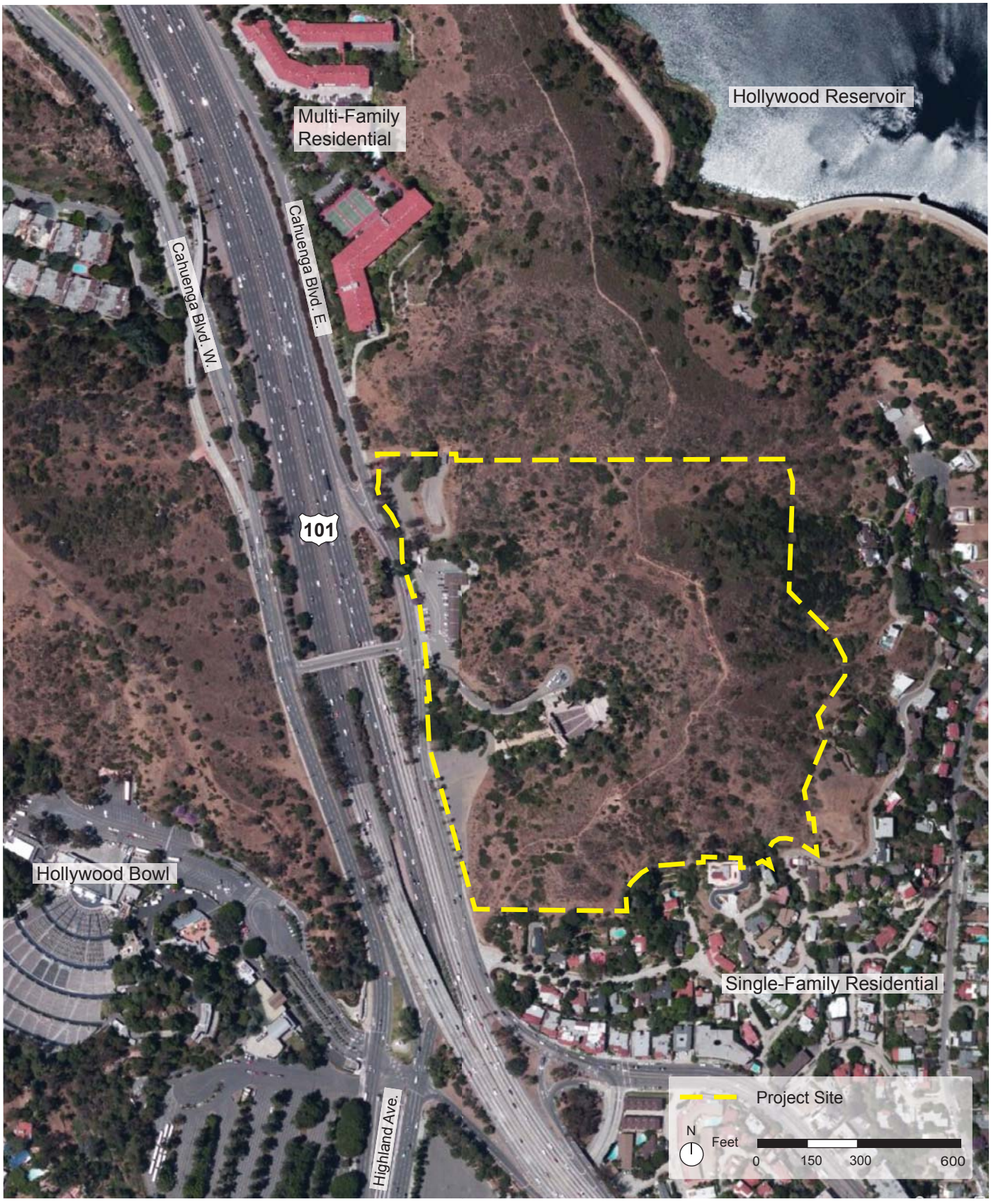

Figure II-3
Aerial Photograph of the Project Site and Surrounding Vicinity

Source: Google Earth, 2013.

Cahuenga Boulevard East and Pilgrimage Bridge, is primarily used for egress at the end of events and is occasionally used for overflow stacked parking. The driveway at Pilgrimage Bridge and Cahuenga Boulevard East provides primary access to the Project Site. During events, this driveway is used for patrons entering by passenger vehicle and for shuttle access from the Universal City/Studio City Metro Red Line Station. During non-event times, this driveway serves as the main ingress and egress point for employees and vendors. The southern driveways, located south of the intersection of Cahuenga Boulevard East and Pilgrimage Bridge, are primarily used for egress from the southern surface parking lot at the end of events. Within the Project Site, pedestrian access to the Amphitheatre is available from the main entrance located at the bottom of the entryway adjacent to the box office, and from a secondary entrance located at the Amphitheatre level, adjacent to the circular driveway. During events, the circular driveway at the secondary entrance at the Amphitheatre level serves as the performer entrance to the lower level Amphitheatre support spaces, shuttle and vehicular loading and unloading, and media truck parking. The circular driveway also provides access for trash pickup and fire truck staging. Pedestrian access to the Project Site is available from several locations along Cahuenga Boulevard East, including via the four driveways described, as well as a walkway located in front of the former motel. The Amphitheatre, including the [Inside] the Ford Theatre, Edison Plaza, and the concessions building are currently enclosed within a wrought iron perimeter fence with wrought iron entry and exit gates at the main entrance and secondary entrance.

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 herein as the north parking lot and the south parking lot, are located along Cahuenga Boulevard East. A third surface parking lot, providing disabled parking spaces, is located adjacent to the secondary entrance at the Amphitheatre level. During events, parking is also available at the Universal City/Studio City Metro Red Line Station. A shuttle is provided to and from the Ford Theatres during evening events. 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.

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 one of the southern driveways, and wayfinding signage internal to the Project Site. An illuminated sign identifying the Ford Amphitheatre is also located on the wall running along the top of the Amphitheatre wall, which was installed to attenuate noise from the Hollywood Freeway.

As provided further below in Table II-2 on page II-20, the Ford Theatres currently hosts an average of approximately 184 events throughout the year, including 84 events within the Amphitheatre from May through October and approximately 100 events within the [Inside] the Ford from November through April. An average of 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 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. Currently, there are approximately 20 County Arts Commission, County Department of Parks and Recreation, and Ford Theatre Foundation employees and up to 140 Los Angeles Philharmonic employees within the Project Site.

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

c. Approved Amphitheatre Improvements

In September 2013, the County of Los Angeles approved and 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 consistent with the Secretary of Interior Standards for the Treatment of Historic Properties. 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.[1] 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. A new addition at stage left to accommodate an audio rack room and related heating, ventilation, and air conditioning will also be provided.[2] 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.

4. Surrounding Uses

As shown in the aerial photograph provided in Figure II-3 on page II-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 open space to the north, single- and multi-family residential uses to the east and south, and Cahuenga Boulevard to the west. The uses north, south, and east of 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.

The Hollywood Bowl, also a County-owned historically significant cultural destination, is located southwest of the Project Site across Cahuenga Boulevard and the Hollywood Freeway.[3]

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[1] *Since approval of the restoration and rehabilitation Amphitheatre improvements set forth in the Notice of Exemption, the proposed theatrical systems infrastructure improvements have been modified to exclude the proposed traps.*

[2] *Since approval of the Notice of Exemption, the restoration and rehabilitation Amphitheatre improvements have been modified to exclude the proposed addition at stage left.*

[3] *The Hollywood Bowl comprises approximately 70 acres and includes an Amphitheatre with a seating capacity of approximately 17,376; four surface parking lots, with approximately 2,700 parking spaces,*
(Footnote continued on next page)

5. Project Purpose and Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines states that the project description shall contain "a statement of the objectives sought by the proposed project." Section 15124(b) of the CEQA Guidelines further states that "the statement of objectives should include the underlying purpose of the project." The underlying purpose of the Project is to enhance on-site programs that support the work of County of Los Angeles artists and arts organizations by offering programs that meet the specialized needs of a broader cross section of the regional arts community, including emerging theatre, dance, and music ensembles and multi-disciplinary collaborations; to expand opportunities for diverse County residents to come together by creating new spaces and programs that better serve the community; and to ensure the future of the Amphitheatre as an active and relevant historic resource. The Project's specific objectives are as follows:

Historic Rehabilitation of the Amphitheatre

- Preserve the historic integrity of the Amphitheatre by providing improvements necessary to respond to damage from water intrusion, soil erosion, and structural decay, and ensure its future viability as a cultural and historical resource for the communities of Los Angeles County.

- Provide operational improvements for the historic outdoor Amphitheatre that includes modern technical infrastructure and performing arts technology and amenities to support world class theatrical and cultural experiences for patrons and program participants while providing improved access to the Ford Theatres and its canyon park setting as a public cultural and recreational destination.

Additional Artist and Patron Site Enhancements

- Support the development of Los Angeles County-based artists, arts organizations and arts producers that represent diverse performing arts genres, disciplines, and communities by providing an on-site natural progression of appropriately-sized enclosed rehearsal and performing arts spaces which can be used at the same time to expand creative capacity, create new work, and increase audiences.

and a valet parking area; 15 picnic areas; concession services; box offices; a museum; and other visitor shops and amenities.

- Repurpose the areas of the Ford Theatres currently used for on-grade parking to meet existing critical program needs of the regional arts ecosystem, including a much needed mid-size theatre space and low- to no-cost, accessible flexible spaces for rehearsals and performances year-round for artists, particularly dance and theatre groups, which do not have sufficient right-sized rehearsal and performance spaces in Los Angeles County.

- Enhance patron pre-show and post-show experience by providing plaza areas and support functions for meeting, dining and picnicking, while enabling visits of variable lengths by the creation of non-stacked parking to ease ingress and egress.

- Further the Ford's capacity for community building by creating new small and medium interstitial spaces and opportunities for artists, audiences, and the public to interact, dialogue, and find meaning and expression through the arts on the Project Site.

- Create pedestrian and vehicular circulation access that is integrated with a transit center and sufficient on-site parking so as to provide for improved and safer patron arrival and departures.

- Enhance the Ford Theatres' role as a County Regional Park by increasing public access to the entire site, integrating passive recreational opportunities, and encouraging visitors to experience the natural landscape and views of surrounding iconic landmarks from a formal trail within the park boundary.

- Mitigate noise pollution from the adjacent Hollywood Freeway to provide a more pastoral experience focused on the stage and preserve audience views of the natural landscaped canyon from inside the Amphitheatre.

- Provide for improved operation and maintenance relating to stage logistics including set loading and unloading and set staging areas in close proximity to the Amphitheatre.

- Provide on-site accessible modern office space to accommodate daily personnel and improve communication and interaction of staff with the arts community.

- Provide site improvements that are focused on areas of the site that have been previously developed and preserve the canyon setting of the Project Site.

6. Description of the Project

a. Overview of the Proposed Development

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 plaza deck featuring a restaurant, a 299-seat theatre, a new box office, a conference room, and offices and visitor amenities; (4) the Transit Center, which would include a designated area for bus and valet drop-off, a new three-level parking structure, an event space, and a maintenance facility; and (5) a 0.75-mile hiking trail. Conceptual site plans illustrating the development of the Project are provided in Figure II-4 and Figure II-5 on pages II-13 and II-14. In addition, Table II-1 on page II-15 provides a summary of the proposed improvements. A more detailed discussion of the proposed improvements is provided below.

(1) Amphitheatre Rehabilitation Improvements

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 audience 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 could measure up to 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.

(2) Ford Terrace

As shown in Figure II-5 on page II-14, north of the Amphitheatre the existing circular driveway and disabled parking adjacent to the secondary entrance would be modified to

matrix environmental

Figure II-4
Overall Conceptual Site Plan

Source: Levin and Associates, 2014.

matrix environmental

Figure II-5
Conceptual Site Plan - Ford Theatres

Source: Levin and Associates, 2014.

Table II-1
Summary of Proposed Improvements

Use	Existing		Proposed			Net New Project Development		Total Project Site Development after Project Implementation	
	Area	Seats	Demo.	Area	Seats	Area	Seats	Area	Seats
Amphitheatre		1,196							1,196
Lower Level/[Inside] the Ford	4,780	87			(87)		(87)	4,780	
Mezzanine	1,760			400[a]		400		2,160	
House	8,000							8,000	
Stage	3,300							3,300	
Wings	1,500							1,500	
Projection Booth and Control Room	860		(860)	800		(60)		800	
Rack Room/Towers	806							806	
New Theatre					299		299		299
House				3,000		3,000		3,000	
Stage				2,300		2,300		2,300	
Back Stage				1,000		1,000		1,000	
Control Room				500		500		500	
Lobby				1,200		1,200		1,200	
Flex Space					99		99		99
Seating				3,000		3,000		3,000	
Stage				2,000		2,000		2,000	
Storage				3,300		3,300		3,300	
Concessions/Restaurant	320		(320)	6,400[b]		6,080		6,400	
Box Office/Museum	365							365	
Offices	10,500		(10,500)	24,160[c]		13,660		24,160	

Table II-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
Maintenance				3,000[d]		3,000		3,000	
Workshop/Storage	2,650			2,370[e]		2,370		5,020	
Shops/Visitor Amenities				1,200		1,200		1,200	
Central Plant				2,200		2,200		2,200	
Restrooms	970			2,400		2,400		3,370	
Total Building Area	35,811			59,230		47,550	311	83,361	1,594
Total Occupied Plaza Areas	3,580			48,750		48,750		52,330	
Parking	350 to 380 spaces			500 spaces		120 to 150 spaces		500 spaces	

( ) denotes negative number

[a] *This includes the proposed expansion of the men's restroom on the mezzanine level.*

[b] *Includes the approximately 2,500-square-foot concessions area within the Ford Terrace and the approximately 3,900-square-foot restaurant within the Ford Plaza. Note the 1,000-square-foot outdoor seating area of the restaurant is not included in the concessions/restaurant square footage.*

[c] *Includes approximately 2,500 square feet of office area within the Ford Terrace, the approximately 17,600-square-foot three-story office building within the Ford Plaza, the 560-square-foot box office, the 1,000-square-foot conference room, and approximately 2,500 square feet of office space within the Transit Center associated with the maintenance area.*

[d] *Includes the approximately 2,000-square-foot garage and 1,000-square-foot yard within the maintenance area.*

[e] *Includes the approximately 1,570-square-foot workshop within the Ford Terrace and 800 square feet of storage area as part of the maintenance area.*

Source: Levin and Associates, December 2013.

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 secondary entrance. In addition, disabled parking located adjacent to the secondary entrance would be accommodated within the parking structures proposed as part of the Project, as described further below.

In addition, 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 re-purposed as a self-serve food marketplace area and provide space for storage. New ADA-accessible restrooms would also be provided at the lower level.

(3) Ford Plaza

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 space. 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 and a 2,600-square-foot indoor seating area. An approximately 1,000-square-foot outdoor seating area would also be included. 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 and full theatrical lighting and rigging that would be able to accommodate multi- disciplinary performances. Backstage spaces within the new venue would include performer restrooms, dressing rooms, and a prep area for special events. 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 the challenge of sound bleeding between the [Inside] the Ford space as it is located underneath the Amphitheatre seating area.

(4) Transit Center

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 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 as office space for Ford Theatre Foundation, Los Angeles County Arts Commission, and Philharmonic staff.

(5) Hiking Trail

As illustrated in Figure II-4 on page II-13, 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, where required or necessary, and cut-in granite steps where areas of steep terrain are proposed. Hand-railing may also be provided at the steps. The trail alignment may utilize portions of existing user-established informal trails. The hours of operation for use of the trail would observe standard park hours of sunrise to sunset.

Overall, as provided above in Table II-1 on page II-15, 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.

To evaluate the operational changes of the Ford Theatres associated with implementation of a Master Plan for the site, the County and the Ford Theatre Foundation, in consultation with Community Arts Resources, Inc., prepared the report titled *The Ford, Transformed: Realizing the Potential of Ford Theatres County Regional Park*, included as Appendix O of this Draft EIR. The Project was derived from the Master Plan process and includes some of the same components envisioned in the Master Plan, with modifications. As analyzed in *The Ford, Transformed* report and summarized in Table II-2 on page II-20, with the new event spaces to be provided, the average number of annual events is estimated to increase from 184 events to approximately 331 events and the average number of annual attendees is estimated to increase from 54,640 people to approximately 93,725 people. As provided in Table II-2, events within the Amphitheatre would continue to be held from May through October. In addition, events within the proposed Flex Space and the proposed 299-seat theatre would be held year round will scheduled periods of down time for maintenance.

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 County Arts Commission, County Department of Parks and Recreation, and Ford Theatre Foundation staffing within the Project Site would increase from approximately 20 employees to up to 105 employees or an increase of approximately 85 employees. In addition, the existing 140 Los Angeles Philharmonic employees within the Project Site are anticipated to relocate their offices off-site. With the relocation of these employees, the Project would result in an overall net decrease of employees on-site.

Table II-2
Summary of Events and Attendance

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

Source: The Ford, Transformed: Realizing the Potential of Ford Theatres County Regional Park, Community Arts Resources, Inc., October 2012.

b. 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 Project is also designed to minimize building footprints and remain primarily within the developed areas of the Project Site. Specifically, implementation of the Project would further develop portions of the existing 3.5 acres of developed area within the Project Site and would extend onto approximately 0.8 acres of undeveloped area. Upon buildout of the Project, approximately 4.3 acres of the 32-acre Project Site would comprise developed area. The remaining approximately 27.7 acres would comprise undeveloped open space. In addition, to reduce the massing, 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 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.

c. 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 on-site 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 of 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 existing main entrance. In addition, new pedestrian pathways would be provided for access to the new areas. As described above, the existing circular driveway at the secondary entrance 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 within two parking structures and a net increase of approximately 120 to 150 parking spaces, including additional ADA parking spaces. Parking would also continue to be available at the Universal City/Studio City Metro Red Line Station. A shuttle would continue to be provided to and from the Ford Theatres during evening events. In addition, use of the Ford Theatres parking facilities by the Hollywood Bowl may continue.

d. 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 20 trees throughout the Project Site. As part of the Project, trees to be removed would be replaced on a minimum 1:1 basis.

e. 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. Light fixture control devices could be implemented, as necessary, to minimize glare.

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. The proposed sound wall and sign would replace the existing wall and sign along the top of the Amphitheatre wall. 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.

f. 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 new natural gas service, sewer and water connections, and drainage improvements. As shown above in Figure II-4 on page II-13, the Project would also integrate and relocate the existing cell towers and associated structures to allow construction of the Transit Center.

g. Fire Protection and Security Features

As the Project Site is located in a Very High Fire Hazard Severity Zone, a fuel modification plan would be required to minimize the risk of wildfires. The fuel modification plan for the Project would set forth buffer zones around the proposed structures. The fuel modification plan would also specify requirements pertaining to landscape irrigation, thinning and removal of brush and dead plant materials, removal of non-native plant species, and maintenance of the buffer zones. One of the primary goals of the fuel modification plan and associated landscaping and irrigation would be to provide adequate defensible space around all potentially combustible structures within a fire environment. Accordingly, routine landscape maintenance would be required per the County Fire Department's Fuel Modification Plan Guidelines. A preliminary fuel modification plan has been prepared by the Project in consultation with the Los Angeles County Fire Department, and is included in Section IV.J.1, Public Services—Fire Protection of this Draft EIR. A final fuel modification plan would be submitted to the Los Angeles County Fire Department for approval prior to the issuance of Project construction permits. The Project would also include an upgraded fire system, including the installation of on-site fire hydrants, as illustrated in Section IV.J.1, Public Services—Fire Protection, and an upgraded water supply line. The enhanced fire system would be a dedicated separate fire service system with no shared connections to the domestic supply lines. Refer to Section IV.J.1, Public Services—Fire Protection, of this Draft EIR, for further discussion.

The Project's design would also incorporate security features to provide for the safety of on-site employees and visitors. These features would include high-definition surveillance cameras and signage along the hiking trail. Entryways, lobbies, and parking areas would also be well illuminated and designed to eliminate areas of concealment.

7. Project Construction and Scheduling

The Project could be implemented in several phases to provide flexibility to continue operating the Ford Theatres during construction. Construction of the Project may be completed as early as 2020. In the event construction of the Project occurs as one phase, or in consolidated phases, the Ford Theatres would be expected to close and no events would be held until buildout of the Project or completion of the phase(s) under construction. 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 107,094 cubic yards of export. Based on the proximity of the Hollywood Freeway to the Project Site, it is anticipated that haul trucks and delivery trucks would access the Project Site traveling northbound on Cahuenga Boulevard East from the Hollywood Freeway (US-101) and would exit the Project Site onto Cahuenga Boulevard East and travel northbound on Cahuenga Boulevard East to the Hollywood Freeway. As part of the Project, a Construction 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. Construction worker parking and construction staging would be accommodated on-site. Construction activities would comply with Section 12.08.440 of the Los Angeles County Code, which prohibits noise-generating construction activities between the hours of 7:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, and anytime on Sundays or legal holidays in the absence of certain emergencies.

8. 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.

III. Environmental Setting

III. Environmental Setting

A. Overview of Environmental Setting

This section of the Draft EIR provides an overview of the existing regional and local setting in which the Project Site is located, and a brief description of the existing conditions at the Project Site. Detailed environmental setting information is provided in each of the environmental issue analyses found in Section IV (Environmental Impact Analysis) of this Draft EIR. In addition, Section II, Project Description, of this Draft EIR, provides additional information regarding existing conditions at the Project Site.

1. Project Location and Environmental Setting

The Project Site comprises an approximately 32-acre County of Los Angeles regional park in the Hollywood Community of the City of Los Angeles. Within a regional context, the Project Site is located in the Hollywood Hills adjacent to Cahuenga Boulevard East where Cahuenga Boulevard parallels the Hollywood Freeway. The Project Site is owned by the County of Los Angeles and operated through a three-way partnership between the Los Angeles County Department of Parks and Recreation, the Los Angeles County Arts Commission, and the Ford Theatre Foundation.

As illustrated in the aerial photograph of the Project Site and the surrounding vicinity provided in Section II, Project Description, of this Draft EIR, the majority of the 32-acre Project Site consists mostly of undeveloped hillsides with the developed areas of the Project Site concentrated along the north- and southwest portions of the Project Site. Given the location of the Project Site in the Hollywood Hills, 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.

Existing uses within the Project Site include an 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; the 87-seat [Inside] the Ford Theatre; a two-story, approximately 320-square-foot concessions building; a 365 square-foot box office; Edison Plaza and picnic area; surface parking areas providing approximately 350 to 380 stacked parking spaces; and a former 10,500-square-foot motel building currently used as staff offices for the Ford Theatre Foundation, Los Angeles County Arts Commission, and the Los Angeles Philharmonic.

The Project Site also includes one cell tower and associated structures along the northwest portion of the Project Site and an additional cell tower located further northwest, near the Project Site boundary. Other facility support spaces, such as storage and maintenance areas and restrooms, are also located throughout the Project Site. 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.

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. Overall, approximately 3.5 acres of the 32-acre Project Site comprises developed areas, including the existing structures described above and asphalt-paved surface parking areas. The remaining areas (approximately 28.5 acres) are comprised of undeveloped open space.

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). As the Amphitheatre and associated structures and support spaces are primarily located internal to the Project Site and nestled within the surrounding hillsides, views of the Project Site along Cahuenga Boulevard and the Hollywood Freeway are limited to the former motel building, surface parking areas, electronic sign identifying the Ford Theatres, perimeter walls and landscaping, and the vegetated hillsides. Views of portions of the main Amphitheatre gate/entrance and the stairway leading to the Amphitheatre as well the wall running along the top of the Amphitheatre and associated signage are available in the background.

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 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 historically significant cultural destination, is located southwest of the Project Site across Cahuenga Boulevard and the Hollywood Freeway.[1]

2. Land Use Plans

Land use plans applicable to the Project Site include the County of Los Angeles General Plan, the Southern California Association of Governments' 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy, Growth Vision Report, and 2008 Regional Comprehensive Plan; the South Coast Air Quality Management District's 2012 Air Quality Management Plan; and the Metropolitan Transportation Authority's 2010 Congestion Management Plan.

It is noted that while the Project Site is located within the City, the approximately 32 acres of land comprising the Project Site are owned by the County of Los Angeles. Accordingly, the Project Site is not subject to the City General Plan or the Los Angeles Municipal Code. The City General Plan and the Los Angeles Municipal Code are described in the land use analysis and the consultation process on general plan consistency is discussed in Section IV.H, Land Use, of this Draft EIR.

[1] *The Hollywood Bowl comprises approximately 70 acres and includes an Amphitheatre with a seating capacity of approximately 17,376; four surface parking lots, with approximately 2,700 parking spaces, and a valet parking area; 15 picnic areas; concession services; box offices; a museum; and other visitor shops and amenities.*

III. Environmental Setting
B. Related Projects

The California Environmental Quality Act (CEQA) Guidelines (Section 15130(a)) requires that an Environmental Impact Reports (EIR) discuss the cumulative impacts of a project when the project's incremental effect is "cumulatively considerable." As set forth in Section 15065(a)(3) of the CEQA Guidelines, "cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. In accordance with CEQA Section 15130(a)(3), a project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. In addition, the lead agency is required to identify facts and analysis supporting its conclusion that the contribution will be rendered less than cumulatively considerable.

CEQA Guidelines Section 15130(b) further provides that the discussion of cumulative impacts reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. Rather, the discussion is to "be guided by the standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute."

CEQA states that complying with one of the following two protocols is necessary to provide an adequate discussion of significant cumulative impacts:

(A) A list of past, present, and probable future projects producing related or cumulative impacts including, if necessary, those projects outside the control of the agency; or

(B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.

Cumulative study areas are defined based on an analysis of the geographical scope relevant to each particular environmental issue. Therefore, the cumulative study area for each individual environmental impact issue may vary. For example, a cumulative land use impact generally may only affect the compatibility of uses within the vicinity of the project site, while a cumulative air quality impact may affect the entire South Coast Air Basin. The specific boundaries and the projected growth within those boundaries for the cumulative study area of each environmental issue, are identified in the applicable environmental issue section in Section IV, Environmental Impact Analysis, of this Draft EIR.

A list of proposed development projects in the area of the Project that could affect conditions in the Project area (e.g., by adding traffic volumes to study area intersections and/or generating population increases) was prepared based on information obtained primarily from the City of Los Angeles Department of Transportation. A total of 27 potential related development projects have been identified within the vicinity of the Project Site for inclusion in the cumulative impact analysis for this EIR. These related projects are in varying stages of the approval/entitlement/development process and consist of a variety of land uses reflecting the diverse range of land uses in the vicinity of the Project Site. They include residential, mixed-use, office, commercial, restaurant, retail, and institutional projects. These related projects would occur primarily as urban in-fill within the existing land use fabric of the area.

The related projects are listed in Table III-1 on page III-6, which identifies the location of each related project along with the types of land uses. The locations of the related projects are shown in Figure III-1 on page III-8. It is noted that some of the related projects may not be built out by 2020 (the Project's build out year), may never be built, or may be approved and built at reduced densities. To provide a conservative forecast, the future baseline forecast assumes that all of the related projects are fully built out by 2020.

Table III-1
List of Related Projects

Map No.	Address	Land Use	Size
1	6200 W. Hollywood Boulevard	Apartment Retail	952 du 190,000 sf
2	1540 N. Vine Street	Apartment Retail	306 du 68,000 sf
3	5935 W. Sunset Boulevard	Condominium Office Restaurant Retail	311 du 40,000 sf 8,500 sf 5,000 sf
4	6230 W. Yucca Street	Condominium Commercial	85 du 13,890 sf
5	7300 W. Hollywood Boulevard	Temple	—
6	6516 W. Selma Avenue	Office	85,000 sf
7	6608 W. Hollywood Boulevard	Quality Restaurant Bar/Lounge Special Events Office	11,400 sf 9,400 sf 6,100 sf 3,000 sf
8	6417 W. Selma Avenue	Hotel Restaurant/Club	85 rooms 12,840 sf
9	6100 W. Hollywood Boulevard	Apartment Retail	151 du 6,200 sf
10	1600 N. Highland Avenue	Condominium Hotel Office Retail	496 300 rooms 186,200 sf 45,400 sf
11	7045 W. Lanewood Avenue	Apartment	43 du
12	6225 W. Hollywood Boulevard	Office	214,000 sf
13	1601 N. Vine Street	Office Commercial	121,609 sf 2,613 sf
14	1800 N. Argyle Avenue	Hotel	225 rooms
15	6757 W. Hollywood Boulevard	Restaurant	17,717 sf
16	6381 W. Hollywood Boulevard	Student Housing Faculty/Staff Housing Retail	80 rooms 15,290 sf
17	1460 N. Gordon Street	Student Housing Faculty/Staff Housing Retail	224 du 13 du 6,400 sf
18	1603 N. Cherokee Avenue	Affordable Apartment	66 du
19	6523 W. Hollywood Boulevard	Restaurant Office	10,402 sf 4,074 sf

Table III-1 (Continued)
List of Related Projects

Map No.	Address	Land Use	Size
20	1313 N. Vine Street	Museum Storage	44,000 sf 35,231 sf
21	1610 N. Highland Avenue	Apartment Retail	248 du 14,710 sf
22	1841 N. Highland Avenue	Business Hotel	100 rooms
23	1740 N. Vine Street	Apartment Hotel Health Club Office Retail Restaurant	461 du 254 rooms 80,000 sf 264,303 sf 100,000 sf 25,000 sf
24	1411 Highland Avenue	Apartment	90 du
25	1824 N. Highland Avenue	Apartment	118 du
26	6121 W. Sunset Boulevard	Apartment Office High-Turnover Restaurant Fast-Food Restaurant Retail Health Club	200 du 422,500 sf 23,500 sf 2,000 sf 16,500 sf 15,000 sf
27	1718 N. Las Palmas Avenue	Condominium Apartment	29 du 196 du

du= dwelling units
sf= square feet
Source: Gibson Transportation Consulting, Inc.; Los Angeles Department of Transportation, 2014.

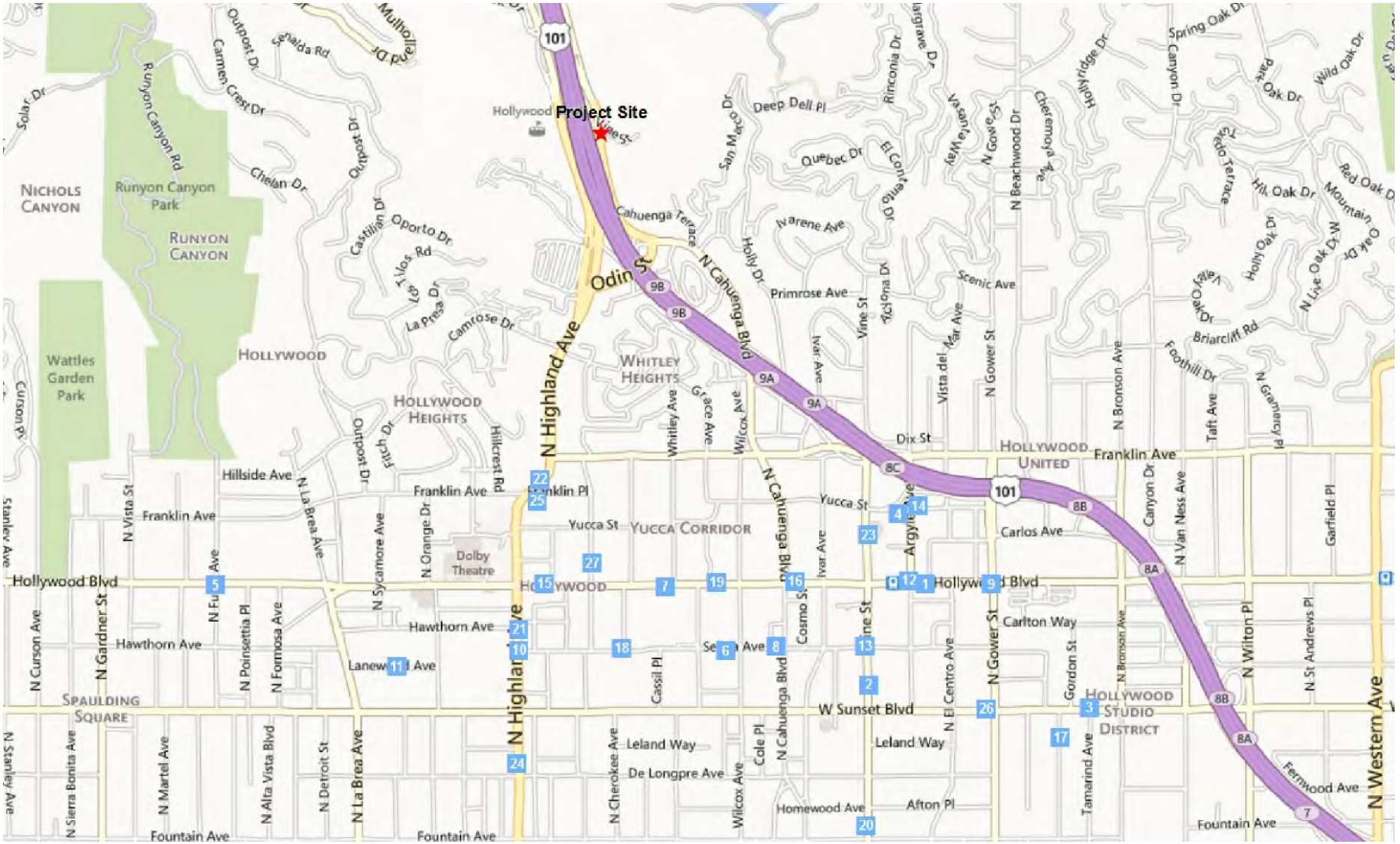

Figure III-1
Location of Related Projects

Source: Gibson Transportation Consulting, 2014.

IV. Environmental Impact Analysis

IV. Environmental Impact Analysis

A. Aesthetics, Views, Light, and Glare

1. Introduction

This section analyzes the Project's potential impacts on aesthetics, views, light, and glare. A brief description of each of these environmental issues is provided below.

a. Aesthetics

Aesthetics refers to the overall visual quality of an area. The analysis of aesthetics focuses on the Project's visual relationship with existing and planned land uses in the Project area. The analysis considers qualities related to visual character, such as density, massing, setbacks, color, and the general composition of aesthetic features, as well as the relationships between these elements. The analysis also considers both natural and man-made/urban features with aesthetic value. The potential adverse visual quality impacts considered within the analysis include the loss of existing features of aesthetic value and the introduction of contrasting features that contribute to a decline in overall visual character (e.g., the introduction of contrasting features that overpower familiar features, eliminate context or associations with history, or create visual incompatibility where there may have been apparent efforts to maintain or promote a thematic or consistent character).

b. Views

The analysis of views assesses the Project's potential impacts on visual access to valued visual resources (e.g., mountain ranges, historic buildings, etc.). The analysis considers the Project's distance from valued visual resources, the topography of the Project area, and existing view obstructions. The analysis considers focal views (i.e., views of a particular object, scene, setting, or feature of visual interest) and panoramic views or vistas (i.e., views of a large geographic area for which the view may be wide and extend into the distance). Existing views of value, both of and across the Project Site are identified and considered. Further, a number of development characteristics, such as building height, mass, and density, are considered as they directly relate to view obstruction.

c. Light

The analysis of light impacts assesses the potential effects of the Project's nighttime light from both point sources (e.g., illuminated building façades, street light poles, vehicle headlights) and indirect sources (i.e., reflected light) on light-sensitive land uses such as residences. Such uses are recognized as light-sensitive because they are typically occupied by persons who have expectations of privacy during evening hours and who are subject to disturbance by bright light sources.

d. Glare

Glare is caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass or reflective materials, and, to a lesser degree, from broad expanses of light-colored surfaces. Daytime glare generation is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials from which the sun can reflect, particularly following sunrise and prior to sunset. Daytime glare generation is typically related to sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the year. Glare can also be produced during evening and nighttime hours by artificial light directed toward a light-sensitive land use.

2. Environmental Setting

a. Regulatory Framework

(1) Aesthetics and Views

(a) Los Angeles County Code

The Los Angeles County Code regulates development through land use regulations and development standards regarding the allowable type, density, height, and design of new development projects. As detailed in Section IV.H, Land Use, of this Draft EIR, with the continuation and enhancement of the existing uses within the Project Site, the Project would be consistent with its current use and designation as a public facility.

(b) Los Angeles County General Plan

The Los Angeles County General Plan (County General Plan) directs future growth and development in the County's unincorporated areas and establishes goals, policies, and objectives that pertain to the County as a whole. As it relates to the evaluation of aesthetics, the Conservation and Open Space Element of the County General Plan sets forth policies for the open space-related resources in the County, including scenic

resources. To protect areas of significant natural resources, the Conservation and Open Space Element recommends the retention of non-urban or open space areas and places special emphasis on the protection of hillside character. The Conservation and Open Space Element also includes goals to protect sites of historical, archaeological, scenic, and scientific value. Similarly, the Land Use Element of the General Plan addresses the protection of natural and scenic resources, with objectives to include high quality design in development projects and ensure sensitivity to and compatibility with natural, ecological, scenic, cultural, and open space resources. The Land Use Element further reinforces General Plan policies for conserving natural and ecological resources.

(2) Light and Glare

The County of Los Angeles and City of Los Angeles enforce the building code requirements of the California Code of Regulations as summarized below.

(a) California Code of Regulations, Title 24

Title 24 of the California Code of Regulations (CCR), also known as the California Building Standards Code, consists of regulations to control building standards throughout the State. The following components of Title 24 include standards related to lighting:

(i) California Building Code (Title 24, Part 1) and California Electrical Code (Title 24, Part 3)

The California Building Code (Title 24, Part 1) and the California Electrical Code (Title 24, Part 3) stipulate minimum light intensities for pedestrian pathways, circulation ways, and paths of egress.

(ii) California Energy Code (Title 24, Part 6)

The California Energy Code (CEC) stipulates allowances for lighting power and provides lighting control requirements for various lighting systems, with the aim of reducing energy consumption through efficient and effective use of lighting equipment. Section 147 of the CEC sets forth outdoor lighting allowances in terms of watts per area for lighting sources other than signage.

(iii) California Green Building Standards Code (Title 24, Part 11)

The California Green Building Standards Code, which is Part 11 of Title 24, is commonly referred to as the CALGreen Code. The CALGreen Code stipulates maximum allowable light levels, efficiency requirements for lighting, miscellaneous control requirements, and light trespass requirements for electric lighting and daylighting.

In April 2011, Section 5.106.8 of the CALGreen Code, which applies to non-residential uses, was amended in response to a public petition regarding concerns over security aspects of the light pollution reduction provisions. The revised provisions require outdoor lighting systems to be designed and installed to comply with the following:

- The minimum requirements in the CEC for Lighting Zones 1–4 as defined in Chapter 10 of the California Administrative Code;
- Backlight, Uplight and Glare (BUG) ratings as defined in the Illuminating Engineering Society of North America's Technical Memorandum on Luminaire Classification Systems for Outdoor Luminaires (IESNA TM-15-07); and
- Allowable BUG ratings not exceeding those shown in Table A5.106.8 in Section 5.106.8 of the CALGreen Code.

(b) City of Los Angeles Municipal Code

The Los Angeles Municipal Code (LAMC) sets forth specific regulations regarding lighting. Although not required, the Project will comply with the following relevant LAMC provisions regarding lighting:

- Chapter 1, Article 2, Sec. 12.21 A 5(k). All lights used to illuminate a parking area shall be designed, located and arranged so as to reflect the light away from any streets and adjacent premises.
- Chapter 1, Article 4.4, Sec. 14.4.4 E. No sign shall be arranged and illuminated in such a manner as to produce a light intensity greater than 3 foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property.
- Chapter 9, Article 3, Div. 1, Sec. 93.0117(b). No exterior light may cause more than 2 foot-candles of lighting intensity or generate direct glare onto exterior glazed windows or glass doors on any property containing residential units; elevated habitable porch, deck, or balcony on any property containing residential units; or any ground surface intended for uses such as recreation, barbecue or lawn areas or any other property containing a residential unit or units.

b. Existing Conditions

(1) Aesthetics

(a) Project Site

As detailed in Section II, Project Description, of this Draft EIR, the Project Site comprises an approximately 32-acre County of Los Angeles regional park located within the Hollywood Hills, adjacent to Cahuenga Boulevard East and the Hollywood Freeway. The Project Site includes the open-air Amphitheatre with support spaces (i.e., dressing rooms, performer restrooms, green room) below; a projection booth and control room located above and to the rear of the Amphitheatre seating; the [Inside] the Ford Theatre; a concessions building; a box office; Edison Plaza and picnic area; surface parking areas; and a former motel building currently used as office space. In addition, two surface parking areas, referred to as the north parking lot and the south parking lot, are located along Cahuenga Boulevard East, and a third surface parking lot, providing disabled parking spaces, is located adjacent to the upper gate. The Project Site also includes one cell tower and associated structures along the northwest portion of the Project Site, adjacent to the north surface parking lot, and an additional cell tower near the northwestern property boundary.

Photographs of the Project Site from various vantage points along Cahuenga Boulevard are provided in Figure IV.A-1 on page IV.A-6 and in Figure IV.A-2 on page IV.A-7. As shown therein, due to the Project Site's location in the Hollywood Hills, 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. The visual character of the Project Site as viewed from off-site is predominantly defined by the former motel building, surface parking areas, the electronic sign identifying the Ford Theatres, perimeter walls, and mature landscaping. The surrounding hillsides, which protrude from the existing uses facing Cahuenga Boulevard East, also define the visual character of the Project Site. Additionally, in the background, portions of the Amphitheatre main gate/entrance and the wall running along the top of the Amphitheatre wall installed to attenuate noise from the Hollywood Freeway and provide site identification also contribute to the visual character of the Project Site as viewed from off-site.

(b) Surrounding Area

Land uses surrounding the Project Site include a mix of residential uses and open space. Specifically, to the north of the Project Site is a 4-story multi-family residential development and open space. To the east and south of the Project Site are single- and

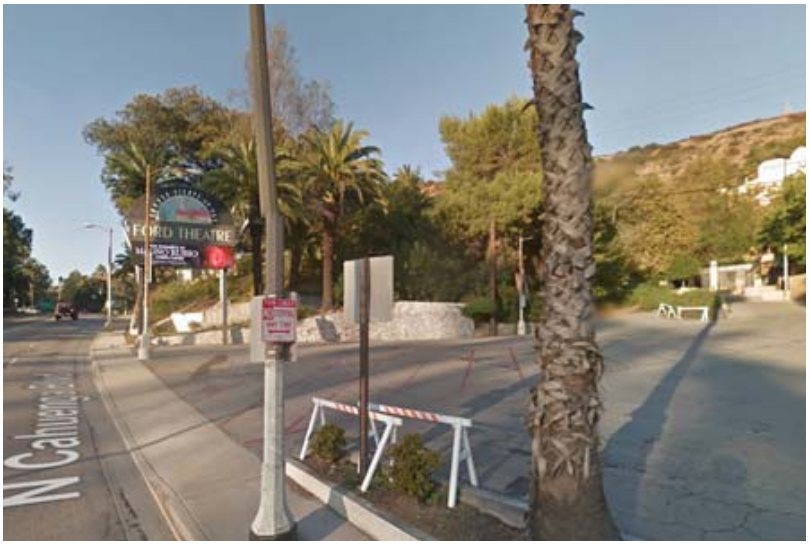

Figure IV.A-1
Existing Site Photographs -
View from Cahuenga Boulevard East Looking Northeast

Source: Levin and Associates, 2014; Google Maps, 2011.

View from Cahuenga Boulevard East looking East at the Project Site

View from within the Project Site looking North

View from Cahuenga Boulevard East looking Northeast

matrix environmental

Figure IV.A-2
Existing Site Photographs

Source: Levin and Associates, 2014; Google Maps, 2011.

multi-family residential uses with some undeveloped open space interspersed with residential uses to the east. West of the Project Site is Cahuenga Boulevard East and the Hollywood Freeway. The uses surrounding the Project Site to the north, east, and south 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, with no direct line of sight to or from the developed areas of the Project Site. The Hollywood Bowl, also a County-owned historically significant cultural destination, is located southwest of the Project Site across Cahuenga Boulevard and the Hollywood Freeway.[1] While some areas surrounding the Project Site exhibit a natural, semi-developed character that is enhanced by the surrounding undeveloped hillsides, the area immediately west and further south of the Project Site presents an urbanized quality characterized by major arterials, the Hollywood Freeway, and dense development.

(2) Views

Valued visual and scenic resources in the Project area include views of the hillsides. While historic resources are also considered valued visual and scenic resources, the historic Amphitheatre is located internal to the Project Site and nestled in the hillsides and, as such, views of the historic Amphitheatre are generally not available from uses surrounding the Project Site.

Given the varying topography of the Project Site and surrounding area, public views of the Project Site and surrounding hillsides are available from a variety of vantage points. Long-range panoramic views of the Project Site and surrounding area are available from several segments of Cahuenga Boulevard, Pilgrimage Bridge, and the Hollywood Freeway, with intermittent obstruction due to intervening topography and vegetation. Portions of trails in the Hollywood Hills also may afford views of the Project Site. In general, the long-range views in the area typically feature sloping hillsides, pockets of trees, and landscaping.

Short-range public views of the Project Site are primarily available from Cahuenga Boulevard, Pilgrimage Bridge, and the Hollywood Freeway. Views of the Project Site from along several public vantages in the vicinity of the Project Site are illustrated above in Figure IV.A-1 on page IV.A-6 and in Figure IV.A-2 on page IV.A-7. As shown, short-range views of the Project Site are generally limited to the former motel building, surface parking areas, electronic sign identifying the Ford Theatres, perimeter walls and landscaping, and

[1] *The Hollywood Bowl comprises approximately 70 acres and includes an Amphitheatre with a seating capacity of approximately 17,376; four surface parking lots, with approximately 2,700 parking spaces, and a valet parking area; 15 picnic areas; concession services; box offices; a museum; and other visitor shops and amenities.*

the vegetated hillsides. Views of portions of the main Amphitheatre gate/entrance and the stairway leading to the Amphitheatre as well the wall running along the top of the Amphitheatre and associated signage are also available in the background. Private views of the Project Site from single- and multi-family residential uses east and south of the Project Site may also be available but would be limited to the open space areas of the Project Site since the developed areas of the Project Site are generally separated from these uses by open space and intervening steep hillsides.

(3) Light

The Project Site lies within a semi-urbanized area, characterized by low to moderate ambient nighttime artificial light levels. Characteristic of an urban area, night lighting in the Project vicinity results from several types of artificial light sources including street lights, automobile lights, residential uses, and parking facilities. Existing lighting within the Project Site itself consists of exterior building lighting, lighting along pathways for security and wayfinding purposes, pole lighting within the surface parking areas, and stage and production lighting.

(4) Glare

Daytime glare is generally associated with reflected sunlight from buildings with highly reflective surfaces or from vehicles parked in surface parking areas. Existing buildings and structures within the Project Site include a variety of building materials such as rock walls, plaster, wood doors, and concrete, which are not characterized as highly reflective surfaces. Sensitive receptors with respect to glare include motorists along Cahuenga Boulevard, Pilgrimage Bridge, and the Hollywood Freeway. While occasional and temporary bright light sources used for performances that cause glare may be present within the Amphitheare, off-site glare from these sources is limited due to the topography of the Project Site. In addition, residential uses in the vicinity of the Project Site are sufficiently distant from the Project Site and separated from the existing buildings, structures, and surface parking so as not to be affected by any potential glare generated within the Project Site.

3. Environmental Impacts

a. Methodology

(1) Aesthetics

The analysis of aesthetics considers the visual character and quality of the area immediately surrounding the Project Site and the impacts of the Project with respect to the existing aesthetic environment. The analysis considers the physical aspects of the Project

and its associated design features, as well as an evaluation of conceptual renderings showing future conditions at representative locations. The analysis is based on the following two-step process:

- Step 1: Describe the massing and general scale of proposed Project buildings. Consider other factors such as setbacks and open space, which may be anticipated on the basis of the proposed project design features.

- Step 2: Compare the expected appearance of the Project Site after Project implementation to the existing site appearance and character of adjacent uses and determine whether and/or to what extent a change of the visual character of the area could occur (considering factors such as the blending/contrasting of new and existing buildings given the proposed uses, density, height, bulk, setbacks, signage, architectural styles, etc.).

(2) Views

The analysis of views evaluates the changes to existing views that may result from development of the Project to determine if valued view resources are visible in the Project Site, and, if so, whether the visual access to such resources would be blocked or diminished as a result of the Project. In general, views are closely tied to topography and distance from a view resource. The identification of available views within the Project Site was accomplished through photographic documentation and topographic analysis. The analysis is based on the Project's characteristics, particularly building heights and massing, and an evaluation of conceptual renderings showing future conditions at representative locations.

To determine whether a potential view impact would occur, a five-step process is used to weigh several considerations, as follows:

- Step 1: Define the view resources that could be affected by Project development.

- Step 2: Identify the potential obstruction of view resources as a result of development of the Project Site.

- Step 3: Evaluate whether a potential obstruction would substantially alter the view. The "substantiality" of an alteration in views is somewhat subjective and dependent on many factors. In this case, an obstruction in the view of a particular view resource is considered substantial if it exhibits all of the following traits: (1) the area viewed contains a valued view resource; (2) the obstruction of the resource covers more than an incidental/small portion of the resource; and (3) the obstruction would occur along a public view area.

- Step 4: Consider whether the Project includes design features that offset the potential alteration or loss of views of a particular valued view resource.

- Step 5: Consider whether the view blockage is permanent, as viewed from a scenic vantage point; or whether the blockage would be momentary, as viewed from a moving vehicle.

(3) Light and Glare

The analysis of light and glare evaluates the effects of new sources of light and glare that would be introduced by the Project and the extent to which Project light and glare sources would affect off-site light-sensitive uses. In addition, the analysis evaluates the extent to which daytime glare sources associated with the Project would interfere with the operation of motor vehicles along representative transportation corridors adjacent to the Project Site.

b. Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, Project impacts associated with aesthetics, views, light, and glare would be significant if the Project would:

- Have a substantial adverse effect on a scenic vista;

- Substantially damage scenic resources including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway;

- Substantially degrade the existing visual character or quality of the site and its surroundings; or

- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

As discussed in the Initial Study prepared for the Project Site, included in Appendix A of this Draft EIR, while the Project Site contains scenic resources (the historic Amphitheatre and surrounding hillsides), no designated scenic highways are located in the vicinity of the Project Site. In addition, the historic Amphitheatre is internal to the Project Site and is not visible from Cahuenga Boulevard. Therefore, the Project would not substantially damage scenic resources within a state scenic highway. As such, no further analysis of this issue is necessary.

c. Project Design Features

In addition to the proposed Project improvements summarized below and described in further detail in Section II, Project Description, of this Draft EIR, the Project would implement the following specific project design features with regards to aesthetics, views, light, and glare.

Project Design Feature A-1: During construction, lighting shall be shielded and/or aimed so that no direct beam illumination would fall outside of the Project Site boundary.

Project Design Feature A-2: Project lighting shall incorporate shielding and aiming to prevent glare, light spill, and the upward emition of light and shall not exceed 2 foot-candles outside of the Project Site boundary.

Project Design Feature A-3: Exterior windows, glass, and metal used on building surfaces shall be non-reflective or treated with a standard low-reflective or non-reflective glazing.

d. Proposed Project Improvements

As described in detail in Section II, Project Description of this Draft EIR, 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 Center, 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.

Proposed buildings would be designed to complement the existing historic character of the Ford Theatres and be consistent with the Secretary of the Interior Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings. 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. 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. The Project has also been designed to minimize building footprints and remain primarily within the developed areas of the Project

Site. In addition, a variety of native and drought tolerant plant material would be used to enhance and complement the existing plant material on the hillside. Mature native trees would also be planted to enhance the native vegetation and trees to be removed would be replaced on a minimum 1:1 basis. Further, the proposed landscaping along the perimeter of the south parking structure would berm up to cover the exposed areas of the parking structure, thereby screening off-site views of the south parking structure and bringing the park-like setting of the Ford Theatres to the Cahuenga Boulevard street edge. Along the proposed trail, landscape improvements may include habitat restoration and enhanced plantings. As part of the Ford Plaza, the Project would also 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.

The Project also proposes additional lighting to be installed, including accent lighting to highlight architectural features, landscape elements, and the Project's signage; light boxes on the north parking structure, the new theatre, the restaurant, and the proposed sound wall to illuminate the façades; exterior lighting to provide clear identification of circulation, gathering spaces, parking facilities and for security purposes; and 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, an enhanced sound wall and associated signage would replace the existing wall and signage running along the top of the Amphitheatre. 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.

e. Analysis of Project Impacts

(1) Aesthetics

(a) Construction

Although temporary in nature, construction activities can disrupt the general order and aesthetic character of an area. During Project construction, the visual appearance of the Project Site would be altered due to the removal of existing buildings, surface parking areas, and landscaping. Other construction activities, including site preparation and grading, the staging of construction equipment and materials, and the construction of foundations, new structures, and outdoor open space areas would also alter the visual quality of the Project Site. These construction activities would be visible along Cahuenga Boulevard and the Hollywood Freeway. It is noted however that based on the Project Site's location and surrounding uses as well as the limited availability of sidewalks in the area, the vicinity of the Project Site is likely not an area well-traveled by pedestrians. As such, any change in the visual quality of the Project Site experienced by pedestrians walking along Cahuenga Boulevard East or waiting at the bus stop fronting the Project Site would be brief and short-term during the duration of construction activities. Similarly, any construction activities visible to motorists along Cahuenga Boulevard and the Hollywood Freeway would be brief due to travel speeds along the roadways. It should also be noted that since the Project has been intentionally designed to minimize building footprints, the majority of construction activities for the Project would be primarily confined to areas of the Project Site that have already been developed, thereby preserving the general visual character of the Project represented by the landscaped rolling hills in the background. Further, changes in the visual character and quality of the Project Site associated with construction activities for the proposed hiking trail as experienced by private properties north, east, and south of the Project Site would be limited due to distance and intervening topography. Additionally, while the removal of some existing trees and vegetation along Cahuenga Boulevard East would temporarily reduce the visual quality along the roadway during Project construction, most of the existing landscaping along Cahuenga Boulevard East, which includes several mature trees, would be retained. Ultimately, substantial new landscaping would be introduced, including within the Ford Plaza and along Cahuenga Boulevard East.

Based on the above, the removal of on-site structures, surface parking areas, and landscaping would not cause the loss of unique visual resources (i.e., the surrounding hillsides and historic Amphitheatre) or prominent existing features that contribute positively to the existing visual character and quality of the Project Site. As such, the Project's construction activities would not substantially degrade the existing visual character of the Project Site or the surrounding area. Therefore, aesthetics impacts associated with construction would be less than significant.

(b) Operation

The Project would provide new performing arts and support facilities that would be consistent with and build on the existing uses on the Project Site and in the surrounding community. Implementation of the Project would result in the removal of the existing former motel building currently used as office space; the projection booth and control room, which is not a primary character-defining feature of the historic Amphitheatre and is not visible from off-site public vantages; the concessions building, which is also not a primary character-defining feature of the historic Amphitheatre and is not visible from off-site public vantages; and surface parking areas and landscaping. As illustrated in the conceptual site plans provided in Section II, Project Description, of this Draft EIR, the Project would develop new structures and landscaping that would be primarily confined to areas of the Project Site that have already been developed.

The proposed buildings would feature a variation in building heights ranging from approximately 15 feet to 67.5 feet as well as a variation in building planes to reduce massing. In addition, the Project would locate taller structures internal to the Project Site. In particular, the proposed Ford Terrace, which would feature a height of approximately 67.5 feet, would be located directly north of the Amphitheatre, within areas of the Project Site mostly screened from off-site views due to intervening topography. The north and south parking structures, which are proposed along Cahuenga Boulevard East, would measure approximately 52 feet and 35 feet, respectively. The restaurant, also proposed along Cahuenga Boulevard East, would extend 25 feet above the Ford Plaza deck. In addition, the proposed 299-seat theatre, which would be located east of the restaurant, would measure approximately 60 feet in height above the Ford Plaza deck. Other structures located internal to the Project Site, such as the proposed box office, Flex Space, conference room, and three-story office building would vary in heights measuring approximately 15 feet, 40 feet, 25 feet, and 56 feet, respectively. It is noted that the 40-foot height of the Flex Space is included within the height of the proposed north parking structure, which would measure approximately 52 feet in height. As such, the placement of the Flex Space within the north parking structure would effectively integrate these structures within the Project Site and visually appear as one building. As with existing conditions, the proposed sound wall, which could measure up to 48 feet in height and replace the existing wall running along the top of the Amphitheatre, would continue to contribute to the visual character and quality of the Project Site in the background. The western façade of the sound wall is proposed to consist of light-colored decorated glass with similarly non-intrusive site identification signage. Overall, building materials and architectural elements would be employed to provide texture, visual interest, and variety to the building façades. In addition, proposed structures would be designed to complement the existing historic character of the Ford Theatres and be consistent with the Secretary of the Interior Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings.

Conceptual renderings of the proposed facilities as viewed from off-site and from within the Project Site are illustrated in Figure IV.A-3 through Figure IV.A-5 on pages IV.A-17 through IV.A-19. As demonstrated therein, while the Project would increase the height, density, and mass of on-site structures along the northwestern and southwestern portions of the Project Site, such development would not contrast sharply with the existing development within the Project Site or surrounding area. Specifically, the majority of the new development would be confined to areas of the Project Site that are already developed and the new structures would be integrated into the existing canyon setting of the Project Site that physically separates on-site buildings from off-site areas. As shown in Figure IV.A-3, the south parking structure would be built into the existing topography of the Project Site and would include landscaping throughout its perimeter along Cahuenga Boulevard East that would berm up to cover the exposed areas of the parking structure, thereby screening the parking structure and bringing the park-like setting of the Ford Theatres to the Cahuenga Boulevard East street edge. Similarly, as illustrated in the conceptual site plans provided in Section II, Project Description, of this Draft EIR, a variety of landscaping would be provided along Cahuenga Boulevard East in the area of the north parking structure which would serve to shield portions of the north parking structure. Additionally, the proposed three-story office building would terrace south at the foothill of the Ford Plaza level into the hillside, which would serve to effectively integrate the building into the Project Site and reduce its height and massing.

Project lighting and signage would also influence the visual character of the Project Site. As illustrated above in Figure IV.A-3 on page IV.A-17 and in Figure IV.A-4 on page IV.A-18, proposed Project lighting would be of low intensity and would be designed to be non-intrusive to adjacent uses and be integrated within the buildings and overall Project Site. While the proposed light boxes would be visible along Cahuenga Boulevard and the Hollywood Freeway, the light boxes would be integrated within the architecture of the buildings and would not degrade the existing visual character of the Project Site. Rather, the proposed light boxes would enhance the Cahuenga Boulevard East frontage and highlight the hillsides and natural setting of the Project Site.

Project signage would consist primarily of signs to identify the Ford Theatres and the new facilities and information signs to direct vehicular and pedestrian circulation. Proposed signs may be mounted on walls and posts and may be backlit or illuminated with landscape lights. As part of the signage program for the Project, the existing Ford Theatres sign along Cahuenga Boulevard East may 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 at the main entrance. In either scenario, the sign would serve to enhance the main entrance to the Project Site and would be consistent with the existing visual character of the Project Site. Similarly, the proposed sign along the replacement sound wall at the top of the Amphitheatre would reflect the character of the Project Site and surrounding area. In general, proposed signage would be

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Figure IV.A-3
Conceptual Rendering - View of Project Site from Cahuenga Boulevard Looking Northeast

Source: Levin and Associates, 2014.

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Figure IV.A-4
Conceptual Rendering - View of Project Site from Pilgrimage Bridge Looking East

Source: Levin and Associates, 2014.

matrix environmental

Figure IV.A-5
Conceptual Rendering - View from Ampitheatre Entrance Looking East

Source: Levin and Associates, 2014.

consistent with the visual character of the Ford Theatres and would be compatible with existing signage.

Other features which could potentially alter the existing visual character of the Project Site include the removal of existing landscaping, including trees along the perimeter of the Project Site. As described in Section II, Project Description, of this Draft EIR, the Project would involve the removal of approximately 143 trees. The Project would also relocate approximately 20 trees throughout the Project Site. The trees proposed to be removed or relocated within the Project Site are primarily located internal to the Project Site and are of varying species, maturity, size, and condition, as detailed in the Tree Survey included in Appendix E of this Draft EIR. Ultimately, the Project would enhance the existing landscaping by providing a series of courtyards and plazas throughout the Project Site and a implementing a landscaping plan that would visually enhance the Ford Theatres. In addition, as part of the Project's landscape plan, trees to be removed would be replaced on a minimum 1:1 basis.

The Project may also include the installation of approximately 15 to 17 overhead electrical poles along Cahuenga Boulevard East to provide electrical service for the Project in the event underground utility lines cannot be provided. While the installation of these electrical poles, which could measure up to 65 feet in height, would invariably alter the aesthetic character of the Project Site, the poles to be installed would be typical of those found in the current market and would not be visually inconsistent in terms of size with the existing urban infrastructure within and in the vicinity of the Project Site, including street lamps and existing utility poles and associated overhead power lines currently found along Cahuenga Boulevard East and within the Project Site itself. Further, the relocation and integration of the existing cell towers as one cell tower would not result in a substantial change in the existing visual character of the Project Site as the new cell tower would be relocated within a few feet of the existing tower located adjacent to the north surface parking lot.

While the presence of new development would alter the aesthetic character of the Project Site, the Project would employ a cohesive site design in part by ensuring architectural compatibility and integration with the surrounding environment. The Project would also rehabilitate the existing historic Amphitheatre and would not result in the removal or alteration of existing features that contribute positively to the visual character of the Project Site and surrounding area. Overall, 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. Similarly, Project grading would be designed to retain the integrity and natural grade elevations of the landforms that influence the visual quality of the Project Site. As such, the Project would not substantially degrade the existing visual

character or quality of the Project Site or surrounding area. Impacts related to aesthetics would be less than significant.

(2) Views

As previously identified, valued visual resources within the Project Site include the hillsides surrounding the existing developed areas of the Project Site as well as the historic portions of the Amphitheatre, which are generally only visible from areas within the Project Site. Publicly available long-range panoramic views of the Project Site are available from segments of nearby roadways including Cahuenga Boulevard and Pilgrimage Bridge as well as the Hollywood Freeway, with intermittent obstruction due to intervening structures, topography, and vegetation. As shown above in Figure IV.A-3 on page IV.A-17 and in Figure IV.A-4 on page IV.A-18, traveling north along Cahuenga Boulevard East, the Project would visually fill-in the existing surface parking areas fronting Cahuenga Boulevard East with a new restaurant, 299-seat indoor theatre, parking structures, landscaping, and landscaped plazas with limited views of other Project components available in the background. However, given the topography of the Project Site and the location of existing development within a canyon setting, the natural hillsides would remain a prominent feature from these public locations. In addition, as previously described, the proposed structures would include architectural features that would serve to integrate the buildings within the Project Site and be compatible with the existing uses to remain and the surrounding vicinity. The proposed landscaping, building modulation, and architectural features would serve to soften and integrate the proposed structures within the natural setting of the Project Site. Proposed structures fronting Cahuenga Boulevard East would be noticeably visible. However, the architectural features, light-colored materials, and perimeter landscaping to be introduced as part of the Project would soften the visual effect on views.

The existing cell towers, which would be relocated and integrated as one cell tower within a few feet of the existing cell tower located adjacent to the north surface parking lot, would also continue to be visible from certain public vantages in the vicinity of the Project Site and would be consistent with existing views. Additionally, should electrical service for the Project be provided via overhead electrical poles along Cahuenga Boulevard East, which could measure up to 65 feet in height, the poles would not block views given their slim profile and the presence of nearby similar infrastructure. Therefore, while views of the poles would be available, the poles would be anticipated to be visually consistent with the existing urban infrastructure in the Project Site vicinity, including existing street lamps and utility poles and associated overhead power lines.

With regard to private views, due to the topography of the Project Site and surrounding area and the location of existing development within a canyon setting, views of the Project Site from private properties in the vicinity are generally limited to the hillsides north, east, and south within the Project Site. As described above, the new buildings would

be located in the vicinity of existing development and would be integrated with the topography of the site. Thus, with the possible exception of views of portions of the proposed hiking trail, private views of the primary areas proposed to be developed would not be available. Additionally, given the materials that would be used to create a natural trail and the enhanced vegetation and intermittent nature signs that would be placed throughout the extent of the trail, views of the proposed hiking trail would be consistent with the natural setting of the Project Site.

Overall, while Project implementation would modify existing public views along Cahuenga Boulevard, Pilgrimage Bridge, and the Hollywood Freeway, the proposed structures would not dominate the viewshed along Cahuenga Boulevard. Rather, the Project has been intentionally designed to limit the building footprint within areas already developed so as to preserve the natural setting of the Project Site. Accordingly, public views of the Project Site would continue to feature a semi-urban environment with a background of rolling hills, pockets of trees, and landscaping. Thus, the Project would not have a substantial adverse effect on a scenic vista, and view impacts would be less than significant.

(3) Light

(a) Construction

Substantial lighting is not anticipated during construction within the Project Site as most construction activities would occur during daylight hours. However, the Project may include lighting for construction activities occurring in the early evening during the winter season. Outdoor lighting sources such as floodlights, spot lights, and/or headlights associated with construction equipment and hauling trucks would typically accompany construction activities during this period. To the extent evening construction includes artificial light sources, such use would be temporary and would cease upon completion of proposed Project construction. Further, construction-related illumination would be used for safety and security purposes only. Additionally, as set forth above in Project Design Feature A-1, construction lighting would be shielded and/or aimed so that no direct beam illumination would fall outside of the Project Site boundary. Construction lighting, while potentially bright, would be highly focused on the particular area undergoing work. Therefore, given that the majority of construction activities for the Project would be primarily confined to areas of the Project Site that have already been developed, which are separated from residential uses to the north, east, and south by open space and intervening topography, the surrounding uses would not be anticipated to be substantially affected by construction lighting. Thus, light impacts associated with proposed construction activities would be less than significant.

(b) Operation

As previously described, the Project proposes additional lighting to be installed, including accent lighting to highlight architectural features, landscape elements, and the Project's signage; light boxes on the north parking structure, the new theatre, the restaurant, and the proposed sound wall to illuminate the façades; exterior lighting to provide clear identification of circulation, gathering spaces, parking facilities and for security purposes; and new theatrical lighting within the Amphitheatre. As shown above in Figure IV.A-3 on page IV.A-17 and in Figure IV.A-4 on page IV.A-18, lighting associated with the proposed light boxes would be the most distinguishable light source as viewed from Cahuenga Boulevard, Pilgrimage Bridge, and the Hollywood Freeway. However, as illustrated, the light boxes would not feature so prominently such that the light boxes would emanate light that would be inconsistent with the existing light sources in the vicinity of the Project Site. In addition, there are no residential properties or other sensitive uses immediately surrounding the Project Site, and any light emanating from the proposed Project lighting would be directed within the Project Site. Further, lighting associated with the proposed theatrical lighting would be consistent with the existing lighting within the Amphitheatre. Also, in accordance with Project Design Feature A-2 provided above, Project lighting, where applicable, would incorporate shielding and aiming to prevent glare and light spill and the upward emission of light and Project lighting would not exceed 2 foot-candles outside of the Project Site boundary. Therefore, due to the types of proposed lighting and measures employed to minimize light pollution, the Project would not create a new source of substantial light that would adversely affect day or nighttime views in the area. Thus, impacts related to Project lighting would be less than significant.

(4) Glare

(a) Construction

Daytime glare could potentially accompany construction activities if reflective construction materials were positioned in highly visible locations where the reflection of sunlight could occur. However, any glare would be highly transitory and short-term, given the movement of construction equipment and materials within the construction area and the temporary nature of construction activities within each area of the Project Site. In addition, large, flat surfaces that are usually required to generate substantial glare are not typically an element of construction activities. Furthermore, the potential for nighttime glare associated with construction is unlikely as most construction activities would occur during the day, and any construction activities occurring in the early evening during the winter season would be limited and temporary. As such, the Project would not result in a significant impact related to construction glare.

(b) Operation

Daytime glare can result from sunlight reflecting from a shiny surface that would interfere with the performance of an off-site activity. Reflective surfaces can be associated with window glass and polished surfaces, such as metallic trim. Sun reflection can also occur with reflected light from parked vehicles. Building materials for the Project would likely include plaster, concrete, metal panels, fritted glass, and cement board. In accordance with Project Design Feature A-3 provided above, exterior windows, glass, and metal used on building surfaces would be non-reflective or treated with a standard low-reflective or non-reflective glazing. As such, sunlight reflected from the surfaces of proposed structures would not be expected to generate substantial daylight glare. The replacement of existing surface parking areas with structured parking would also reduce the potential for daytime glare from windows of parked vehicles. Overall, the Project would not create a new source of substantial glare which would adversely affect day or nighttime views. Therefore, glare impacts would be less than significant.

4. Cumulative Impacts

The geographic context for the cumulative impact analysis of aesthetics, views, light, and glare is the immediate Project vicinity. As such, impacts are typically localized. In general, only development within the same viewshed has the potential for cumulative effects. While projects located at a distance from one another may appear within the same panoramic view, the overall effect that a particular development or structure(s) has on aesthetics, view, light, and glare generally decreases with distance. Therefore, of the future development through 2020 (i.e., the Project buildout year) in the surrounding area, only those projects sufficiently close to influence the visual character of the immediate Project area or affect the same off-site sensitive uses could pose cumulative effects in conjunction with the Project. As indicated in Table III-1 and mapped in Figure III-1 within Section III, Environmental Setting, of this Draft EIR, there are 27 related projects in the general Project vicinity. The nearest related project is Related Project No. 22, located approximately 0.8 mile southwest of the Project Site at 1841 Highland Avenue. This related project includes the development of an approximately 100-room hotel.

a. Aesthetics

As illustrated in Figure III-1 in Section III, Environmental Setting, of this Draft EIR, none of the related projects are located sufficiently close to the Project Site to enter the same field of view as the Project. Specifically, the majority of the related projects are located further southwest of the Project Site along Highland Avenue and beyond. As described above, the nearest related project to the Project Site is located approximately 0.8 mile southwest of the Project Site. Therefore, given its location and distance from the Project Site and intervening development, Related Project No. 22 would not be within the

same field of view as the Project. Notwithstanding, similar to the Project, future developments would be expected to occur in accordance with adopted plans, regulations, and guidelines such as height limits, density, and setback requirements, and would be reviewed by the County or City to ensure consistency with adopted guidelines and standards that relate to aesthetics. Further, many of the related projects in the area represent infill development that is not expected to be out of scale or character with the existing visual environment, as ensured through the County's and the City's environmental review processes. Therefore, cumulative impacts relative to aesthetics would be less than significant.

b. Views

Based on the distance of the related projects and intervening development, none of the related projects would affect views along Cahuenga Boulevard in the area of the Project Site or block views of the hillsides surrounding the Project Site. As such, future development in the Project area would not be expected to cumulatively obstruct public views of valued visual resources within and in the immediate vicinity of the Project Site and cumulative impacts relative to views would be less than significant.

c. Light

Development of the Project, as well as the other related projects in the area, would introduce new or expanded sources of artificial light. Consequently, ambient light levels in the Hollywood area may increase overall. However, given the proximity of the related projects to the Project Site, the additional artificial light sources introduced by these projects would not significantly alter the existing lighting environment that currently exists in the immediate Project area. In addition, each of the related projects would be required to comply with regulatory requirements which address light spill and brightness. As a result, cumulative impacts relative to light would be less than significant.

d. Glare

With regard to glare, only related development immediately adjacent to Project structures would have the potential to create glare that could collectively pose impacts affecting a given off-site use, property, or activity. Due to the distance of the related projects from the Project Site, it is unlikely that glare could have a combined effect from a particular vantage point. In addition, it is anticipated that the related projects within the vicinity of the Project Site would be subject to discretionary review to ensure that building materials to be used would not create significant sources of glare. In addition, since the Project's glare impacts would be less than significant, the Project would not contribute to

any cumulative increase in glare in combination with the related projects. As such, cumulative glare impacts would be less than significant.

5. Mitigation Measures

Impact related to aesthetics, views, light, and glare would be less than significant. No mitigation measures would be necessary.

6. Conclusion

Project-level and cumulative impacts related to aesthetics, views, light, and glare would be less than significant.

IV. Environmental Impact Analysis
B. Air Quality

1. Introduction

This section of the Draft EIR addresses the air emissions generated by construction and operation of the Project. The analysis also addresses the consistency of the Project with the air quality policies set forth within the South Coast Air Quality Management District (SCAQMD)'s Air Quality Management Plan (AQMP) and the County of Los Angeles General Plan. The analysis of Project-generated air emissions focuses on whether the Project would cause an exceedance of an ambient air quality standard or SCAQMD significance threshold. Calculation worksheets, assumptions, and model outputs used in the analysis are included in Appendix C of this Draft EIR.

2. Environmental Setting

a. Air Quality Background

The Project is located within the South Coast Air Basin (Air Basin), an approximately 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Air Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the Coachella Valley area in Riverside County. The regional climate within the Air Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the Air Basin is primarily influenced by meteorology and a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, and industry.

Air pollutant emissions within the Air Basin are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either

on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment such as when high winds suspend fine dust particles.

Both the federal and State governments have established ambient air quality standards for outdoor concentrations of various pollutants in order to protect the public health and welfare. These pollutants are referred to as "criteria air pollutants" as a result of the specific standards, or criteria, which have been adopted for them. The national and State standards have been set at levels considered safe to protect public health, including the health of sensitive populations such as asthmatics, children, and the elderly with a margin of safety; and to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings. The national and State criteria pollutants and the applicable standards are listed in Table IV.B-1 on page IV.B-3.

b. Air Pollution and Potential Health Effects

Certain air pollutants have been recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants, due to their presence in elevated concentrations in the atmosphere. Such pollutants have been identified and regulated as part of the overall endeavor to prevent further deterioration and facilitate improvement in air quality within the Air Basin. The criteria air pollutants for which national and state standards have been promulgated and which are most relevant to current air quality planning and regulation in the Air Basin include ozone (O_3), respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), lead (Pb), and vinyl chloride (VC). In addition, toxic air contaminants (TAC) are of concern in the Air Basin. Each of these is briefly described below.

(1) Criteria Pollutants

(a) Ozone (O_3)

Ozone is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_X)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of ozone irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

Table IV.B-1
Ambient Air Quality Standards

Pollutant	Averaging Period	California Standard[a]	Federal Standard[a]	SCAQMD Attainment Status[b]	
				California Standard[c]	Federal Standard[d]
Ozone (O_3)	1 hour	0.09 ppm (180 µg/m^3)	—	Non-Attainment (Extreme)	—
	8 hour	0.07 ppm (137 µg/m^3)	0.075 ppm (147 µg/m^3)	Non-Attainment	Non-Attainment
Respirable Particulate Matter (PM_{10})	24 hour	50 µg/m^3	150 µg/m^3	Non-Attainment	Non-Attainment
	Annual	20 µg/m^3	—		
Fine Particulate Matter ($PM_{2.5}$)	24 hour	—	35 µg/m^3	Non-Attainment	Non-Attainment
	Annual	12 µg/m^3	12 µg/m^3		
Carbon Monoxide (CO)	1 hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	Attainment	Attainment
	8 hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)		
Nitrogen Dioxide (NO_2)	1 hour	0.18 ppm (339 µg/m^3)	0.10 ppm (188 µg/m^3)	Non-Attainment	Unclassified/ Attainment
	Annual	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)		
Lead (Pb)	30 day average	1.5 µg/m^3	—	Non-Attainment	Non-Attainment
	Rolling 3 month average	—	0.15 µg/m^3		
Sulfur Dioxide (SO_2)	1 hour	0.25 ppm (655 µg/m^3)	0.075 ppm (196 µg/m^3)	Attainment	Attainment
	3 hour	—	0.5 ppm (1,300 µg/m^3)		
	24 hour	0.04 ppm (105 µg/m^3)	0.14 ppm (365 µg/m^3)		
	Annual	—	0.03 ppm (80 µg/m^3)		
Hydrogen Sulfide (H_2S)	1 hour	0.03 ppm (42 µg/m^3)	—	Unclassified	—
Vinyl Chloride	24 hour	0.01 ppm (26 µg/m^3)	—	Unclassified	—
Sulfates	24 hour	25 µg/m^3	—	Attainment	—
Visibility-Reducing Particles	8 hour	Extinction coefficient of 0.23 per kilometer (visibility of 10 miles or more due to particles when relative humidity is less than 70 percent)	—	Unclassified	—

Table IV.B-1 (Continued)
Ambient Air Quality Standards

Pollutant	Averaging Period	California Standard[a]	Federal Standard[a]	SCAQMD Attainment Status[b]	
				California Standard[c]	Federal Standard[d]

[a] *Ambient Air Quality Standards Chart (www.arb.ca.gov/research/aaqs/aaqs2.pdf). Last accessed March 5, 2014, and last updated June 4, 2013.*

[b] *"Attainment" means that the regulatory agency has determined based on established criteria, that the Air Basin meets the identified standard. "Non-attainment" means that the regulatory agency has determined that the Air Basin does not meet the standard.*

[c] *California standard attainment status based on 2012 State Area Designations maps (www.arb.ca.gov/desig/adm/adm.htm). Last accessed March 5, 2014, and last reviewed April 22, 2013.*

[d] *Federal standard attainment status based on National Area Designations maps (www.arb.ca.gov/desig/adm/adm.htm). Last accessed March 5, 2014, and last reviewed on April 22, 2013.*

Source: Matrix Environmental, 2014.

(b) Particulate Matter (PM_{10} and $PM_{2.5}$)

The human body naturally prevents the entry of larger particles into the body. However, small particles, with an aerodynamic diameter equal to or less than 10 microns (PM_{10}) and even smaller particles with a aerodynamic diameter equal to or less than 2.5 microns ($PM_{2.5}$), can enter the body and are trapped in the nose, throat, and upper respiratory tract. These small particulates could potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM_{10} and $PM_{2.5}$. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulates could become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

(c) Carbon Monoxide (CO)

CO is primarily emitted from combustion processes and motor vehicles due to incomplete combustion of fuel. Elevated concentrations of CO weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.

(d) Nitrogen Dioxide (NO_2)

NO_2 is a byproduct of fuel combustion and major sources include power plants, large industrial facilities, and motor vehicles. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), which reacts quickly to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. NO_2 absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO_2 also contributes to the formation of PM_{10}. Nitrogen oxides irritate the nose and throat, and increase one's susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_X is as a precursor to the formation of ozone.

Effective April 12, 2010, the United States Environmental Protection Agency (USEPA) set a new 1-hour NO_2 standard at 0.10 part per million (188 $\mu g/m^3$).[1] To attain this standard, the three-year average of the 98th percentile of the daily maximum 1-hour average must not exceed 0.1 ppm. The USEPA cited evidence that short-term NO_2 exposures could contribute to adverse respiratory effects including increased asthma symptoms, worsened control of asthma, and an increase in respiratory illnesses and symptoms. The USEPA also identified that NO_2 concentrations on or near major roads can be approximately 30 to 100 percent higher than concentrations in the surrounding community, which could contribute to health effects for at-risk populations, including people with asthma, children, and the elderly.

(e) Sulfur Dioxide (SO_2)

Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO_2 potentially causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

(f) Lead (Pb)

Lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting or processing the metal is the primary source of lead emissions, which is primarily a regional pollutant. Lead affects the brain and other parts of the body's

[1] *USEPA, Final Revisions to the Primary National Ambient Air Quality Standard for Nitrogen Dioxide (NO_2), General Overview, Office of Air and Radiation Office of Air Quality Planning and Standards, January 2010, p. 11-12.*

nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

(g) Volatile Organic Compounds (VOCs)

VOCs are typically formed from combustion of fuels and/or released through evaporation of organic liquids. Some VOCs are also classified by the State as toxic air contaminants. While there are no specific VOC ambient air quality standards, VOC is a prime component (along with NO_X) of the photochemical processes by which such criteria pollutants as ozone, nitrogen dioxide, and certain fine particles are formed. They are thus regulated as "precursors" to formation of those criteria pollutants.

(h) Vinyl Chloride (VC)

VC is a chemical building block, or monomer, used in the production of polyvinyl chloride (PVC). PVC is used to make materials, including pipes, used in the construction, packaging, electrical, and transportation industries. Major sources of VC include PVC production and fabrication facilities and, at the other end of PVC's life cycle, as PVC deteriorates, landfills and publicly-owned treatment works. VC is carcinogenic. Exposure to VC has been associated with a rare cancer, liver angiosarcoma, in workers, and with tumors of the liver, lungs, mammary glands and the nervous system in animals. The state ambient air quality standard reflects the limit of detection for VC in ambient air when the standard was promulgated, in 1978. By 1990, when state staff prepared the technical support document for identifying VC as a TAC, VC had not been detected in ambient air at any of the samplers in CARB's TAC monitoring network, although ambient hot spot sampling had detected VC at levels up to 150 percent of the standard. VC is primarily of concern as a carcinogenic TAC at hot spots. It is regulated as a TAC to allow implementation of health-protective control measures at levels below the ambient standard.[2]

(i) Hydrogen Sulfide (H_2S)

H_2S is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation. Breathing H_2S at levels above the State standard could result in exposure to a very disagreeable odor.

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[2] *CARB, Proposed Identification of Vinyl Chloride as a Toxic Air Contaminant. Staff Report/Executive Summary, October 1990, www.arb.ca.gov/toxics/id/summary/vinyl.pdf, accessed March 5, 2014.*

(2) Toxic Air Contaminants (TACs)

TACs refer to a diverse group of "non-criteria" air pollutants that can affect human health, but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above, but because their effects tend to be local rather than regional. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TAC can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular).

The California Air Resources Board (CARB) and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed," as a TAC in California. The complete list of such substances is located at www.arb.ca.gov/toxics/id/taclist.htm.

Diesel PM (DPM), which is emitted in the exhaust from diesel engines, was listed by the State as a TAC in 1998. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter less than 2.5 µm), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1 µm). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) Aggravated asthma; (2) Chronic bronchitis; (3) Increased respiratory and cardiovascular hospitalizations; (4) Decreased lung function in children; (5) Lung cancer; and (6) Premature deaths for people with heart or lung disease.[3,4]

To provide a perspective on the contribution that DPM has on the overall Statewide average ambient air toxics potential cancer risk, CARB evaluated risks from specific

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[3] *CARB, Diesel and Health Research, www.arb.ca.gov/research/diesel/diesel-health.htm, accessed March 5, 2014.*

[4] *CARB, Fact Sheet: Diesel Particulate Matter Health Risk Assessment Study for the West Oakland Community: Preliminary Summary of Results, March 2008, www.arb.ca.gov/ch/communities/ra/westoakland/documents/factsheet0308.pdf, accessed March 5, 2014.*

compounds using data from CARB's ambient monitoring network. CARB maintains a 21-site air toxics monitoring network which measures outdoor ambient concentration levels of approximately 60 air toxics. CARB has determined that, of the top ten inhalation risk contributors, DPM contributes approximately 71 percent of the total potential cancer risk.[5]

c. Regulatory Framework

The Project Site and vicinity are subject to federal, State, and local air quality laws and regulations. A number of plans and policies have been adopted by various agencies that address air quality concerns. Those laws, regulations, plans, and policies that are relevant to the Project are discussed below.

(1) Criteria Pollutants

(a) Federal

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments in 1990. At the federal level, the USEPA is responsible for implementation of some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies.

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA which are most applicable to the Project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).

Title I provisions are implemented for the purpose of attaining NAAQS. Table IV.B-1 on page IV.B-3 shows the NAAQS currently in effect for each criteria pollutant and their relative attainment status. The CAA provides deadlines for meeting the NAAQS within the Air Basin including the following: (1) 1-hour O_3 by the year 2010; (2) 8-hour O_3 by the year 2024; (3) PM_{10} by the year 2006; and (4) $PM_{2.5}$ by the year 2015. Although the deadline for PM_{10} has passed, the Air Basin met the PM_{10} standard in 2006 at all stations except for western Riverside. In addition, the only air monitoring station that is currently exceeding or projected to exceed the 24-hour $PM_{2.5}$ standard is within western Riverside.[6] Los Angeles

[5] *SCAQMD 2000. "Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-II)." Draft Report. South Coast Air Quality Management District, Diamond Bar, California. Executive summary.*

[6] *South Coast Air Quality Management District, 2012 AQMP.*

County exceeds the lead NAAQS as the result of a large lead-acid battery recycling facility near downtown Los Angeles. As demonstrated in the 2012 Lead State Implementation Plan for Los Angeles County, Los Angeles County will meet the NAAQS for lead by the year 2016.

Nonattainment designations are categorized into seven levels of severity: (1) basic; (2) marginal; (3) moderate; (4) serious; (5) severe-15; (6) severe-17; and (7) extreme.[7] On June 11, 2007, the USEPA reclassified the Air Basin as a federal "attainment" area for CO and approved the Air Basin's CO maintenance plan.[8] The Air Basin fails to meet national standards for O_3, PM_{10}, and $PM_{2.5}$ and, therefore, is considered a federal "non-attainment" area for these pollutants. In addition, Los Angeles County fails to meet the national standard for lead and, therefore, is considered a federal "non-attainment" area for lead.

Title II of the CAA pertains to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the standards for NO_X emissions have been lowered substantially and the specification requirements for cleaner burning gasoline are more stringent.

(b) State

The California Clean Air Act (CCAA), signed into law in 1988, requires all areas of the State to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practicable date. The California Air Resources Board (CARB), a part of the California Environmental Protection Agency (Cal EPA), is responsible for the coordination and administration of both State and federal air pollution control programs within California. In this capacity, the CARB conducts research, sets State ambient air quality standards, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. The CARB establishes emissions standards for motor vehicles sold in California, consumer products, and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. Table IV.B-1 on page IV.B-3 includes the CAAQS currently in effect for each of the criteria pollutants as well as other pollutants recognized by the State. As shown in Table IV.B-1,

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[7] *The "-15" and "-17" designations reflect the number of years within which attainment must be achieved.*

[8] *"Approval and Promulgation of Implementation Plans and Designation of Areas for Air Quality Planning Purposes: California, Final Rule." Federal Register 72 (11 May 2007):26718-26721.*

the CAAQS include more stringent standards than the national ambient air quality standards.

The CARB published the *Air Quality and Land Use Handbook* on April 28, 2005 (the "CARB Handbook"), to serve as a general guide for considering health effects associated with siting sensitive receptors proximate to sources of TAC emissions. The recommendations provided therein are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB's siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

(c) Regional

(i) South Coast Air Quality Management District

The SCAQMD shares responsibility with CARB for ensuring that all State and federal ambient air quality standards are achieved and maintained throughout all of Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino counties. The SCAQMD has jurisdiction over an area of approximately 10,743 square miles. This area includes all of Orange County and Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The Air Basin is a subregion of the SCAQMD jurisdiction.

In order to meet the CAAQS and NAAQS, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs). The 2012 AQMP incorporates the latest scientific and technological information and planning assumptions, including SCAG's 2012 Regional Transportation Plan/Sustainable Communities Strategy (2012–2035 RTP/SCS) and updated emission inventory methodologies for various source categories. The 2012 AQMP also includes the new and changing federal requirements, implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches.

The AQMP provides emissions inventories, ambient measurements, meteorological episodes, and air quality modeling tools. The AQMP also provides policies and measures to guide responsible agencies in achieving federal standards for healthful air quality in the Basin. It also incorporates a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on-road and off-road mobile sources, and area sources.

The SCAQMD adopts rules and regulations to implement portions of the AQMP. Several of these rules may apply to construction or operation of the Project. For example, SCAQMD Rule 403 requires the implementation of best available fugitive dust control measures during active construction periods capable of generating fugitive dust emissions from on-site earth-moving activities, construction/demolition activities, and construction equipment travel on paved and unpaved roads.

Although the SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate the air quality issues associated with new development projects within the Air Basin, such as the Project. Instead, the SCAQMD published the *CEQA Air Quality Handbook* in November 1993 to assist lead agencies, as well as consultants, project proponents, and other interested parties, in evaluating potential air quality impacts of projects proposed in the Air Basin. The *CEQA Air Quality Handbook* provides standards, methodologies, and procedures for conducting air quality analyses in EIRs and was used extensively in the preparation of this analysis. The SCAQMD is currently in the process of replacing the *CEQA Air Quality Handbook* with the *Air Quality Analysis Guidance Handbook*.

In order to assist the CEQA practitioner in conducting an air quality analysis in the interim while the replacement *Air Quality Analysis Guidance Handbook* is being prepared, supplemental guidance/information is provided on the SCAQMD website (www.aqmd.gov/ceqa/hdbk.html) and includes: (1) EMFAC 2011 on-road vehicle emission factors; (2) background CO concentrations; (3) localized significance thresholds; (4) mitigation measures and control efficiencies; (5) mobile source toxics analysis; (6) off-road mobile source emission factors; (7) $PM_{2.5}$ significance thresholds and calculation methodology; and (8) updated SCAQMD Air Quality Significance Thresholds. The SCAQMD also recommends using approved models to calculate emissions from land use projects, such as CalEEMod. These recommendations were followed in the preparation of this analysis.

The SCAQMD has also adopted land use planning guidelines in the *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* (May 2005), which considers impacts to sensitive receptors from facilities that emit TAC emissions. SCAQMD's siting distance recommendations are the same as those provided by CARB (e.g., a 500-foot siting distance for sensitive land uses proposed in proximity of

freeways and high-traffic roads, and the same siting criteria for distribution centers and dry cleaning facilities). The SCAQMD's document introduces land use-related policies that rely on design and distance parameters to minimize emissions and lower potential health risk. SCAQMD's guidelines are voluntary initiatives recommended for consideration by local planning agencies.

(ii) Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and State air quality requirements, including the Transportation Conformity Rule and other applicable federal, State, and air district laws and regulations. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and State air quality plans to attain the NAAQS. In addition, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the AQMP for the Basin. With regard to future growth, SCAG has prepared the Regional Transportation Plan (RTP) which provides population, housing, and employment projections for cities under its jurisdiction. The growth projections in the RTP are based on projections originating under County and City General Plans. The RTP growth projections are used in the preparation of the air quality forecasts and consistency analysis included in the SCAQMD's AQMP.

(d) Local

(i) County of Los Angeles General Plan

Local jurisdictions, such as the County of Los Angeles, have the authority and responsibility to reduce air pollution through their police power and decision-making authority. Specifically, the County is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. Refer to Section IV.H, Land Use, of this Draft EIR for a listing of the General Plan policies that pertain to air quality.

(2) Toxic Air Contaminants

The California Air Toxics Program (see www.arb.ca.gov/toxics/toxics.htm) was established in 1983, when the California Legislature adopted AB 1807 to establish a two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air. In the risk identification step, CARB and the

Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed," as a toxic air contaminant (TAC) in California. Since inception of the program, a number of such substances have been listed (see www.arb.ca.gov/toxics/id/taclist.htm). In 1993, the California Legislature amended the program to identify the 189 federal hazardous air pollutants (HAPs) as TACs.

In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of airborne toxic control measures (ATCMs), both for mobile and stationary sources (see www.arb.ca.gov/toxics/atcm/atcm.htm). In 2004, CARB adopted an ATCM to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given time.

In addition to limiting exhaust from idling trucks, CARB recently promulgated emission standards for off-road diesel construction equipment such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles. The regulation, adopted by the CARB on July 26, 2007, aims to reduce emissions by installation of diesel particulate filters and encouraging the replacement of older, dirtier engines with newer emission controlled models. Implementation is staggered based on fleet size, with the largest operators beginning compliance in 2014.[9]

The AB 1807 program is supplemented by the AB 2588 Air Toxics "Hot Spots" program, which was established by the California Legislature in 1987. Under this program, facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks if present. In 1992, the AB 2588 program was amended by SB 1731 to require facilities that pose a significant health risk to the community to reduce their risk through implementation of a risk management plan.

SCAQMD has adopted two rules to limit cancer and noncancer health risks from facilities located within its jurisdiction. Rule 1401 (New Source Review of Toxic Air Contaminants) regulates new or modified facilities, and Rule 1402 (Control of Toxic Air Contaminants from Existing Sources) regulates facilities that are already operating.

[9] *CARB, In-Use Off-Road Diesel Vehicle Regulation, www.arb.ca.gov/msprog/ordiesel/ordiesel.htm, last reviewed September 13, 2013, accessed March 5, 2014.*

Rule 1402 incorporates requirements of the AB 2588 program, including implementation of risk reduction plans for significant risk facilities.

d. Existing Air Quality Conditions

(1) Regional Air Quality

The Southern California region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the Air Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and dispersion of pollutants throughout the Air Basin, making it an area of high pollution potential.

The greatest air pollution impacts throughout the Air Basin occur from June through September. This condition is generally attributed to the large amount of pollutant emissions, light winds, and shallow vertical atmospheric mixing. This frequently reduces pollutant dispersion, thus causing elevated air pollution levels. Pollutant concentrations in the Air Basin vary with location, season, and time of day. Ozone concentrations, for example, tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the Air Basin and adjacent desert. Over the past 30 years, substantial progress has been made in reducing air pollution levels in Southern California. However, the Air Basin still fails to meet national standards for ozone, PM_{10}, and $PM_{2.5}$. In addition, Los Angeles County still fails to meet the national standard for lead.

The SCAQMD has released an Air Basin-wide air toxics study (MATES III, Multiple Air Toxics Exposure Study, September 2008). The MATES III Study represents one of the most comprehensive air toxics studies ever conducted in an urban environment. The Study was aimed at estimating the cancer risk from toxic air emissions throughout the Air Basin by conducting a comprehensive monitoring program, an updated emissions inventory of toxic air contaminants, and a modeling effort to fully characterize health risks for those living in the Air Basin. The Study concluded that the average carcinogenic risk from air pollution in the Air Basin is approximately 1,200 in one million over a 70-year duration. Mobile sources (e.g., cars, trucks, trains, ships, aircraft, etc.) represent the greatest contributors. Approximately 85 percent of the risk is attributed to diesel particulate emissions, approximately 10 percent to other toxics associated with mobile sources (including benzene, butadiene, and formaldehyde), and approximately five percent of all

carcinogenic risk is attributed to stationary sources (which include industries and other certain businesses, such as dry cleaners and chrome plating operations).

As part of the MATES III Study, the SCAQMD prepared a series of maps that show regional trends in estimated outdoor inhalation cancer risk from toxic emissions, as part of an ongoing effort to provide insight into relative risks. The maps' estimates represent the number of potential cancers per million people associated with a lifetime of breathing air toxics (24 hours per day outdoors for 70 years) in parts of the area. The MATES III map is the most recently available map to represent existing conditions near the Project area. The estimated cancer risk for the vast majority of the urbanized area within the Air Basin ranges from 251 to 3,692 cancers per million over a 70-year duration.[10] Generally, the risk from air toxics is lower near the coastline and it increases inland, with higher risks concentrated near large diesel sources (e.g., freeways, airports, and ports).

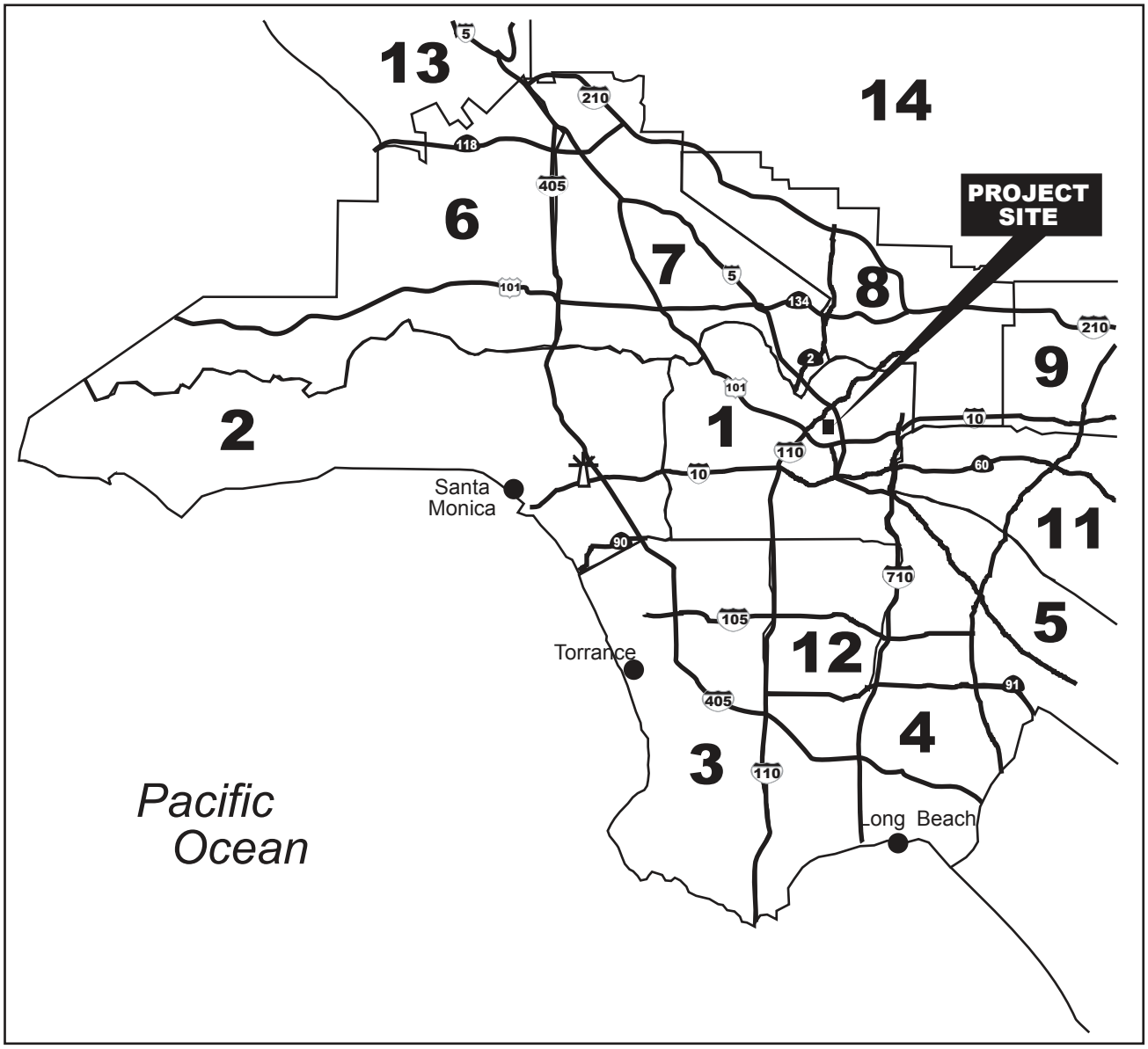
(2) Local Air Quality

Air pollutant emissions are generated in the local vicinity by stationary and area-wide sources, such as commercial and industrial activity, space and water heating, landscape maintenance, consumer products, and mobile sources primarily consisting of automobile traffic. Motor vehicles are the primary source of pollutants in the local vicinity.

(a) Existing Pollutant Levels at Nearby Monitoring Stations

The SCAQMD maintains a network of air quality monitoring stations located throughout the Air Basin and has divided the Air Basin into 27 source receptor areas (SRAs) in which 31 monitoring stations operate. Figure IV.B-1 on page IV.B-16 shows the locations of the SRAs located in central Los Angeles County. The Project Site is located within SRA 1, which covers the Central Los Angeles area. The monitoring station most representative of the Project Site is the North Main Street Station, located at 1630 North Main Street in the City of Los Angeles, approximately 6.9 miles southeast of the Project Site. Criteria pollutants monitored at this station include PM_{10}, $PM_{2.5}$, O_3, CO, NO_2, lead, and sulfate. Table IV.B-2 on page IV.B-17 identifies the national and State ambient air quality standards for relevant air pollutants along with the ambient pollutant concentrations that have been measured in SRA 1 through the period of 2010 to 2012.

[10] *SCAQMD, Multiple Air Toxics Exposure Study III Model Estimated Carcinogenic Risk, www2.aqmd.gov/webappl/matesiii, accessed March 5, 2014.*



Legend

Northwest Coastal Monitoring Station

Air Monitoring Areas in Los Angeles County	
1. Central Los Angeles	9. East San Gabriel Valley
2. Northwest Coastal	10. Pomona/Walnut Valley
3. Southwest Coastal	11. South San Gabriel Valley
4. South Coastal	12. South Central Los Angeles
5. Southeast Los Angeles County	13. Santa Clarita Valley
6. West San Fernando Valley	14. Antelope Valley
7. East San Fernando Valley	15. San Gabriel Mountains
8. West San Gabriel Valley	

NORTH

0 9

Miles

matrix environmental

Figure IV.B-1
SCAQMD Source Receptor Areas

Source: South Coast Air Quality Management District Air Monitoring Areas Map, 1989.

Table IV.B-2
Summary of Ambient Air Quality in the Project Vicinity

Pollutant	Year		
	2010	2011	2012
Ozone			
Maximum 1-hour Concentration (ppm)	0.098	0.087	0.093
Days exceeding NAAQS (0.12 ppm)	0	0	0
Days exceeding CAAQS (0.09 ppm)	1	0	0
Maximum 8-hour Concentration ppm)	0.080	0.065	0.077
Days exceeding NAAQS (0.075 ppm)	1	0	1
Days exceeding CAAQS (0.07 ppm)	4	0	2
Respirable Particulate Matter (PM_{10})			
Maximum 24-hour Concentration (µg/m^3)	42	53	80
Days exceeding NAAQS (150 µg/m^3)	0	0	0
Days exceeding CAAQS (50 µg/m^3)	0	1	4
Annual Arithmetic Mean (µg/m3)	27	29	30
Does Measured AAM exceed NAAQS (50 µg/m^3)?	No	No	No
Does measured AAM exceed CAAQS (20 µg/m^3)?	Yes	Yes	Yes
Fine Particulate Matter ($PM_{2.5}$)			
Maximum 24-hour Concentration (µg/m^3)	39	49	59
Days exceeding NAAQS (35 µg/m^3)	2	4	4
Annual Arithmetic Mean (µg/m^3)	12	13	13
Does measured AAM exceed NAAQS (15 µg/m^3)?	No	No	No
Does measured AAM exceed CAAQS (12 µg/m^3)?	No	No	No
Carbon Monoxide (CO)			
Maximum 1-hour Concentration (ppm)	3	3	3
Days exceeding NAAQS (35.0 ppm)	0	0	0
Days exceeding CAAQS (20.0 ppm)	0	0	0
Maximum 8-hour Concentration (ppm)	2.3	2.4	1.9
Days exceeding NAAQS and CAAQS (9 ppm)	0	0	0
Nitrogen Dioxide (NO_2)			
Maximum 1-hour Concentration (ppm)	0.09	0.11	0.08
Days exceeding CAAQS (0.25 ppm)	0	0	0
Annual Arithmetic Mean (ppm)	0.025	0.023	0.025
Does measured AAM exceed NAAQS (0.0534 ppm)?	No	No	No
Does measured AAM exceed CAAQS (0.03 ppm)?	No	No	No
Sulfur Dioxide (SO_2)			
Maximum 1-hour Concentration (ppm)	0.01	0.01	0.01
Days exceeding CAAQS (0.25 ppm)	0	0	0
Maximum 24-hour concentration (ppm)	0.003	0.003	0.003

Table IV.B-2 (Continued)
Summary of Ambient Air Quality in the Project Vicinity

Pollutant	Year		
	2010	2011	2012
Days exceeding CAAQS (0.04 ppm)	0	0	0
Days exceeding NAAQS (0.14 ppm)	0	0	0
Annual Arithmetic Mean (ppm)	0.001	0.001	0.001
Does measured AAM exceed NAAQS (0.030 ppm)?	No	No	No
Lead			
Maximum 30-day Average Concentration (µg/m^3)	0.02	0.01	---
Does measured concentration exceed NAAQS (1.5 µg/m^3)	No	No	
Maximum Calendar Quarter Concentration (µg/m^3)	0.01	0.01	---
Does measured concentration exceed CAAQS (1.5 µg/m^3)	No	No	
Sulfate			
Maximum 24-hour Concentration (µg/m^3)	9	8	---
Does measured concentration exceed CAAQS (25 µg/m^3)	No	No	

ppm = parts per million by volume
µg/m^3 = micrograms per cubic meter
AAM = annual arithmetic mean
— = not available
Source: South Coast Air Quality Management District Ambient Monitoring Data, website: www.aqmd.gov/smog/historicaldata.htm, last updated October 4, 2013, accessed March 5, 2014.

(b) Existing Health Risk in the Surrounding Area

As shown above in Figure IV.B-2 on page IV.B-19, based on the Mates III Study, the Project Site is located within a cancer risk zone of 940 in one million over a 70-year duration. The cancer risk in this area is predominately related to nearby sources of diesel particulate (e.g., the Hollywood Freeway (US-101)). In general, the risk at the Project Site is comparable with other urbanized areas in the central Los Angeles area that are near large diesel sources (e.g., freeways, airports, and ports).

(c) Surrounding Uses

As shown in Figure IV.B-3 on page IV.B-20, 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 open space 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

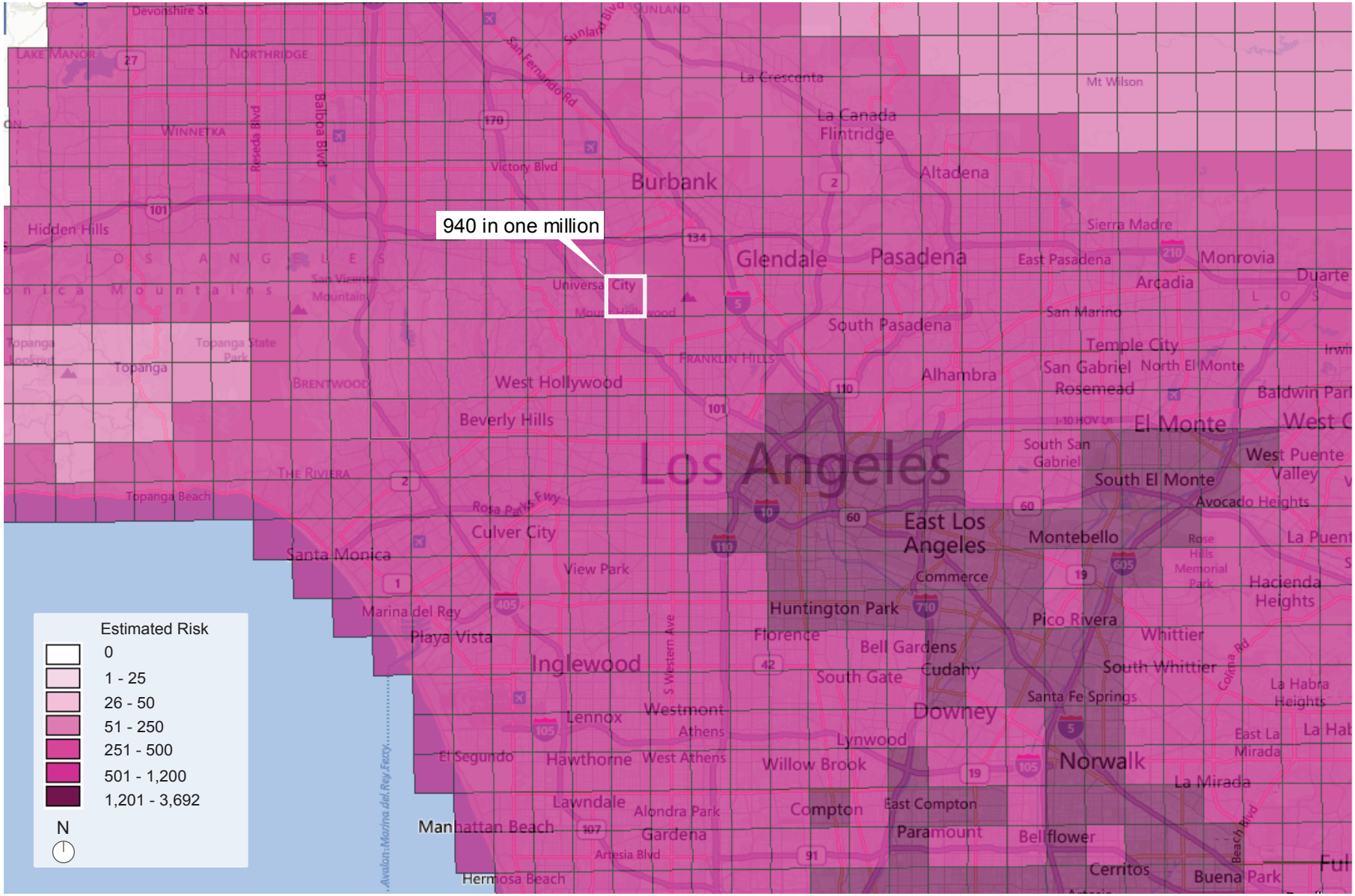


Figure IV.B-2
MATES III Total Cancer Risk for Project Area

Source: South Coast AQMD, 2013.

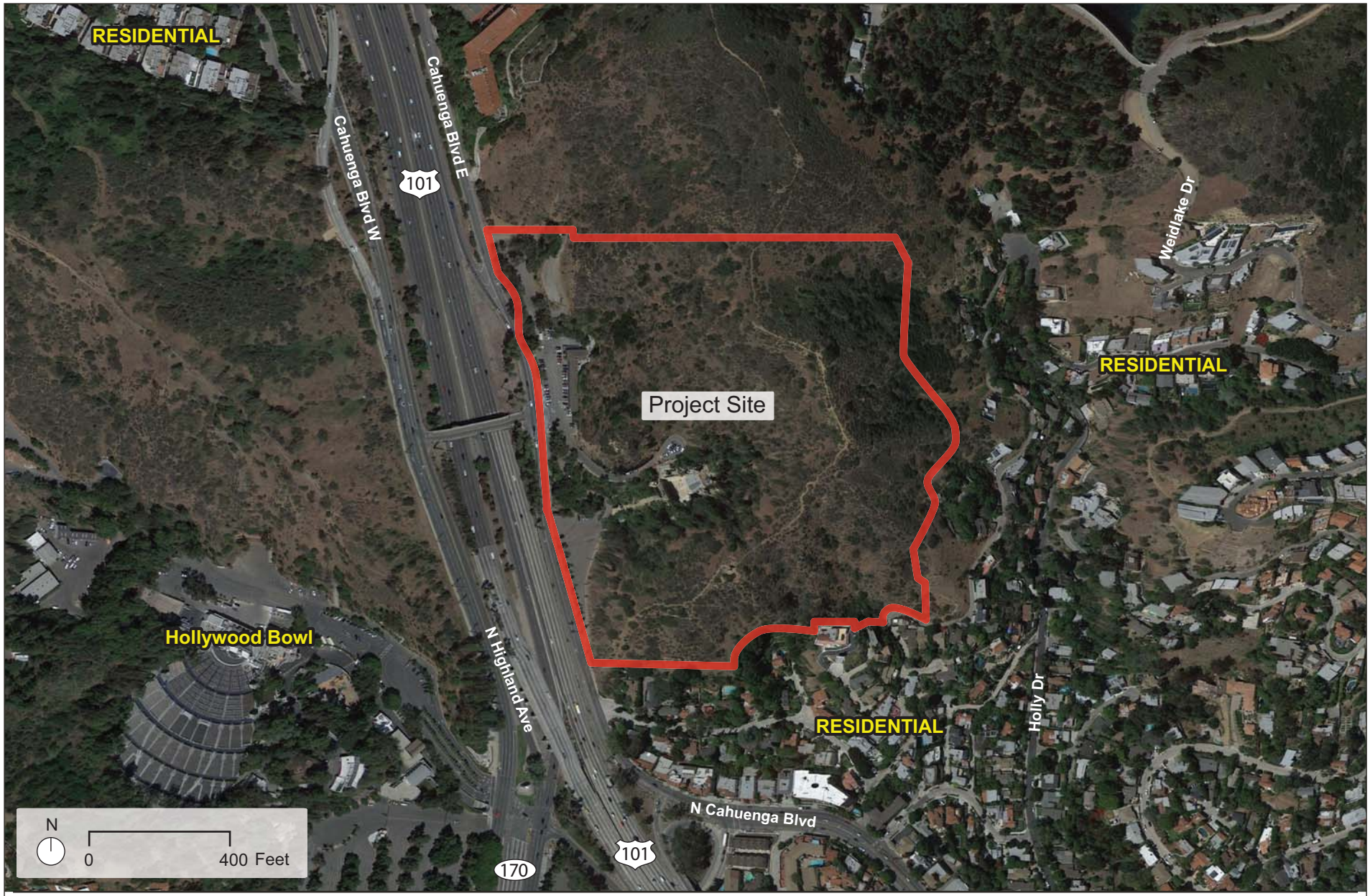


Figure IV.B-3
Air Quality Sensitive Receptors

Source: Google Earth Pro, 2014.

open space areas and the steep topography formed by the canyon setting of the Project Site. The Hollywood Bowl, also a County-owned historically significant cultural destination, is located southwest of the Project Site across Cahuenga Boulevard and the Hollywood Freeway.

Some population groups including children, elderly, and acutely and chronically ill persons (especially those with cardio-respiratory diseases), are considered more sensitive to air pollution than others. Sensitive land uses in the Project vicinity include residential uses discussed above and are shown in Figure IV.B-3 on page IV.B-20.

(d) Existing Project Site Emissions

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, and the Los Angeles Philharmonic. Other facility support spaces such as storage and maintenance areas and restrooms are also located throughout the Project Site. 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.

Existing operations generate air pollutant emissions from a variety of sources. Mobile source emissions are generated by motor vehicle trips to and from the Project Site. Area source emissions are generated by maintenance equipment, landscape equipment, and use of products that contain solvents. An estimate of these emissions is presented in Table IV.B-3 on page IV.B-22.

3. Environmental Impacts

a. Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, Project impacts with regard to air quality would be significant if the Project would:

- Conflict with or obstruct implementation of the applicable air quality plan;

Table IV.B-3
Existing Project Site Regional Operational Emissions
(pounds per day)

Emission Source	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	4	<1	<1	<1	<1	<1
Mobile	6	16	63	<1	8	2
Total Existing Emissions	**10**	**16**	**63**	**<1**	**8**	**2**

Source: Matrix Environmental, 2014.

- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;

- 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)? Expose sensitive receptors to substantial pollutant concentrations; or

- Create objectionable odors affecting a substantial number of people.

(1) Construction Emissions

In the context of the questions above from Appendix G of the CEQA Guidelines, the specific thresholds of significance for construction air quality emissions are based on the thresholds set forth by the SCAQMD. Specifically, based on criteria set forth in the SCAQMD's *CEQA Air Quality Handbook*,[11] the Project would have a significant impact with regard to construction emissions if any of the following would occur:

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 100 pounds per day for NO_X; (2) 75 pounds a day for VOC; (3) 150 pounds per day for PM_{10} or SO_X; (4) 55 pounds per day for $PM_{2.5}$; and (5) 550 pounds per day for CO.

- Maximum on-site daily localized emissions exceed the Localized Significance Thresholds (LST), resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 ppm [23,000 µg/m^3] over a 1-hour period or 9.0 ppm [10,350 µg/m^3]

[11] *SCAQMD, CEQA Air Quality Handbook, www.aqmd.gov/ceqa/handbook/signthres.pdf, accessed March 7, 2014.*

averaged over an 8-hour period) and NO_2 (0.18 ppm [338.4 µg/m^3] over a 1-hour period, 0.1 ppm [188 µg/m^3] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [56.4 µg/m^3] averaged over an annual period).

- Maximum on-site localized PM_{10} or $PM_{2.5}$ emissions during construction exceed the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the site to exceed the incremental 24-hr threshold of 10.4 µg/m^3 or 1.0 µg/m^3 PM_{10} averaged over an annual period.

(2) Operational Emissions

In the context of the questions above from Appendix G of the CEQA Guidelines, the specific thresholds of significance for operation air quality emissions are based on the thresholds set forth by the SCAQMD. Specifically, based on criteria set forth in the SCAQMD's *CEQA Air Quality Handbook*,[12] the Project would have a significant impact on air quality from project operations if any of the following would occur:

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 55 pounds per day for NO_X; (2) 55 pounds a day for VOC; (3) 150 pounds per day for PM_{10} or SO_X; (4) 55 pounds per day for $PM_{2.5}$; and (5) 550 pounds per day for CO.[13]

- Maximum on-site daily localized emissions exceed the Localized Significance Thresholds (LST), resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 parts per million (ppm) over a 1-hour period or 9.0 ppm averaged over an 8-hour period) and NO_2 (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).[14]

- Maximum on-site localized operational PM_{10} and $PM_{2.5}$ emissions exceed the incremental 24-hr threshold of 2.5 µg/m^3 or 1.0 µg/m^3 PM_{10} averaged over an annual period.[15]

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[12] *SCAQMD, CEQA Air Quality Handbook, www.aqmd.gov/ceqa/handbook/signthres.pdf, accessed March 7, 2014.*

[13] *Ibid.*

[14] *SCAQMD, LST Methodology, www.aqmd.gov/ceqa/handbook/lst/Method_final.pdf, revised July 2008, accessed March 5, 2014.*

[15] *SCAQMD, Final-Methodology to Calculate Particulate Matter (PM) 2.5 and $PM_{2.5}$ Significance Thresholds, October 2006.*

- The project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively; or

- The project creates an odor nuisance pursuant to SCAQMD Rule 402 (i.e., objectionable odor at the nearest sensitive receptor).

(3) Toxic Air Contaminants

In the context of the questions above from Appendix G of the CEQA Guidelines, the specific thresholds of significance for toxic air contaminant impacts are based on the thresholds set forth by the SCAQMD. Specifically, based on criteria set forth in the SCAQMD's *CEQA Air Quality Handbook*,[16] the Project would have a significant impact on air quality from toxic air contaminants if any of the following would occur:[17]

- The Project emits carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0.[18] For projects with a maximum incremental cancer risk between 1 in one million and 10 in one million, a project would result in a significant impact if the cancer burden exceeds 0.5 excess cancer cases.

- Hazardous materials associated with on-site stationary sources result in an accidental release of air toxic emissions or acutely hazardous materials posing a threat to public health and safety.

- The Project would be occupied primarily by sensitive individuals within 0.25 mile of any existing facility that emits air toxic contaminants which could result in a health risk for pollutants identified in District Rule 1401.

(4) Consistency with Applicable Air Quality Plans

Section 15125 of the State CEQA Guidelines requires an analysis of project consistency with applicable governmental plans and policies. In accordance with the SCAQMD's *CEQA Air Quality Handbook*,[19] the following criteria were used to evaluate the

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[16] *SCAQMD, CEQA Air Quality Handbook, www.aqmd.gov/ceqa/handbook/signthres.pdf, accessed March 7, 2014.*

[17] *SCAQMD, CEQA Air Quality Handbook, Chapter 6 (Determining the Air Quality Significance of a project) and Chapter 10 (Assessing Toxic Air Pollutants), April 1993.*

[18] *Hazard index is the ratio of a toxic air contaminant's concentration divided by its Reference Concentration, or safe exposure level. If the hazard index exceeds one, people are exposed to levels of TACs that may pose noncancer health risks.*

[19] *SCAQMD, CEQA Air Quality Handbook, April 1993. p. 12-3.*

Project's consistency with SCAQMD and SCAG regional plans and policies, including the AQMP:

- Will the Project result in any of the following:
  - An increase in the frequency or severity of existing air quality violations;
  - Cause or contribute to new air quality violations; or
  - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP?
- Will the Project exceed the assumptions utilized in preparing the AQMP?
  - Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
  - Does the Project include air quality mitigation measures; or
  - To what extent is Project development consistent with the AQMP land use policies?
- The Project's impacts with respect to these criteria are discussed to assess the consistency with the SCAQMD's AQMP and SCAG regional plans and policies.

b. Air Quality Analysis Methodology

This analysis focuses on the potential change in the air quality environment due to implementation of the Project. Air pollutant emissions associated with the Project would result from construction and operation of the proposed development. Specific analysis methodologies are discussed below.

(1) Construction Emissions Methodology

(a) Regional

Daily regional emissions during construction were forecasted by assuming a conservative start date (i.e., assuming all construction would occur at the earliest feasible date) and applying the mobile-source and fugitive dust emissions factors derived from the SCAQMD recommended California Emissions Estimator Model (CalEEMod). Details of the modeling assumptions and emission factors are provided in Appendix C of this Draft EIR. The calculations of the emissions generated during Project construction activities reflect the types and quantities of construction equipment that would be used to remove existing pavement; grade and excavate the Project Site; construct the proposed buildings and

related improvements; and plant new landscaping within the Project Site. Construction tasks were aggregated to reflect overlapping tasks and identify the maximum construction emissions occurring over the course of Project construction.

(b) Localized

The localized effects from the on-site portion of daily emissions were evaluated at sensitive receptor locations potentially impacted by the Project according to the SCAQMD's LST methodology, which uses on-site mass emissions rate look-up tables and Project-specific modeling, where appropriate.[20] SCAQMD provides LSTs applicable to the following criteria pollutants: NO_X, CO, PM_{10}, and $PM_{2.5}$. SCAQMD does not provide an LST for SO_2, since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in ozone formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. For PM_{10} and $PM_{2.5}$, LSTs were derived based on requirements in SCAQMD Rule 403, Fugitive Dust. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to 5 acres. For projects that exceed 5 acres, the 5-acre LST look-up values can be used as a screening tool to determine which pollutants require detailed analysis.[21] This approach is conservative as it assumes that all on-site emissions would occur within a 5-acre area and would over predict potential localized impacts (i.e., more pollutant emissions occurring within a smaller area and within closer proximity to potential sensitive receptors). If the project exceeds the LST look-up values, then the SCAQMD recommends that project specific air quality modeling be performed.

[20] *SCAQMD, LST Methodology Appendix C-Mass Rate LST Look-up Table, www.aqmd.gov/ceqa/handbook/LST/appC.pdf, revised October 2009, accessed March 7, 2014.*

[21] *Telephone Conversation, Ian MacMillan, SCAQMD CEQA Program Supervisor, November 10, 2011.*

(2) Operational Emissions Methodology

(a) Regional

Analysis of the Project's likely impact on regional air quality during long-term Project operations (i.e., after construction is complete) looks at three types of sources: (1) mobile; (2) area; and (3) energy. Mobile source emissions are generated by the increase in motor vehicle trips to and from the Project Site associated with operation of the Project. Area source emissions are generated by, among other things, landscape equipment, an emergency generator, and the use of consumer products. Energy source emissions are generated as a result of activities in buildings for which natural gas is used (e.g., natural gas for heat or cooking).

Similar to construction, SCAQMD's CalEEMod software was used for the evaluation of Project operational emissions. CalEEMod was used to calculate mobile source emissions, on-road fugitive dust, architectural coatings, landscape equipment, and energy use. To determine if a significant air quality impact would occur, the net increase in regional operational emissions generated by the Project was compared against the SCAQMD's significance thresholds.[22]

(b) Localized

The general procedure for evaluating localized impacts from project operations is to evaluate any new or modified stationary combustion sources, and to study the likely effect on CO concentrations of induced traffic at nearby intersections.

Effects related to the operation of stationary-source combustion equipment associated with the Project, and associated PM_{10} emissions, are evaluated by conducting a screening-level analysis followed by a more detailed analysis (i.e., dispersion modeling) as necessary. The screening-level analysis consists first of reviewing the Project and related projects to identify any new or modified stationary-source combustion equipment. Then, if such equipment is identified, the potential significance of its impact is evaluated qualitatively in light of applicable regulations and operating parameters and a comparison to SCAQMD LSTs. If the screening level evaluation does not rule out significant impacts, a more detailed analysis is conducted. For the detailed analysis, downwind sensitive receptor locations are identified, and site-specific dispersion modeling is conducted to

[22] *SCAQMD Air Quality Significance Thresholds (Rev. March 2011), www.aqmd.gov/ceqa/handbook/signthres.pdf. SCAQMD based these thresholds in part on the federal Clean Air Act, and, to enable defining "significant" for CEQA purposes, defined the setting as the South Coast Air Basin. (See SCAQMD, CEQA Air Quality Handbook, April 1993, pp. 6-1–6-2.).*

estimate project impacts. The detailed analysis is conducted using EPA's preferred regulatory dispersion model (AERMOD).

Localized CO concentrations are evaluated using a screening method based on the California Line Source (CALINE4) microscale dispersion model, developed by Caltrans, in combination with EMFAC 2011 emission factors. The screening method enables the user to manually calculate local CO concentrations resulting from motor vehicles using the Project's Transportation Study.[23] If the screening method does not rule out significant impacts for an intersection, then detailed analysis using CALINE4 is conducted. In traffic studies, the term "level of service" (LOS) describes traffic performance at intersections or along roadway segments, and is generally expressed as a letter grade (A through F, with an F grade meaning the worst-flowing traffic). Traffic researchers and planning agencies generally assign LOS ratings to intersections based on the ratio of traffic volume (or demand) to capacity (V/C). Lower V/C ratios correspond to better performance (freer-flowing traffic). SCAQMD suggests conducting a CO hotspots analysis according to a Caltrans protocol for any intersection where a project would worsen the LOS by a level to any level below C, and for any intersection rated D or worse where the project would increase the V/C ratio by two percent or more. Projected CO concentrations of the Project were compared to ambient air quality standards and incremental increase thresholds to determine whether CO impacts from operation would be significant.

(3) Toxic Air Contaminants Impacts (Construction and Operations)

Potential TAC impacts are evaluated by conducting a screening-level analysis followed by a more detailed analysis (i.e., dispersion modeling), as necessary. The screening-level analysis consists of reviewing the Project to identify any new or modified TAC emissions sources. If the qualitative evaluation does not rule out significant impacts from a new source, or modification of an existing TAC emissions source, a more detailed analysis is conducted. For the detailed analysis, downwind sensitive receptor locations are identified, and site-specific dispersion modeling is conducted to estimate Project impacts. Based on this methodology, it was determined that a screening-level analysis was sufficient to address construction and operation of the Project.

(4) Odor Impacts (Construction and Operations)

Potential odor impacts are evaluated by conducting a screening-level analysis followed by a more detailed analysis (i.e., dispersion modeling) as necessary. The screening-level analysis consists of reviewing the Project to identify new or modified odor

[23] *Gibson Transportation Consulting, Inc., Transportation Study for the Ford Theatres Project, April 2014. See Appendix L of this Draft EIR.*

sources. If the qualitative evaluation does not rule out significant impacts from a new source, or modification of an existing odor source, a more detailed analysis is conducted. If so, then downwind sensitive receptor locations are identified, and site-specific dispersion modeling is conducted to estimate Project impacts. For this Project, the screening-level analysis is sufficient.

(5) Existing Conditions Analysis

An analysis of future conditions when the Project becomes operational in 2020 would contribute to a meaningful assessment of the Project's impacts. However, in order to provide for full disclosure of potential impacts, this analysis also addresses existing conditions without the Project compared to existing conditions with the Project, assuming emission factors for Project buildout based on the time of the Notice of Preparation (NOP). All analyses were conducted consistent with the methodologies (e.g., same models and calculation procedures) discussed above for Project-specific impacts.

c. Project Design Features

No specific project design features are proposed with regard to air quality. The Project would incorporate certain features to support and promote environmental sustainability as described in Section II, Project Description, of this Draft EIR.

d. Analysis of Project Impacts

(1) Construction

(a) Regional Construction Impacts

As described in Section II, Project Description, of this Draft EIR, Project construction is anticipated to occur over several phases and may be completed as early as 2020. Construction activities for the Project would include demolition of several existing facilities, grading and excavation, and construction of new structures and related infrastructures. It is estimated that the Project would require approximately 107,094 cubic yards of soil export.

Construction of the Project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Project Site. In addition, fugitive dust emissions would result from demolition and construction activities. Mobile source emissions, primarily NO_X, would result from the use of construction equipment such as dozers, loaders, and cranes. During the finishing phase of a building, paving operations and the application of architectural coatings (e.g., paints) and other building materials would potentially release VOCs. The assessment of construction air quality impacts

considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

In order to provide a conservative analysis, it was assumed that all construction activities would be completed within the minimum timeframe anticipated for construction rather than in phases, which provides for the maximum overlap of construction components within the Project's overall development period. Additional details of construction activities (i.e., demolition, site preparation/excavation, and building construction/finishing) and the equipment that would be used during Project construction are provided in Appendix C of this Draft EIR.

The emissions levels in Table IV.B-4 on page IV.B-31 represent the highest daily emissions projected to occur during construction. As presented in Table IV.B-4, construction-related daily maximum regional construction emissions would not exceed any of the SCAQMD daily significance thresholds. Therefore, regional construction emissions resulting from the Project would result in a less-than-significant air quality impact.

It should be noted that the emissions estimates presented in Table IV.B-4 are conservative because they do not take into account recently promulgated emission standards for off-road diesel construction equipment such as bulldozers, loaders, backhoes and forklifts, as well as many other self-propelled off-road diesel vehicles which will further reduce emissions. Thus, actual emissions from the Project would be less than those presented above.

(b) Localized Impacts from On-Site Construction Activities

A conservative estimate of maximum on-site daily emissions for NO_X, PM_{10}, $PM_{2.5}$, and CO was compiled for construction activity and compared to the applicable screening thresholds based on construction site acreage and the distance to the closest sensitive receptor. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to determine localized construction emissions thresholds for the Project.[24] LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard and are based on the most recent background ambient air

[24] *SCAQMD, LST Methodology Appendix C-Mass Rate LST Look-up Table, www.aqmd.gov/ceqa/handbook/LST/appC.pdf, revised October 2009, accessed March 7, 2014.*

Table IV.B-4
Estimate of Maximum Regional Project Construction Emissions[a]
(pounds per day)

Overlapping Construction Activity	VOC[b]	NO_X	CO	SO_X	PM_{10}[c]	$PM_{2.5}$[c]
Overlap of Demolition, Grading, Excavation, Shoring, and Exterior Improvements	9	97	72	<1	13	7
Overlap of Excavation, Grading, Shoring, Exterior Improvements, and Building Construction	39	91	72	<1	11	7
Maximum Overlapping Construction Emissions	**39**	**97**	**72**	**<1**	**13**	**7**
SCAQMD Daily Significance Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Over/(Under)	**(36)**	**(3)**	**(478)**	**(149)**	**(137)**	**(48)**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

[a] *The CalEEMod model printout sheets and/or calculation worksheets are presented in Appendix C (CalEEMod Output) of this document.*

[b] *Please note that the SCAQMD significance threshold is in terms of VOC while CalEEMod calculates reactive organic compounds (ROG) emissions. For purposes of this analysis, VOC and ROG are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.*

[c] *PM_{10} and $PM_{2.5}$ emissions estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression.*

Source: Matrix Environmental, 2014.

quality monitoring data (2010–2012) for the Project area presented in Table IV.B-2 on page IV.B-17. Although the trend shown in Table IV.B-2 demonstrates that ambient air quality is improving in the area, the localized construction emissions analysis conservatively did not apply a reduction in background pollutant concentrations for subsequent years of construction. By doing so, the allowable pollutant increment to not exceed an ambient air quality standard is more stringent. The analysis is based on existing background ambient air quality monitoring data (2010–2012).

The maximum daily localized emissions from Project construction and LSTs are presented in Table IV.B-5 on page IV.B-32. As presented in Table IV.B-5, maximum localized construction emissions for off-site sensitive receptors would not exceed any of the SCAQMD-recommended localized screening thresholds. Therefore, localized construction emissions resulting from the Project would result in a less-than-significant air quality impact.

Table IV.B-5
Estimate of Maximum Localized Project Construction Emissions
(pounds per day)

Overlapping Construction Activity	NO_X	CO	PM_{10}[a]	$PM_{2.5}$[a]
Overlap of Demolition, Grading, Excavation, Shoring, and Exterior Improvements	73	46	10	6
Overlap of Excavation, Grading, Shoring, Exterior Improvements, and Building Construction	69	47	8	6
Maximum Overlapping Daily Localized Emissions	73	47	10	6
SCAQMD Localized Significance Thresholds[b]	89	3,030	69	18
Exceed Threshold?	**No**	**No**	**No**	**No**

[a] *PM_{10} and $PM_{2.5}$ emissions estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression.*

[b] *Maximum active construction activities would occur on approximately 5 acres at a distance of approximately 100 meters from sensitive land uses (the shortest distance to residential receptors along Cahuenga Terrace). Therefore, potential localized construction impacts were evaluated using SCAQMD's LSTs for Source Receptor Area 1 (5 acres at a distance of 100 meters).*

Source: Matrix Environmental, 2014.

(c) Toxic Air Contaminants

The greatest potential for TAC emissions during construction would be from diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Because the construction schedule estimates that the phases which require the most heavy-duty diesel vehicle usage, such as site grading/excavation, would last for a much shorter duration (e.g., approximately six months), construction of the Project would not result in a substantial, long-term (i.e., 70-year) source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities which occur over a relatively short duration. In addition, there would be no residual emissions or corresponding individual cancer risk after construction. As such, Project-related TAC impacts during construction would be less than significant.

(d) Odors

Construction operations, including asphalt paving operations, may produce perceptible odors. Dust and diesel odors are typical near construction sites. Large

diesel-powered vehicles are frequently present during construction activities. Diesel exhaust from vehicles is not typically a health concern unless vehicles operate or idle in close proximity to structural air intakes, pedestrian areas, or sensitive receptors. The operation of diesel-powered construction equipment could generate nuisance diesel odors at nearby receptors.

In accordance with Sections 2485 in Title 13 of the California Code of Regulations (CCR), the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location. With regards to the operation of any stationary, diesel-fueled, compression-ignition engines, Section 93115 in Title 17 of the CCR specifies fuel and fuel additive requirements and emission standards.[25] Compliance with these requirements would minimize the potential nuisance of diesel odors during construction to a less-than-significant level.

Other potential sources that may emit odors during construction activities include the use of architectural coatings and solvents. SCAQMD Rule 1113 limits the amount of VOC content from architectural coatings and solvents. As a result of the Project's mandatory compliance with applicable SCAQMD rules and regulations, construction activities and materials would result in less-than-significant impacts with regard to odors.

(2) Operational Impacts

(a) Regional Operational Impacts

As discussed above, SCAQMD's CalEEMod was used to calculate regional mobile source emissions, on-road fugitive dust, and emissions from architectural coatings, landscape equipment, and energy use. Diesel Emergency generator emissions were calculated using USEPA's Compilation of Air Pollutant Emission Factors (AP-42) and SCAQMD BACT requirements.

As shown in Table IV.B-6 on page IV.B-34, regional emissions resulting from operation of the Project are not expected to exceed any of the SCAQMD's daily regional operational thresholds. Therefore, air quality impacts from Project operational emissions would be less than significant.

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[25] *The CARB adopts airborne toxic control measures (ATCMs) to reduce emissions of TACs. On February 26, 2004, the CARB adopted an ATCM for stationary compression-ignition (CI) engines (17 CCR 93115) to control diesel particulate matter, which was declared a TAC in 1998. The ATCM applies to all stationary diesel-fueled engines greater than 50 brake-horsepower installed before January 1, 2005, and all new stationary diesel engines installed on or after January 1, 2005. The purpose of this ATCM is to protect public health by reducing emissions of diesel PM, with a goal of reducing overall diesel PM in 2020 from this source category by 80 percent from 2002 baseline emissions.*

Table IV.B-6
Project Regional Operational Emissions—Buildout (2020)
(pounds per day)

Emission Source	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Project						
Area	9	<1	<1	<1	<1	<1
Energy (Natural Gas)	<1	1	1	<1	<1	<1
Mobile	6	17	66	<1	14	4
Total Project Emissions	15	18	67	<1	14	4
No Project						
Area	4	<1	<1	<1	<1	<1
Energy (Natural Gas)	<1	<1	<1	<1	<1	<1
Mobile	4	10	40	<1	8	2
Total No Project Emissions	8	10	40	<1	8	2
Net Emission	**7**	**8**	**27**	**<1**	**6**	**2**
SCAQMD Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Over/(Under)	**(48)**	**(47)**	**(523)**	**(150)**	**(144)**	**(53)**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Matrix Environmental, 2014.

An analysis of daily operational emissions of existing conditions without the Project versus with the Project (2014) was also conducted. The results of these calculations and associated SCAQMD thresholds are presented in Table IV.B-7 on page IV.B-35. As shown in Table IV.B-7, the net overall operational emissions associated with the Project under existing conditions (2014) would be higher than the estimated emissions at Project build-out (2020) provided in Table IV.B-6. This increase is exclusively a function of the change in default CalEEMod emission factors from 2020 to 2014 (i.e., vehicular fleet mix is cleaner in subsequent years as a result of cleaner newer vehicles). As with the Project build-out (2020) analysis year, the Project (2014) analysis would not exceed any of the established SCAQMD daily regional operational thresholds. Therefore, air quality impacts from Project operational emissions would be less than significant.

(b) Localized Operational Impacts

Operation of the Project would not introduce any major new sources of air pollution within the Project Site. Emissions estimates for criteria air pollutants from on-site sources are presented in Table IV.B-8 on page IV.B-35. The SCAQMD LST mass rate look-up tables, which apply to projects that have active areas that are less than or equal to 5 acres in size, were conservatively used to evaluate potential localized impacts. As shown in Table IV.B-8, on-site operational emissions would not exceed any of the LSTs.

Table IV.B-7
Project Regional Operational Emissions—Existing Conditions (2014)[a]
(pounds per day)

Emission Source	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Project						
Area	9	<1	<1	<1	<1	<1
Energy (Natural Gas)	<1	1	1	<1	<1	<1
Mobile	10	29	115	<1	15	4
Total Project Emissions	19	30	116	<1	15	4
No Project						
Area	4	<1	<1	<1	<1	<1
Energy (Natural Gas)	<1	<1	<1	<1	<1	<1
Mobile[b]	6	16	63	<1	8	2
Total No Project Emissions	10	16	63	<1	8	2
Net Emission	**9**	**14**	**53**	**<1**	**7**	**2**
SCAQMD Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Over/(Under)	**(44)**	**(41)**	**(497)**	**(150)**	**(143)**	**(53)**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Matrix Environmental, 2013.

Table IV.B-8
Project Localized Operational Emissions—Buildout (2020)[a]
(pounds per day)

Emission Source	NO_X	CO	PM_{10}	$PM_{2.5}$
Project				
Area	<0.1	0.2	<0.1	<0.1
Energy (Natural Gas)	0.7	0.6	0.1	0.1
On-Site Project Total	0.7	0.8	0.1	0.1
No Project				
Area	<0.1	0.2	<0.1	<0.1
Energy (Natural Gas)	0.2	0.1	<0.1	<0.1
On-Site No Project Total	0.2	0.3	<0.1	<0.1
Net Emissions	**0.5**	**0.5**	**0.1**	**0.1**
SCAQMD Significance Threshold[c]	**89**	**3,030**	**17**	**5**
Exceed Threshold?	**No**	**No**	**No**	**No**

[a] *Operational activities would occur on approximately 5 acres at a distance of approximately 100 meters from sensitive land uses.*

Source: Matrix Environmental, 2014.

An analysis of daily operational on-site emissions of existing conditions without the Project versus with the Project (2014) was also conducted. The results of these calculations and associated SCAQMD thresholds are presented in Table IV.B-9 on page IV.B-37. As shown in Table IV.B-9, the net overall operational on-site emissions associated with the Project (2020) under existing conditions (2014) would be similar to the estimated emissions during Project build-out (2020) provided in Table IV.B-8 on page IV.B-35. As with the Project build-out (2020) analysis year, on-site operational emissions under existing conditions would not exceed any of the LSTs. Therefore, localized impacts from on-site emission sources would be less than significant.

The SCAQMD recommends an evaluation of potential localized CO impacts when a project causes the level of service (LOS) at a study intersection to worsen from C to D, or if a project increases the volume-to-capacity (V/C) ratio at any intersection rated D or worse by 2 percent or more. As detailed in Section IV.K, Traffic, Access, and Parking, of this Draft EIR, Project traffic volumes would not meet these criteria at any intersection locations for the Project (2014) or (2020) conditions. Thus, the Project would not cause any new or exacerbate any existing CO hotspots, and, as a result, impacts related to localized mobile-source CO emissions would be less than significant.

(3) Toxic Air Contaminants

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit toxic air contaminants (TACs). The CARB has published and adopted the *Air Quality and Land Use Handbook: A Community Health Perspective* (2005), which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). The SCAQMD adopted similar recommendations in its *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* (2005). Together the CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources, and the addition of new TAC sources in proximity to existing sensitive land uses.

The primary sources of potential air toxics associated with Project operations include diesel particulate matter from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets). The SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate matter (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions. Based on this guidance, the Project is not considered to be a substantial source of diesel particulate matter warranting a refined HRA. In addition, the

Table IV.B-9
Project Localized Operational Emissions—Existing Conditions (2014)[a]
(pounds per day)

Emission Source	NO_X	CO	PM_{10}	$PM_{2.5}$
Project				
Area	<0.1	0.2	<0.1	<0.1
Energy (Natural Gas)	0.7	0.6	0.1	0.1
On-Site Project Total	0.7	0.8	0.1	0.1
No Project				
Area	<0.1	0.2	<0.1	<0.1
Energy (Natural Gas)	0.2	0.1	<0.1	<0.1
On-Site No Project Total	0.2	0.3	<0.1	<0.1
Net Emissions	**0.5**	**0.5**	**0.1**	**0.1**
SCAQMD Significance Threshold[c]	**89**	**3,030**	**17**	**5**
Exceed Threshold?	**No**	**No**	**No**	**No**

[a] *Operational activities would occur on approximately 5 acres at a distance of approximately 100 meters from sensitive land uses.*

Source: Matrix Environmental, 2014.

CARB-mandated ATCM limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than 5 minutes at any given time which would further limit diesel particulate emissions.

Based on the low incremental increase in the number and long-term (annual average) activity of the on-site TAC sources, the Project would not warrant the need for a refined health risk assessment, and potential TAC impacts would be less than significant.

Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous TACs located on-site would be below thresholds warranting further study under California Accidental Release Program (CalARP). As such, the Project would not release substantial amounts of TACs, and impacts on human health would be less than significant.

(4) Odors

According to the SCAQMD's *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food

processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project does not include any uses identified by the SCAQMD as being associated with odors. However, the Project does include restaurant uses which have the potential to emit odors through cooking and charbroilers. The project would minimize the release of odors from restaurant uses with odor reducing equipment as necessary. Garbage collection areas for the Project would be covered and situated away from the property line and sensitive uses. Good housekeeping practices would be sufficient to prevent objectionable odors from garbage collection areas. As the proposed uses would not be a source of odors, potential odor impacts would be less than significant.

(5) SCAQMD CEQA Air Quality Handbook Policy Analysis

The following analysis addresses the Project's consistency with SCAQMD and SCAG policies, inclusive of all regulatory requirements. In accordance with the procedures established in the SCAQMD's *CEQA Air Quality Handbook*, the following criteria are required to be addressed in order to determine the Project's consistency with SCAQMD and SCAG policies:

- Will the project result in any of the following:
  - An increase in the frequency or severity of existing air quality violations; or
  - Cause or contribute to new air quality violations; or
  - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- Will the project exceed the assumptions utilized in preparing the AQMP?

As discussed in the preceding Section IV.B.3.d, localized concentrations of PM_{10}, $PM_{2.5}$, CO, and NO_2 have been analyzed for the Project. A summary of this analysis is provided below. SO_2 and VOC emissions were analyzed on a regional basis since SCAQMD has not established significance thresholds for localized concentrations of SO_2 and VOCs. Notwithstanding, given the Project's construction activities and proposed uses, SO_2 emissions would be negligible during construction and long-term operations, and therefore would not have the potential to cause or affect a violation of the SO_2 ambient air quality standard. Since VOCs are not a criteria pollutant, there is no ambient standard or localized threshold for VOCs. Due to the role VOCs play in ozone formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.

Particulate matter is the primary pollutant of concern during construction activities, and therefore, the Project's PM_{10} and $PM_{2.5}$ emissions during construction were analyzed

(1) to ascertain potential effects on localized concentrations and (2) to determine if there is a potential for such emissions to cause or affect a violation of the ambient air quality standards for PM_{10} and $PM_{2.5}$. The results of the analyses indicate that the increases in PM_{10} and $PM_{2.5}$ emissions during construction would not exceed the SCAQMD-recommended significance thresholds at sensitive receptors in proximity to the Project Site. Additionally, the Project's maximum potential NO_X and CO daily emissions during construction were analyzed to ascertain potential effects on localized concentrations and to determine if there is a potential for such emissions to cause or affect a violation of an applicable ambient air quality standard. As shown in Table IV.B-5 on page IV.B-32, CO and NO_X would not exceed the SCAQMD-recommended significance thresholds and would not have a long-term impact on the region's ability to meet State and federal air quality standards. Therefore, Project construction would not result in a significant impact with regard to localized air quality.

Because the Project would not introduce any substantial stationary sources of emissions, CO is the preferred benchmark pollutant for assessing local area air quality impacts from post-construction motor vehicle operations. Based on methodologies set forth by the SCAQMD, one measure of local area air quality impacts that can indicate whether the Project would cause or affect a violation of an air quality standard would be based on the estimated CO concentrations at selected receptor locations located in close proximity to the Project Site. As indicated earlier, no intersections met the SCAQMD criteria requiring a CO hotspot analysis, and impacts would be less than significant. Therefore, no violations of the State and federal CO standards are projected to occur.

As discussed above, a screening-level analysis of potential localized operational impacts from on-site activities was conducted. Based on the analysis, localized CO, NO_2, PM_{10}, and $PM_{2.5}$ operational impacts would be less than significant.

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the Air Basin focuses on the attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the Project exceeds the assumptions utilized in preparing the forecasts presented in the AQMP. Determining whether or not a Project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with the population, housing, and employment growth projections; (2) Project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis of each of these three criteria.

- Is the project consistent with the population, housing, and employment growth projections upon which AQMP forecasted emission levels are based?

A project is consistent with the AQMP in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2012 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City of Los Angeles General Plan and SCAG's *Regional Transportation Plan (RTP)*.[26] In April 2012, SCAG adopted the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (2012–2035 RTP/SCS), which is included in the 2012 AQMP. The 2012–2035 RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts which are adopted by SCAG's Regional Council are based on the local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review. For purposes of using the most current available data, the 2012–2035 RTP/SCS data were used in this analysis. Please refer to Section IV.H, Land Use, of this Draft EIR for additional information regarding the Project's consistency with the 2012–2035 RTP/SCS.

According to SCAG's 2012–2035 RTP/SCS, the forecasted employment for the City of Los Angeles Subregion will grow by approximately 75,448 jobs between 2014 and 2020.[27] The Project would generate approximately 85 net new employees. Thus, Project employment would account for 0.1 percent of the employment growth forecasted by SCAG in the City of Los Angeles Subregion between 2014 and 2020. Such levels of employment growth are consistent with the employment forecasts for the subregion as adopted by SCAG. Because these same projections form the basis of the 2012 AQMP, it can be concluded that the Project would be consistent with the projections in the AQMP.

- Does the project implement all feasible air quality mitigation measures?

The Project would comply with all applicable regulatory standards as required by the SCAQMD, as summarized above. The Project design would also support and promote environmental sustainability as described in Section II, Project Description, of this Draft EIR. While these features are designed primarily to reduce greenhouse gas emissions, they would also serve to reduce the criteria air pollutants discussed herein. Furthermore,

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[26] *While the Ford Theatres are owned and operated by the County of Los Angeles, the Project Site is located within the City of Los Angeles. Accordingly, employment growth rates for the City of Los Angeles were used for purposes of evaluating whether development of the Project would be consistent with forecasts which were adopted by SCAG.*

[27] *Based on a linear interpolation of 2010–2020 data.*

no significant air quality impacts would occur. As such, the Project meets this AQMP consistency criterion.

- To what extent is project development consistent with the land use policies set forth in the AQMP?

With regard to land use developments such as the Project, air quality policies focus on the reduction of vehicle trips and vehicle miles traveled. As discussed in Section IV.H, Land Use, of the Draft EIR, the Project would serve to implement a number of air quality-related policies upheld by the County of Los Angeles and SCAG. The Project is designed to reduce vehicle trips through transit and internal trip capture. During events, parking is available at the Universal City/Studio City Metro Red Line Station, where a shuttle is provided to and from the Project. Also, the Project would result in a 50 percent internal trip capture reduction for restaurant uses and a 15 percent transit reduction for visitors and employees that would use transit. Implementation of these sustainability features in return contributes to a reduction in air quality emissions via a reduction in vehicle trips and vehicle miles traveled. As the Project implements the SCAQMD's objective of reducing vehicle miles traveled and related vehicular air emissions, the Project would be consistent with AQMP land use policies.

In conclusion, the determination of AQMP consistency is primarily based on the long-term influence of the Project on air quality in the Air Basin. Project development would not have a significant short-term or long-term impact on the region's ability to meet State and federal air quality standards. Also, the Project would be consistent with the goals and policies of the AQMP for the control of fugitive dust. As discussed above, the Project's long-term influence would also be consistent with the goals and policies of the AQMP. Therefore, the Project is considered consistent with the SCAQMD's AQMP.

4. Cumulative Impacts

a. Construction

With respect to the Project's construction-period air quality emissions and cumulative Basin-wide conditions, the SCAQMD has developed strategies (e.g., SCAQMD Rule 403) to reduce criteria pollutant emissions outlined in the AQMP pursuant to Federal CAA mandates. The Project would comply with all applicable regulatory requirements, including SCAQMD Rule 403 requirements, as discussed above. In addition, the Project would comply with adopted AQMP emissions control measures. Per SCAQMD rules and mandates as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, all construction projects Basin-wide would comply with these same

requirements (i.e., SCAQMD Rule 403 compliance) and would also implement all feasible mitigation measures when significant impacts are identified.

According to the SCAQMD, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. Construction-related daily emissions at the Project Site would not exceed any of the SCAQMD's regional or localized significance thresholds. Thus, the Project's contribution to cumulative construction-related regional emissions would not be cumulatively considerable and therefore would be less than significant. Construction of the Project also would have a less-than-significant impact with regard to localized emissions. Therefore, the Project's contribution to cumulative air quality impacts due to localized emissions would also not be cumulatively considerable and therefore would be less than significant.

Similar to the Project, the greatest potential for TAC emissions at each related project would generally involve diesel particulate emissions associated with heavy equipment operations during demolition and grading/excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Construction activities at each related project would not result in a long-term (i.e., 70-year) substantial source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities which occur over relatively short durations. As such, cumulative toxic emission impacts during construction would be less than significant.

Also similar to the Project, potential sources that may emit odors during construction activities at each related project would include the use of architectural coatings and solvents. SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings and solvents. Via mandatory compliance with SCAQMD Rules, it is anticipated that construction activities or materials used in the construction of the related projects would not create objectionable odors. Thus, odor impacts from the related projects are anticipated to be less than significant individually, as well as cumulatively in conjunction with the Project.

b. Operation

According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific

impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. Operational emissions from the Project would not exceed any of the SCAQMD's regional or localized significance thresholds during Project build-out (2020) or under existing conditions (2014). Therefore, the emissions of non-attainment pollutants and precursors generated by Project operation would not be cumulatively considerable.

With respect to TAC emissions, neither the Project nor any of the related projects (which are largely residential, retail/commercial, and office uses), would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. The Project and related projects would be consistent with the recommended screening level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, and the Project and related projects would not result in a cumulative impact requiring further evaluation. However, the Project and each of the related projects would likely generate minimal TAC emissions related to the use of consumer products and landscape maintenance activities, among other things. Pursuant to California Assembly Bill 1807, which directs the CARB to identify substances as TACs and adopt ATCMs to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. In addition, the Project would not result in any substantial sources of TACs that have been identified by the California Air Resources Board's Land Use Guidelines, and thus, would not result in a cumulatively considerable impact.

c. Odors

With respect to potential odor impacts, neither the Project nor any of the related projects (which are primarily residential, retail, and office uses) have a high potential to generate odor impacts.[28] Furthermore, any related project that may have a potential to generate objectionable odors would be required by SCAQMD Rule 402 (Nuisance) to implement BACT to limit potential objectionable odor impacts to a less-than-significant level. Thus, potential odor impacts from related projects are anticipated to be less than significant. The Project would not result in odor impacts, and, thus, would not have a cumulatively considerable impact.

[28] *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.*

5. Mitigation Measures

Project-level and cumulative impacts with regard to air quality would be less than significant. Therefore, no mitigation measures are required.

6. Conclusion

Project-level and cumulative impacts with regard to air quality would be less than significant.

IV. Environmental Impact Analysis
C. Greenhouse Gas Emissions

1. Introduction

This section provides a discussion of global climate change, existing regulations pertaining to global climate change, an inventory of the approximate greenhouse gas (GHG) emissions that would result from the Project, and an analysis of the significance of the impact of these GHGs. Calculation worksheets, assumptions, and model outputs used in the analysis are contained in Appendix D of this Draft EIR.

2. Environmental Setting

Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation, and storms. Global warming, a related concept, is the observed increase in average temperature of the Earth's surface and atmosphere. One identified cause of global warming is an increase of GHGs in the atmosphere. GHGs are those compounds in the Earth's atmosphere that play a critical role in determining the Earth's surface temperature.

The Earth's natural warming process is known as the "greenhouse effect." It is called the greenhouse effect because the Earth and the atmosphere surrounding it are similar to a greenhouse with glass panes in that the glass allows solar radiation (sunlight) into the Earth's atmosphere, but prevents radiative heat from escaping, thus warming the Earth's atmosphere. Some levels of GHGs keep the average surface temperature of the Earth close to a hospitable 60 degrees Fahrenheit. However, it is believed that excessive concentrations of anthropogenic GHGs in the atmosphere can result in increased global mean temperatures, with associated adverse climatic and ecological consequences.

Scientists studying the particularly rapid rise in global temperatures have determined that human activity has resulted in increased emissions of GHGs, primarily from the burning of fossil fuels (from motor vehicle travel, electricity generation, consumption of natural gas, industrial activity, manufacturing, etc.), deforestation, agricultural activity, and the decomposition of solid waste. Scientists refer to the global warming context of the past

century as the "enhanced greenhouse effect" to distinguish it from the natural greenhouse effect.[1]

Changes in atmospheric concentrations of GHGs and aerosols, land cover, and solar radiation alter the energy balance of the climate system. Global GHG emissions due to human activities have grown since pre-industrial times, with an increase of 70 percent between 1970 and 2004. The annual emissions of carbon dioxide (CO_2) grew by about 80 percent between 1970 and 2004. Atmospheric concentrations of CO_2 and methane (CH_4) in 2005 exceed by far the natural range over the last 650,000 years. Global increases in CO_2 concentrations are due primarily to fossil fuel use, with land-use change providing another significant but smaller contribution. Studies have concluded that it is very likely that the observed increase in CH_4 concentration is predominantly due to agriculture and fossil fuel use.[2]

In August 2007, international climate talks held under the auspices of the United Nations Framework Convention on Climate Change (UNFCCC) led to the official recognition by the participating nations that global emissions of GHG must be reduced. According to the "Ad Hoc Working Group on Further Commitments of Annex I Parties under the Kyoto Protocol," avoiding the most catastrophic events forecast by the United Nations Intergovernmental Panel on Climate Change (IPCC) would entail emissions reductions by industrialized countries in the range of 25 to 40 percent below 1990 levels. Because of the Kyoto Protocol's Clean Development Mechanism, which gives industrialized countries credit for financing emission-reducing projects in developing countries, such an emissions goal in industrialized countries could ultimately spur efforts to cut emissions in developing countries, as well.[3]

As reported by SCAG: "Global warming poses a serious threat to the economic well-being, public health and natural environment in southern California and beyond. The potential adverse impacts of global warming include, among others, a reduction in the quantity and quality of water supply, a rise in sea level, damage to marine and other ecosystems, and an increase in the incidences of infectious diseases. Over the past few decades, energy intensity of the national and State economy has been declining due to the shift to a more service-oriented economy. California ranked fifth lowest among the states in CO_2 emissions from fossil fuel consumption per unit of Gross State Product. However, in terms of total CO_2 emissions, California is second only to Texas in the nation and is the

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1 *Climate Change 101: Understanding and Responding to Global Climate Change, published by the Pew Center on Global Climate Change and the Pew Center on the States.*

2 *Ibid.*

3 *United Nations Framework Convention on Climate Change, Press Release—Vienna UN Conference Shows Consensus on Key Building Blocks for Effective International Response to Climate Change, August 31, 2007.*

12th largest source of climate change emissions in the world, exceeding most nations. The SCAG region, with close to half of the State's population and economic activities, is also a major contributor to the global warming problem."[4]

a. GHG Background

By definition, GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3).[5] Carbon dioxide is the most abundant GHG. Other GHGs are less abundant, but have higher global warming potential than CO_2. Thus, emissions of other GHGs are frequently expressed in the equivalent mass of CO_2, denoted as CO_2e. Forest fires, decomposition, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions. A general description of the GHGs discussed is provided in Table IV.C-1 on page IV.C-4.

Global Warming Potentials (GWPs) are one type of simplified index based upon radiative properties that can be used to estimate the potential future impacts of emissions of different gases upon the climate system in a relative sense. GWP is based on a number of factors, including the radiative efficiency (heat-absorbing ability) of each gas relative to that of CO_2, as well as the decay rate of each gas (the amount removed from the atmosphere over a given number of years) relative to that of CO_2. A summary of the atmospheric lifetime and GWP of selected gases is presented in Table IV.C-2 on page IV.C-5. As indicated below, GWP range from 1 to 22,800.

b. Projected Impacts of Global Warming in California

According to the 2006 California Climate Action Team (CAT) Report, temperature increases arising from increased GHG emissions potentially could result in a variety of impacts to the people, economy, and environment of California associated with a projected increase in extreme conditions, with the severity of the impacts depending upon actual future emissions of GHGs and associated warming. If emissions from GHGs are not reduced substantially, the warming increase could have the following consequences in California:[6]

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[4] *Southern California Association of Governments, The State of the Region—Measuring Regional Progress, December 2006, p. 121.*

[5] *As defined by California AB32 and SB104.*

[6] *California Environmental Protection Agency, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006, p. 11.*

Table IV.C-1
Description of Identified Greenhouse Gases

Greenhouse Gas	General Description
Carbon Dioxide (CO_2)	An odorless, colorless GHG, which has both natural and anthropocentric sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (human caused) sources of carbon dioxide are burning coal, oil, natural gas, and wood.
Methane (CH_4)	A flammable gas and is the main component of natural gas. When one molecule of methane is burned in the presence of oxygen, one molecule of carbon dioxide and two molecules of water are released. There are no ill health effects from methane. A natural source of methane is the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain methane, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and cattle.
Nitrous Oxide (N_2O)	A colorless GHG. High concentrations can cause dizziness, euphoria, and sometimes slight hallucinations. Nitrous oxide is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used in rocket engines, race cars, and as an aerosol spray propellant.
Hydrofluorocarbons (HFCs)	Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. Because they destroy stratospheric ozone, the production of CFCs was stopped as required by the Montreal Protocol in 1987. HFCs are synthetic man-made chemicals that are used as a substitute for CFCs as refrigerants. HFCs deplete stratospheric ozone, but to a much lesser extent than CFCs.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above the earth's surface are able to destroy the compounds. PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane and hexafluoroethane. The two main sources of PFCs are primary aluminum production and semiconductor manufacture.
Sulfur Hexafluoride (SF_6)	An inorganic, odorless, colorless, non-toxic, and nonflammable gas. SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Source: Association of Environmental Professionals, Alternative Approaches to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents, Final, June 29, 2007.

Table IV.C-2
Atmospheric Lifetimes and Global Warming Potentials

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100-year time horizon)
Carbon Dioxide	50–200	1
Methane	12 (+/-3)	25
Nitrous Oxide	114	298
HFC-23	270	14,800
HFC-134a	14	1,430
HFC-152a	1.4	124
PFC-14: Tetrafluoromethane (CF_4)	50,000	7,390
PFC-116: Hexafluoroethane (C_2F_6)	10,000	12,200
Sulfur Hexafluoride (SF_6)	3,200	22,800

Source: IPCC, 2007, www.ipcc.ch/publications_and_data/ar4/wg1/en/ch2s2-10-2.html, accessed February 12, 2013.

- The Sierra snowpack would decline between 70 and 90 percent, threatening California's water supply;
- Attainment of air quality standards would be impeded by increasing emissions, accelerating chemical processes, and raising inversion temperatures during stagnation episodes;
- Erosion of California's coastlines would increase as well as sea water intrusion;
- Pest infestation and vulnerability to fires of the State's forests would increase; and
- Rising temperatures would increase power demand, especially in the summer season.

With regards to public health, as reported by the Center for Health and the Global Environment at the Harvard Medical School, the following are examples of how climate change can affect cardio-respiratory disease: (1) pollen is increased by higher levels of atmospheric CO_2; (2) ground-level ozone or photochemical smog, which is the reaction of oxides of nitrogen (NO_X) and VOC and which are "tailpipe emissions," is temperature dependent (i.e., heat increases smog); ground-level ozone, which is also increased by higher levels of ultraviolet B radiation from stratospheric ozone depletion, has been shown to cause asthma in children and to trigger attacks and causes increased morbidity and mortality in those with chronic obstructive pulmonary disease; (3) heat waves can result in temperature inversions, leading to trapped masses or unhealthy air contaminants by smog,

particulates, and other pollutants; and (4) the incidence of forest fires is increased by drought secondary to climate change and to the lack of spring runoff from reduced winter snows; these fires can create smoke and haze which can settle over urban populations causing acute and exacerbating chronic respiratory illness.[7]

c. Regulatory Framework

In response to growing scientific and political concern with global climate change, Federal and State entities have adopted a series of laws to reduce emissions of GHGs to the atmosphere.

(1) Federal

(a) Federal Clean Air Act

The U.S. Supreme Court ruled in *Massachusetts v. Environmental Protection Agency*, 127 S.Ct. 1438 (2007), that CO_2 and other GHGs are pollutants under the federal Clean Air Act, which the USEPA must regulate if it determines they pose an endangerment to public health or welfare. The U.S. Supreme Court did not mandate that the USEPA enact regulations to reduce GHG emissions. Instead, the court found that the USEPA could avoid taking action if it found that GHGs do not contribute to climate change or if it offered a "reasonable explanation" for not determining that GHGs contribute to climate change.

On April 17, 2009, the USEPA issued a proposed finding that GHGs contribute to air pollution that may endanger public health or welfare. On April 24, 2009, the proposed rule was published in the Federal Register under Docket ID No. EPA-HQ-OAR-2009-0171. The USEPA stated that high atmospheric levels of GHGs "are the unambiguous result of human emissions, and are very likely the cause of the observed increase in average temperatures and other climatic changes." The USEPA further found that "atmospheric concentrations of greenhouse gases endanger public health and welfare within the meaning of Section 202 of the Clean Air Act." The findings were signed by the Administrator on December 7, 2009. The final findings were published in the Federal Register on December 15, 2009. The final rule was effective on January 14, 2010.[8] While these findings alone do not impose any

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[7] *Epstein, Paul R. et al., Urban Indicators of Climate Change, Report from the Center for Health and the Global Environment, Harvard Medical School and the Boston Public Health Commission, August 2003, unpaginated.*

[8] *United States Environmental Protection Agency website, Climate Change (www.epa.gov/climate-change/endangerment.html).*

requirements on industry or other entities, this action is a prerequisite to regulatory actions by the EPA, including but not limited to GHG emissions standards for light-duty vehicles.

On July 20, 2011, the EPA published its final rule deferring GHG permitting requirements for carbon dioxide emission from biomass-fired and other biogenic sources until July 21, 2014. Environmental groups have challenged the deferral. In September 2011, EPA released an "Accounting Framework for Biogenic CO_2 Emissions from Stationary Sources," which analyzes accounting methodologies and suggests an implementation for biogenic carbon dioxide emitted from stationary sources.

On April 4, 2012, EPA published a proposed rule to establish, for the first time, a new source performance standard for GHG emissions. Under the proposed rule, new fossil fuel–fired electric generating units larger than 25 MW are required to limit emissions to 1,000 pounds CO_2/MWh on an average annual basis, subject to certain exceptions. In addition, on April 17, 2012, EPA issued emission rules for oil production and natural gas production and processing operations.

(b) Federal Corporate Average Fuel Economy Standards

In response to the *Massachusetts v. Environmental Protection Agency* ruling, President Bush issued an executive order on May 14, 2007, directing the USEPA , the United States Departments of Transportation (USDOT), and the USDOE to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. On December 19, 2007, the Energy Independence and Security Act of 2007 (H.R. 6; Pub. L. 110-140) was signed into law.

The Energy Independence and Security Act of 2007 created new federal requirements for increases in fleet-wide fuel economy for passenger vehicles and light trucks. The federal legislation requires a fleet-wide average of 35 miles per gallon to be achieved by 2020. The National Highway Traffic Safety Administration is directed to phase in requirements to achieve this goal. Analysis by the California Air Resources Board (CARB) suggests that attainment of this goal will require an annual improvement of approximately 3.4 percent between 2007 and 2020.[9] In addition to setting increased CAFE standards for motor vehicles, the Energy Independence and Security Act of 2007 included other provisions: (1) renewable fuel standard (Section 202); (2) appliance and lighting efficiency standards (Sections 301–325); and (3) building energy efficiency (Sections 411–441). Additional provisions addressed energy savings in government and

[9] *CARB comparison between Pavley Assembly Bill 1493 and the Federal 2007 CAFE standards (www.arb.ca.gov/cc/ccms/ab1493_v_cafe_study.pdf).*

public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."

On July 1, 2009, the EPA granted California a waiver which enables the state to enforce stricter tailpipe emissions on new motor vehicles. In addition, on May 19, 2009, President Obama announced a new National Fuel Efficiency Policy aimed at increasing fuel economy and reducing GHG pollution.[10] On September 15, 2009, the EPA and the Department of Transportation's National Highway Traffic Safety Administration issued a joint proposal to establish a national program consisting of new standards for model year 2012 through 2016 light-duty vehicles that will reduce GHG emissions and improve fuel economy. The proposed standards would be phased in and would require passenger cars and light-duty trucks to comply with a declining emissions standard. In 2012, passenger cars and light-duty trucks would have to meet an average emissions standard of 295 grams of CO_2 per mile and 30.1 miles per gallon. By 2016, the vehicles would have to meet an average standard of 250 grams of CO_2 per mile and 35.5 miles per gallon.

(2) State

(a) California Assembly Bill 1493

Assembly Bill 1493, passed in 2002, requires the development and adoption of regulations to achieve "the maximum feasible reduction of greenhouse gases" emitted by noncommercial passenger vehicles, light-duty trucks, and other vehicles used primarily for personal transportation in the State. CARB originally approved regulations to reduce GHGs from passenger vehicles in September 2004, with the regulations to take effect in 2009. On September 24, 2009, CARB adopted amendments to these "Pavley" regulations that reduce GHG emissions in new passenger vehicles from 2009 through 2016.[11] Although setting emission standards on automobiles is solely the responsibility of the EPA, the Federal Clean Air Act allows California to set state-specific emission standards on automobiles if the state first obtains a waiver from the EPA. As stated above, the EPA granted California that waiver on July 1, 2009. A comparison between the Assembly Bill 1493 standards and the Federal Corporate Average Fuel Economy was completed by CARB and is available at www.arb.ca.gov/cc/ccms/reports/ab1493_v_cafe_study.pdf. The emission standards become increasingly more stringent through the 2016 model year. California is also committed to further strengthening these standards beginning with 2020 model year vehicles to obtain a 45-percent GHG reduction in comparison to the 2009 model year.

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[10] *The White House, Office of the Press Secretary, May 19, 2009, (www.whitehouse.gov/the_press_office/President-Obama-Announces-National-Fuel-Efficiency-Policy/).*

[11] *Clean Car Standards—Pavley, Assembly Bill 1493, available at www.arb.ca.gov/cc/ccms/ccms.htm.*

(b) Executive Order S-1-07 (California Low Carbon Fuel Standard)

Executive Order S-1-07, the Low Carbon Fuel Standard (issued on January 18, 2007), requires a reduction of at least 10 percent in the carbon intensity of California's transportation fuels by 2020. Regulatory proceedings and implementation of the Low Carbon Fuel Standard have been directed to CARB. The Low Carbon Fuel Standard has been identified by CARB as a discrete early action item in the adopted *Climate Change Scoping Plan* (discussed in Section IV.C.2.2.c(2)(e) (below). CARB expects the Low Carbon Fuel Standard to achieve the minimum 10-percent reduction goal; however, many of the early action items outlined in the *Climate Change Scoping Plan* work in tandem with one another. To avoid the potential for double-counting emission reductions associated with AB 1493 (see previous discussion), the *Climate Change Scoping Plan* has modified the aggregate reduction expected from the Low Carbon Fuel Standard to 9.1 percent. In accordance with the *Climate Change Scoping Plan*, this analysis incorporates the modified reduction potential for the Low Carbon Fuel Standard. CARB released a draft version of the Low Carbon Fuel Standard in October 2008. The final regulation was approved by the Office of Administrative Law and filed with the Secretary of State on January 12, 2010; the Low Carbon Fuel Standard became effective on the same day.

(c) Executive Order S-3-05

Executive Order S-3-05, issued in June 2005, established GHG emissions targets for the State, as well as a process to ensure the targets are met. The order directed the Secretary for California EPA to report every two years on the State's progress toward meeting the Governor's GHG emission reduction targets. As a result of this executive order, the California Climate Action Team (CAT), led by the Secretary of the California EPA, was formed. The CAT is made up of representatives from a number of State agencies and was formed to implement global warming emission reduction programs and reporting on the progress made toward meeting statewide targets established under the Executive Order. The CAT reported several recommendations and strategies for reducing GHG emissions and reaching the targets established in the Executive Order.[12] The statewide GHG targets are as follows:

- By 2010, reduce to 2000 emission levels;
- By 2020, reduce to 1990 emission levels; and
- By 2050, reduce to 80 percent below 1990 levels.

[12] *California Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006.*

The CAT stated that smart land use is an umbrella term for strategies that integrate transportation and land-use decisions. Such strategies generally encourage jobs/housing proximity, promote transit-oriented development (TOD), and encourage high-density residential/commercial development along transit corridors. These strategies develop more efficient land-use patterns within each jurisdiction or region to match population increases, workforce, and socioeconomic needs for the full spectrum of the population. "Intelligent transportation systems" is the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and the movement of people, goods, and service.[13]

(d) California Global Warming Solutions Act of 2006 (AB 32)

The California Global Warming Solutions Act of 2006 (also known as AB 32) commits the State to achieving the following:

- By 2010, reduce to 2000 GHG emission levels; and
- By 2020, reduce to 1990 levels.

To achieve these goals which are consistent with the CAT GHG targets for 2010 and 2020, AB 32 mandates that CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce statewide GHG emissions from stationary sources consistent with the CAT strategies, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. Many of the regulations required to meet the goals under AB 32 have been adopted and were to be implemented no later than January 1, 2012.[14]

(e) Climate Change Scoping Plan

In 2008, CARB approved a *Climate Change Scoping Plan* as required by AB 32.[15] The *Climate Change Scoping Plan* proposes a "comprehensive set of actions designed to reduce overall carbon GHG emissions in California, improve our environment, reduce our

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[13] *California Environmental Protection Agency, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006, p. 58.*

[14] *CARB's list of discrete early action measures that could be adopted and implemented before January 1, 2010, was approved on June 21, 2007. The three adopted discrete early action measures are: (1) a low-carbon fuel standard, which reduces carbon intensity in fuels state-wide; (2) reduction of refrigerant losses from motor vehicle air conditioning system maintenance; and (3) increased methane capture from landfills, which includes requiring the use of state-of-the-art capture technologies.*

[15] *Climate Change Proposed Scoping Plan was approved by CARB on December 11, 2008.*

dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health."[16] The *Climate Change Scoping Plan* has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program.

The *Climate Change Scoping Plan* calls for a "coordinated set of solutions" to address all major categories of GHG emissions. Transportation emissions will be addressed through a combination of higher standards for vehicle fuel economy, implementation of the Low Carbon Fuel Standard, and greater consideration to reducing trip length and generation through land use planning and transit-oriented development. Buildings, land use, and industrial operations will be encouraged and, sometimes, required to use energy more efficiently. Utility energy supplies will change to include more renewable energy sources through implementation of the Renewables Portfolio Standard.[17] Additionally, the *Climate Change Scoping Plan* emphasizes opportunities for households and businesses to save energy and money through increasing energy efficiency. It indicates that substantial savings of electricity and natural gas will be accomplished through "improving energy efficiency by 25 percent."

The *Climate Change Scoping Plan* identifies a number of specific issues relevant to the Project including:

- The potential of using the green building framework as a mechanism which could enable GHG emissions reductions in other sectors (i.e., electricity, natural gas), noting that:

  > "A Green Building strategy will produce greenhouse gas saving through buildings that exceed minimum energy efficiency standards, decrease consumption of potable water, reduce solid waste during construction and operation, and incorporate sustainable materials. Combined these measures can also contribute to healthy indoor air quality, protect human health and minimize impacts to the environment."

- The importance of supporting the Department of Water Resources' work to implement the Governor's objective to reduce per capita water use by 20 percent by 2020. Specific measures to achieve this goal include water use efficiency,

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[16] *Climate Change Scoping Plan, CARB, December 2008, www.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm.*

[17] *For a discussion of Renewables Portfolio Standard, refer to subsection 2(d), California Renewables Portfolio Standard.*

water recycling, and reuse of urban runoff. The *Climate Change Scoping Plan* notes that water use requires significant amounts of energy, including approximately one-fifth of state-wide electricity.

- Encouraging local governments to set quantifiable emission reduction targets for their jurisdictions and use their influence and authority to encourage reductions in emissions caused by energy use, waste and recycling, water and wastewater systems, transportation, and community design.

Subsequent to adoption of the *Climate Change Scoping Plan*, a lawsuit was filed challenging CARB's approval of the *Climate Change Scoping Plan Functional Equivalent Document* (*FED to the Climate Change Scoping Plan*). On May 20, 2011 (Case No. CPF-09-509562), the court found that the environmental analysis of the alternatives in the *FED to the Climate Change Scoping Plan* was not sufficient under CEQA. CARB staff prepared a revised and expanded environmental analysis of the alternatives and the *Supplemental FED to the Climate Change Scoping Plan* was approved on August 24, 2011 (*Supplemental FED*). The *Supplemental FED* indicated that there is the potential for adverse environmental impacts associated with implementation of the various GHG emission reduction measures recommended in the *Climate Change Scoping Plan*.

Forecasting the amount of emissions that would occur in 2020 if no actions are taken was necessary to assess the scope of the reductions California has to make to return to the 1990 emissions level by 2020 as required by AB 32. The no-action scenario is known as "business-as-usual" or BAU. The California Air Resources Board originally defined the BAU scenario as emissions in the absence of any GHG emission reduction measures discussed in the Climate Change Scoping Plan.

As part of the *Supplemental FED*, CARB updated the projected 2020 BAU emissions inventory based on current economic forecasts (i.e., as influenced by the economic downturn) and emission reduction measures already in place, replacing its prior 2020 BAU emissions inventory. CARB staff derived the updated emissions estimates by projecting emissions growth, by sector, from the state's average emissions from 2006–2008. Specific emission reduction measures included are the million-solar-roofs program, the AB 1493 (Pavley I) motor vehicle GHG emission standards, and the Low Carbon Fuels Standard.[18] In addition, CARB has factored into the 2020 BAU inventory emissions reductions associated with 33-percent Renewable Energy Portfolio Standard (RPS) for

[18] *Pavley I are the first GHG standards in the nation for passenger vehicles and took effect for model years starting in 2009 to 2016. Pavley I could potentially result in 27.7 million metric tons CO_2e reduction in 2020. Pavley II will cover model years 2017 to 2025 and potentially result in an additional reduction of 4.1 million metric tons CO_2e.*

electricity generation. The updated BAU estimate of 507 million metric tons CO_2e by 2020 requires a reduction of 80 million metric tons CO_2e, or a 16-percent reduction below the estimated BAU levels to return to 1990 levels (i.e., 427 million metric tons CO_2e) by 2020.[19,20]

The CARB 2020 BAU projection for GHG emissions in California was originally estimated to be 596 million metric tons carbon dioxide equivalent ($MMTCO_2e$). The updated CARB 2020 BAU projection in the *Supplemental FED* is approximately 545 $MMTCO_2e$.[21, 22] Considering the updated BAU estimate of 545 $MMTCO_2e$ by 2020, CARB estimates a 21.7-percent reduction below the estimated statewide BAU levels is necessary to return to 1990 emission levels (i.e., 427 $MMTCO_2e$) by 2020, instead of the approximate 28.4-percent BAU reduction previously reported under the original Climate Change Scoping Plan (2008). CARB also provided a lower 2020 BAU inventory forecast of approximately 507 $MMTCO_2e$, which took credit for certain GHG emission reduction measures already in place. When this lower forecast is used, the necessary reduction from BAU is approximately 16 percent. Section IV.C.3.b.3 herein contains additional discussion of the *Supplemental FED*, the updated BAU estimate, and the required reduction from BAU to meet AB 32's mandate. CARB is required to update the AB 32 Scoping Plan every five years. On February 10, 2014, CARB released a Draft Update to the AB 32 Scoping Plan that highlights California's progress toward meeting the 2020 GHG emission reduction mandate and builds upon the original Climate Change Scoping Plan (2008) with new strategies and recommendations. The Draft Update also defines CARB's climate change priorities for the next five years and sets the groundwork to reach California's long-term climate goals.[23]

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[19] *CARB, Supplement to the AB 32 Scoping Plan FED, Table 1.2-2, Updated 2020 Business-as-Usual Emissions Forecast, www.arb.ca.gov/cc/scopingplan/document/final_supplement_to_sp_fed.pdf.*

[20] *The emissions and reductions estimates found in the Supplemental FED to the Climate Change Scoping Plan fully replace the estimates published in the 2008 Climate Change Scoping Plan. See CARB, Resolution 11-27 (Aug. 24, 2011) (setting aside approval of 2008 Climate Change Scoping Plan and associated emissions forecasts, and approving the Supplemental FED).*

[21] *CARB, Attachment D, Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (Aug. 19, 2011), www.arb.ca.gov/cc/scopingplan/document/final_supplement_to_sp_fed.pdf.*

[22] *CARB, Status of Scoping Plan Measures (2011), www.arb.ca.gov/cc/scopingplan/sp_measures_implementation_timeline.pdf.*

[23] *CARB, Draft Proposed First update to the Climate Change Scoping Plan (February 10, 2014), www.arb.ca.gov/cc/scopingplan/2013_update/draft_proposed_first_update.pdf.*

(f) California Renewables Portfolio Standard

The California Renewables Portfolio Standard (RPS) program (2002, Senate Bill [SB] 1078) requires that 20 percent of the available energy supplies are from renewable energy sources by 2017. In 2006, SB 107 accelerated the 20 percent mandate to 2010. These mandates apply directly to investor-owned utilities. On April 12, 2011, California Governor Jerry Brown signed into law Senate Bill 2X, which modified California's RPS program to require that both public and investor-owned utilities in California receive at least 33 percent of their electricity from renewable sources by the year 2020. California Senate Bill 2X also requires regulated sellers of electricity to meet an interim milestone of procuring 25 percent of their energy supply from certified renewable resources by 2016. These levels of reduction are consistent with the Los Angeles Department of Water and Power's (LADWP) commitment to achieve 35 percent renewables by 2020.

In 2011, LADWP indicated that 20 percent of its electricity came from renewable resources in Year 2010. Therefore, under Senate Bill 2X, LADWP must increase its electricity from renewable resources by an additional 13 percent to comply with the RPS of 33 percent.[24]

(g) California Senate Bill 1368

California SB 1368, a companion bill to AB 32, requires the California Public Utilities Commission (CPUC) and the CEC to establish GHG emission performance standards for the generation of electricity. These standards will also generally apply to power that is generated outside of California and imported into the State. SB 1368 provides a mechanism for reducing the emissions of electricity providers, thereby assisting CARB to meet its mandate under AB 32. On January 25, 2007, the CPUC adopted an interim GHG Emissions Performance Standard, which is a facility-based emissions standard requiring that all new long-term commitments for baseload generation to serve California consumers be with power plants that have GHG emissions no greater than a combined cycle gas turbine plant. That level is established at 1,100 pounds of CO_2 per megawatt-hour. Further, on May 23, 2007, the CEC adopted regulations that establish and implement an identical Emissions Performance Standard of 1,100 pounds of CO_2 per megawatt-hour (see CEC Order No. 07-523-7).

(h) California Senate Bill 97

On June 19, 2008, the California Office of Planning and Research (OPR) released a technical advisory on addressing climate change. This guidance document outlines

[24] *Website www.ladwpnews.com/go/doc/1475/987799/.*

suggested components to CEQA disclosure: quantification of GHG emissions from a project's construction and operation; determination of significance of the project's impact to climate change; and if the project is found to be significant, the identification of suitable alternatives and mitigation measures.

California Senate Bill 97, passed in August 2007, is designed to work in conjunction with the California Environmental Quality Act (CEQA) and AB 32. Senate Bill 97 requires the OPR to prepare and develop guidelines for the mitigation of GHG emissions or the effects thereof, including but not limited to effects associated with transportation and energy consumption. These guidelines were required to be transmitted to the Resources Agency by July 1, 2009, to be certified and adopted by January 1, 2010. The OPR submitted the Proposed Draft Guideline Amendments for Greenhouse Gas Emissions to the Secretary for Natural Resources on April 13, 2009. The California Natural Resources Agency conducted formal rulemaking in 2009 and adopted the Guideline Amendments on December 30, 2009, which address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment.

However, neither a threshold of significance nor any specific mitigation measures are included or provided in these CEQA Guideline Amendments.[25] The Guideline Amendments require a lead agency to make a good-faith effort, based on the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. The Guideline Amendments give discretion to the lead agency whether to: (1) use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use; and/or (2) rely on a qualitative analysis or performance-based standards. Further, the Guideline Amendments identify three factors that should be considered in the evaluation of the significance of GHG emissions:

1. The extent to which a project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and

[25] *See 14 Cal. Code Regs. §§ 15064.7 (generally giving discretion to lead agencies to develop and publish thresholds of significance for use in the determination of the significance of environmental effects), 15064.4 (giving discretion to lead agencies to determine the significance of impacts from GHGs).*

3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.[26]

The administrative record of the promulgation of the Guidelines Amendments also clarify "that the effects of greenhouse gas emissions are cumulative, and should be analyzed in the context of California Environmental Quality Act's requirements for cumulative impact analysis."[27]

The California Natural Resources Agency is required to periodically update the guidelines to incorporate new information or criteria established by CARB pursuant to AB 32. Senate Bill 97 applies retroactively to any environmental impact report, negative declaration, mitigated negative declaration, or other document required by CEQA, which has not been finalized.

(i) California Senate Bill 375

Acknowledging the relationship between land use planning and transportation sector GHG emissions, California SB 375 was passed by the State Assembly on August 25, 2008, and signed by the Governor on September 30, 2008. This legislation links regional planning for housing and transportation with the GHG reduction goals outlined in AB 32. Reductions in GHG emissions would be achieved by, for example, locating employment opportunities close to transit. Under the bill, each Metropolitan Planning Organization would be required to adopt a Sustainable Community Strategy to encourage compact development so that the region will meet a target, created by CARB, for reducing GHG emissions.

Metropolitan Planning Organizations are required to identify strategies to reduce passenger vehicle miles traveled and trips that achieve these targets in a Sustainable Community Strategy. If the Sustainable Community Strategy is unable to achieve the regional GHG emissions reduction targets, than the Metropolitan Planning Organization is required to prepare an alternative planning strategy that shows how the GHG emissions reduction target could be achieved through alternative development patterns, infrastructure, and/or transportation measures. Metropolitan Planning Organizations have no land use authority at the local level as the majority of land use decisions are vested with local

[26] *14 Cal. Code Regs. § 15064.4(b).*

[27] *Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources (April 13, 2009).*

governments. Therefore, local-level participation in regional efforts will be critical to the success of any Sustainable Community Strategy or alternative planning strategy.

(j) Title 24 Energy Efficiency Standards

California's Energy Efficiency Standards for Residential and Nonresidential Buildings, located at Title 24, Part 6 of the California Code of Regulations and commonly referred to as "Title 24," were established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.[28]

An update to Title 24 was adopted by the CEC on April 23, 2008. The 2008 standards apply to building permits for which an application was submitted on or after January 1, 2010. The CEC adopted the 2008 changes to the Building Energy Efficiency Standards to respond to the mandates of AB 32 and to pursue California energy policy that energy efficiency is the resource of first choice for meeting California's energy needs.

The most recent amendments to Title 24 became effective January 1, 2014; however, effective date for the energy provisions was revised to July 1, 2014.[29] As such, the 2010 California Energy Code will remain in effect until July 1, 2014. The most recent amendments to Title 24 continue to improve upon the current standards for new construction of, and additions and alternations to, residential and nonresidential buildings to meet the mandates of AB 32 and to pursue California's energy policy that energy efficiency is the resource of first choice for meeting California's energy needs.[30]

(k) California Green Building Standards

The California Green Building Standards Code, which is Part 11 of the California Code of Regulations, is commonly referred to as the CALGreen Code. The 2008 edition, the first edition of the CALGreen Code, contained only voluntary standards. The 2010 CALGreen Code is a code with mandatory requirements for State-regulated buildings, and structures throughout California beginning on January 1, 2011. The 2010 CALGreen Code

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[28] *See www.energy.ca.gov/title24/ for additional information.*

[29] *California Energy Commission, Revised Effective Date for the 2013 California Building Energy Efficiency Standards, www.energy.ca.gov/title24/2013standards/2013_standards_revised_effective_date.html, accessed March 7, 2014.*

[30] *See www.energy.ca.gov/title24/2013standards/index.html.*

contains requirements for construction site selection, storm water control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation and more. The code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning which is a process for the verification that all building systems, like heating and cooling equipment and lighting systems are functioning at their maximum efficiency.

The 2013 CALGreen Code will go into effect on July 1, 2014. There are a number of important updates in the 2013 code, such as: (1) an extensive update of California`s Energy Code; (2) updated CALGreen-requirements for nonresidential building alterations and additions; and (3) new plumbing code provisions pertaining to greywater and rainwater catchments.

(3) Regional

(a) South Coast Air Quality Management District

The Southern California Air Quality Management District (SCAQMD) adopted a "Policy on Global Warming and Stratospheric Ozone Depletion" on April 6, 1990. The policy commits the SCAQMD to consider global impacts in rulemaking and in drafting revisions to the Air Quality Management Plan. In March 1992, the SCAQMD Governing Board reaffirmed this policy and adopted amendments to the policy to include the following directives:

- Phase out the use and corresponding emissions of chlorofluorocarbons, methyl chloroform (1,1,1-trichloroethane or TCA), carbon tetrachloride, and halons by December 1995;
- Phase out the large quantity use and corresponding emissions of hydrochlorofluorocarbons by the year 2000;
- Develop recycling regulations for hydrochlorofluorocarbons (e.g., SCAQMD Rules 1411 and 1415);
- Develop an emissions inventory and control strategy for methyl bromide; and
- Support the adoption of a California GHG emission reduction goal.

In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds.[31] Within its October 2008 document, the SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/ residential projects that emit greater than 3,000 metric tons per year. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for stationary source/industrial projects where the SCAQMD is lead agency. However, the SCAQMD has yet to adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects) and has formed a GHG Significance Threshold Working Group to further evaluate potential GHG significance thresholds.[32] SCAQMD's Working Group has not convened since the fall of 2010.

(b) Southern California Association of Governments

On April 4, 2012, the Regional Council of the Southern California Association of Governments (SCAG) adopted the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future (2012–2035 RTP/SCS). Within the RTP, the SCS demonstrates the region's ability to attain and exceed the GHG emission-reduction targets set forth by the ARB. The SCS outlines the region's plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the SCS maximizes current voluntary local efforts that support the goals of SB 375, as evidenced by several Compass Blueprint Demonstration Projects and various county transportation improvements. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures. Finally, the 2012–2035 RTP/SCS fully integrates the two subregional SCSs prepared by the Gateway Cities and Orange County Council of Governments. On June 4, 2012, CARB accepted SCAG's quantification of GHG emission reductions from the 2012–2035 RTP/SCS and the determination that the 2012–2035 RTP/SCS would, if implemented, achieve the 2020 and 2035 GHG emission reduction targets established by CARB.[33]

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[31] *Website www.aqmd.gov/hb/2008/December/081231a.htm (Attachment E).*

[32] *Website www.aqmd.gov/ceqa/handbook/GHG/GHG.html.*

[33] *CARB Executive Order G-12-039 (www.arb.ca.gov/cc/sb375/exec_order_scag_scs.pdf).*

(4) Local

(a) County of Los Angeles Community Climate Action Plan (CCAP)

Los Angeles County is in the process of developing a Community Climate Action Plan (CCAP) to mitigate and avoid GHG emissions associated with community (not municipal) activities in unincorporated Los Angeles County. The CCAP will address emissions from building energy land use and transportation, water consumption and waste generation, and lay out the County's path to a sustainable future that achieves identified GHG reductions. Ultimately, the CCAP and associated GHG reduction measures will be incorporated into the Los Angeles County General Plan 2035.

The draft CCAP was published for public review in January 2014. As it is a draft document, and has not yet been adopted by the County, this discussion is provided for informational purposes only.

(b) County of Los Angeles Green Building Ordinance

Three ordinances were adopted by the County in furtherance of its "Green Building Program" in October 2008, and became effective in January 2009. One of those ordinances, known as the green building standards ordinance, applied to four categories of development, with corresponding requirements for each: (1) small residential and nonresidential projects; (2) medium-sized residential projects; (3) medium-sized (i.e., 10,000 to 25,000 square feet) nonresidential, commercial, mixed-use, or first-time tenant improvement projects; and, (4) large nonresidential, commercial, mixed-use, or first-time tenant improvement projects greater than 25,000 square feet, and all new high-rise buildings greater than 75 feet in height.

In 2013, and in response to mandates set forth in CALGreen, the County adopted the Los Angeles County Green Building Standards Code (Title 31), which adopts and incorporates by reference specified provisions of the 2013 CALGreen Code.[34] The purpose of Title 31 is to facilitate sustainability via planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and, environmental air quality. Title 31 is currently being revised to provide clarity for the development community, ensure consistency with the State and other local agencies, and advance sustainable construction standards in the County.

[34] *The County's 2008 ordinances are being repealed, and the more recently adopted Title 31 requirements will apply to this Project.*

d. Existing Conditions

(1) Existing Statewide Greenhouse Gas Emissions

GHGs are the result of both natural and human-influenced activities. Regarding human-influenced activities, motor vehicle travel, consumption of fossil fuels for power generation, industrial processes, heating and cooling, landfills, agriculture, and wildfires are the primary sources of GHG emissions. Without human intervention, the Earth maintains an approximate balance between the emission of GHGs into the atmosphere and the storage of GHGs in oceans and terrestrial ecosystems. Events and activities, such as the industrial revolution and the increased combustion of fossil fuels (e.g., gasoline, diesel, coal, etc.), have contributed to the rapid increase in atmospheric levels of GHGs over the last 150 years. As reported by the California Energy Commission (CEC), California contributes 1.4 percent of global and 6.2 percent of national GHG emissions.[35] It should be noted that California represents approximately 12 percent of the national population. Approximately 80 percent of GHGs in California are carbon dioxide produced from fossil fuel combustion. The current California GHG inventory compiles statewide anthropogenic GHG emissions and sinks (carbon storage, such as from trees) from years 2004 to 2010. It includes estimates for CO_2, methane, nitrous oxide, sulfur hexafluoride, hydrofluorocarbons, and perfluorocarbons. The GHG inventory for California is presented in Table IV.C-3 on page IV.C-22.

(2) Existing Project Site Emissions

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 Arts Commission, and the Los Angeles Philharmonic. Other facility support spaces such as storage and maintenance areas and restrooms are also located throughout the Project Site. 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.

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[35] *California Energy Commission, Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004, CEC-600-2006-013, October 2006.*

Table IV.C-3
California GHG Inventory
(million metric tons CO_2e)

	2004	2005	2006	2007	2008	2009	2010
Transportation	**183.46**	**186.34**	**186.95**	**187.38**	**178.18**	**173.34**	**173.18**
On Road	*169.85*	*171.35*	*171.63*	*172.66*	*164.39*	*160.25*	*159.70*
Passenger Vehicles	134.66	134.83	134.71	134.93	129.37	127.69	126.99
Heavy Duty Trucks	35.19	36.52	36.93	37.74	35.02	32.56	32.70
Ships & Commercial Boats	*3.42*	*3.69*	*3.74*	*3.71*	*3.62*	*3.42*	*3.39*
Aviation (Intrastate)	*4.37*	*4.84*	*5.04*	*5.26*	*5.22*	*5.33*	*4.76*
Rail	*2.91*	*3.34*	*3.53*	*3.17*	*2.58*	*1.95*	*2.35*
Unspecified	*2.91*	*3.12*	*3.01*	*2.57*	*2.36*	*2.38*	*2.99*
Percent of Total Emissions	*37%*	*38%*	*39%*	*38%*	*36%*	*38%*	*38%*
Electric Power	**116.25**	**108.89**	**105.55**	**114.97**	**121.16**	**103.58**	**93.30**
In-State Generation	*50.20*	*46.08*	*50.87*	*55.15*	*55.34*	*55.53*	*49.70*
Natural Gas	42.40	38.11	43.07	47.12	48.02	48.90	43.10
Other Fuels	5.59	5.77	5.64	5.85	5.15	5.28	5.49
Fugitive and Process Emissions	2.21	2.19	2.16	2.19	2.16	1.36	1.11
Imported Electricity	*66.05*	*53.81*	*54.69*	*59.81*	*65.83*	*48.05*	*43.59*
Unspecified Imports	*32.92*	*30.02*	*27.96*	*32.73*	*37.93*	*14.99*	*13.45*
Specified Imports	*33.13*	*32.80*	*26.73*	*27.08*	*27.90*	*33.05*	*30.14*
Percent of Total Emissions	*24%*	*22%*	*22%*	*23%*	*25%*	*23%*	*21%*
Commercial and Residential	**42.83**	**41.18**	**41.85**	**42.07**	**42.39**	**42.61**	**43.89**
Residential Fuel Use	*29.45*	*28.18*	*28.55*	*28.70*	*29.03*	*28.65*	*29.38*
Natural Gas	27.37	25.97	26.59	26.72	26.66	26.30	27.03
Other Fuels	2.07	2.21	1.95	1.98	2.37	2.35	2.36
Commercial Fuel Use	*12.76*	*12.60*	*12.88*	*12.87*	*12.99*	*13.04*	*13.47*
Natural Gas	11.16	10.93	11.61	11.48	11.16	11.02	11.19
Other Fuels	1.60	1.67	1.27	1.39	1.83	2.02	2.29
Commercial Cogeneration Heat Output	*0.62*	*0.40*	*0.42*	*0.49*	*0.37*	*0.92*	*1.03*
Percent of Total Emissions	*9%*	*8%*	*9%*	*9%*	*9%*	*9%*	*10%*
Industrial	**96.97**	**96.04**	**94.29**	**91.88**	**94.32**	**83.60**	**85.96**
Refineries	*32.71*	*33.95*	*35.04*	*34.74*	*34.08*	*28.13*	*30.80*
General Fuel Use	*19.05*	*18.15*	*18.05*	*17.01*	*18.15*	*17.60*	*20.26*
Natural Gas	12.80	12.72	12.38	11.56	12.37	11.46	13.46
Other Fuels	6.25	5.43	5.67	5.45	5.77	6.14	6.80
Oil & Gas Extraction[a]	*17.93*	*16.71*	*14.01*	*14.63*	*17.81*	*16.71*	*15.78*
Fuel Use	17.56	16.37	13.24	13.83	17.02	15.92	15.00
Fugitive Emissions	0.37	0.35	0.77	0.80	0.79	0.79	0.78

Table IV.C-3 (Continued)
California GHG Inventory
(million metric tons CO_2e)

	2004	2005	2006	2007	2008	2009	2010
Cement Plants	*9.80*	*9.90*	*9.73*	*9.13*	*8.62*	*5.72*	*5.55*
Clinker Production	5.77	5.85	5.80	5.55	5.28	3.60	3.46
Fuel Use	4.03	4.05	3.93	3.58	3.33	2.12	2.09
Cogeneration Heat Output	*12.91*	*12.40*	*12.15*	*11.14*	*10.39*	*10.26*	*7.72*
Other Process Emissions	*4.56*	*4.93*	*5.30*	*5.23*	*5.27*	*5.18*	*5.84*
Percent of Total Emissions	*20%*	*20%*	*19%*	*19%*	*19%*	*18%*	*19%*
Recycling and Waste	**6.34**	**6.65**	**6.75**	**6.71**	**6.90**	**6.94**	**6.98**
Landfills[b]	*6.17*	*6.47*	*6.54*	*6.49*	*6.66*	*6.70*	*6.72*
Percent of Total Emissions	*1%*	*1%*	*1%*	*1%*	*1%*	*2%*	*2%*
High Global Warming Potential	**13.32**	**13.90**	**14.26**	**14.27**	**14.44**	**14.76**	**15.66**
Ozone Depleting Substance Substitutes	*11.59*	*12.08*	*12.40*	*12.48*	*12.57*	*12.90*	*13.84*
Electricity Grid SF6 Losses[c]	*1.04*	*1.03*	*0.99*	*0.93*	*0.95*	*0.91*	*0.85*
Semiconductor Manufacturing[b]	*0.68*	*0.78*	*0.87*	*0.86*	*0.92*	*0.95*	*0.96*
Percent of Total Emissions	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*
Agriculture[d]	**33.24**	**33.48**	**34.59**	**33.44**	**34.34**	**32.81**	**32.45**
Livestock	*17.69*	*18.33*	*18.69*	*19.93*	*20.23*	*20.05*	*19.60*
Enteric Fermentation (Digestive Process)	8.76	9.05	9.14	9.70	9.67	9.51	9.35
Manure Management	8.94	9.28	9.55	10.23	10.56	10.53	10.25
Crop Growing & Harvesting	*11.02*	*10.52*	*10.57*	*9.70*	*10.19*	*10.11*	*10.04*
Fertilizers	9.48	9.08	8.96	8.27	8.81	8.72	8.66
Soil Preparation and Disturbances	1.47	1.37	1.55	1.36	1.31	1.32	1.30
Crop Residue Burning	0.06	0.07	0.06	0.07	0.07	0.07	0.07
General Fuel Use	*4.53*	*4.63*	*5.33*	*3.80*	*3.92*	*2.65*	*2.82*
Diesel	3.17	3.41	3.87	2.68	3.00	1.78	1.99
Natural Gas	0.82	0.70	0.88	0.79	0.75	0.69	0.65
Gasoline	0.52	0.52	0.57	0.33	0.17	0.17	0.18
Other Fuels	0.00	0.00	0.01	0.00	0.01	0.00	0.00
Percent of Total Emissions	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*
Forestry	**0.19**	**0.19**	**0.19**	**0.19**	**0.19**	**0.19**	**0.19**
Wildfire (methane & nitrous oxide)	*0.19*	*0.19*	*0.19*	*0.19*	*0.19*	*0.19*	*0.19*
Percent of Total Emissions	*<1%*	*<1%*	*<1%*	*<1%*	*<1%*	*<1%*	*<1%*
Total Gross Emissions	***492.60***	***486.68***	***484.43***	***490.89***	***491.92***	***457.83***	***451.60***
Forestry Net Emissions	*-4.17*	*-4.03*	*-3.88*	*-3.95*	*-3.85*	*-3.81*	*----*[e]

Table IV.C-3 (Continued)
California GHG Inventory
(million metric tons CO_2e)

	2004	2005	2006	2007	2008	2009	2010
Total Net Emissions	***469.72***	***468.82***	***479.59***	***472.54***	***471.29***	***476.79***	----[e]

[a] *Reflects emissions from combustion of fuels plus fugitive emissions.*

[b] *These categories are listed in the Industrial sector of ARB's GHG Emission Inventory sectors.*

[c] *This category is listed in the Electric Power sector of ARB's GHG Emission Inventory sectors.*

[d] *Reflects use of updated USEPA models for determining emissions from livestock and fertilizers.*

[e] *Revised methodology under development.*

Source: California GHG Inventory for 2000–2010—by Category as Defined in the Climate Change Scoping Plan million tonnes of CO_2e—(based upon IPCC Second Assessment Report's Global Warming Potentials), www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_00-10_2013-02-19.pdf.

Mobile source emissions are generated by motor vehicle trips to and from the Project Site. Existing on-site operations generate GHG emissions from a variety of sources. The consumption of fossil fuels to generate electricity and to provide heating and hot water for the Project Site creates GHG emissions. Other sources at the Project Site that would be associated with embodied energy and subsequent generation of GHG emissions include water usage, wastewater generation, and solid waste generation and disposal. Table IV.C-4 on page IV.C-24 presents the GHG emissions associated with the existing land uses.

3. Environmental Impacts

a. Thresholds of Significance

Until the passage of AB 32, CEQA documents generally did not evaluate GHG emissions or impacts on global climate change. Rather, the primary focus of air pollutant analysis in CEQA documents was the emission of criteria pollutants, or those identified in the California and federal Clean Air Acts as being of most concern to the public and government agencies (e.g., toxic air contaminants). With the passage of AB 32 and SB 97, CEQA documents now contain a more detailed analysis of GHG emissions. However, the analysis of GHGs is different from the analysis of criteria pollutants. Since the half-life of CO_2 is approximately 100 years, GHGs affect the global climate over a relatively long timeframe. Conversely, for criteria pollutants, significance thresholds/impacts are based on daily emissions; and the determination of attainment or non-attainment are based on the daily exceedance of applicable ambient air quality standards (e.g., 1-hour and 8-hour

Table IV.C-4
Existing Project Site Annual GHG Emissions Summary

Scope	Metric Tons of Carbon Dioxide Equivalent
Area	<1
Energy	326
Mobile	567
Solid Waste	8
Water/Wastewater Generation	17
Total Emissions	918

Source: Matrix Environmental, 2014.

exposures). Also, the scope of criteria pollutant impacts is local and regional, while the scope of GHG impacts is global.

In its January 2008 CEQA and Climate Change white paper, the California Air Pollution Control Officers Association (CAPCOA) identified a number of potential approaches for determining the significance of GHG emissions in CEQA documents. In its white paper, CAPCOA suggests making significance determinations on a case-by-case basis when no significance thresholds have been formally adopted by a lead agency. One of the potential approaches identified in the CAPCOA white paper, Threshold 1.1, would require a project to meet a percent reduction target. This target would be based on the average reduction from BAU emissions identified by CARB as necessary to satisfy AB 32's mandate of returning to 1990 levels of GHG emissions by 2020. CARB has calculated the necessary reduction to be approximately 16 percent from "business-as-usual." [36]

OPR's recommended amendments to the CEQA Guidelines for GHGs were adopted by the Resources Agency on December 30, 2009. Analysis of GHG emissions in a CEQA document presents unique challenges to lead agencies. However, such analysis must be consistent with existing CEQA principles and, therefore, the amendments comprise relatively modest changes to various portions of the existing CEQA Guidelines. The amendments add no additional substantive requirements; rather, the Guidelines merely assist lead agencies in complying with CEQA's existing requirements. Modifications address those issues where analysis of GHG emissions may differ in some respects from

[36] *CARB, Supplement to the AB 32 Scoping Plan FED, Table 1.2-2, Updated 2020 Business-as-Usual Emissions Forecast, www.arb.ca.gov/cc/scopingplan/document/final_supplement_to_sp_fed.pdf.*

more traditional CEQA analysis. Other modifications clarify existing law that may apply both to an analysis of GHG emissions as well as more traditional CEQA analyses.

The following two questions relating to the effects of GHGs were added to the CEQA Guidelines, Appendix G (Environmental Checklist).

- Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
- Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?

Section 15064.4 of the CEQA Guidelines was adopted to assist lead agencies in determining the significance of the impacts of GHGs. Consistent with developing practice, this section urges lead agencies to quantify GHG emissions of projects where possible and includes language necessary to avoid an implication that a "life-cycle" analysis is required. In addition to quantification, this section recommends consideration of several other qualitative factors that may be used in the determination of significance (i.e., extent to which the project may increase or reduce GHG emissions; whether the project exceeds an applicable significance threshold; and extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs). The amendments do not establish a threshold of significance. Lead agencies are called on to establish significance thresholds for their respective jurisdictions in which a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as CAPCOA, so long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7(c)). The CEQA Guidelines amendments also clarify that the effects of GHG emissions are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impact analysis.[37] (see CEQA Guidelines Section 15130(f)).

Although GHG emissions can be quantified, CARB, SCAQMD and the County of Los Angeles, have yet to adopt project-level significance thresholds for GHG emissions that would be applicable to the Project. [38]

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[37] *See generally Section 15130(f); see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources (April 13, 2009).*

[38] *The South Coast Air Quality Management District has formed a GHG Significance Threshold Working Group. More information on this Working Group is available at www.aqmd.gov/ceqa/handbook/GHG/GHG.html.*

Assessing the significance of a project's contribution to cumulative global climate change involves: (1) developing pertinent inventories of GHG emissions; and (2) considering project consistency with applicable emission reduction strategies and goals, such as those set forth by AB 32. Based on the foregoing, a project that generates GHG emissions, either directly or indirectly, would have a significant impact if the project:

- Emissions reduction does not constitute an equivalent or larger break from "business-as-usual" than has been determined by CARB to be necessary to meet the state AB 32 goals; or
- Conflicts with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

b. Methodology

The California Climate Action Registry (Climate Registry) General Reporting Protocol provides basic procedures and guidelines for calculating and reporting GHG emissions from a number of general and industry-specific activities.[39] The General Reporting Protocol is based on the "Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard" developed by the World Business Council for Sustainable Development and the World Resources Institute through "a multi-stakeholder effort to develop a standardized approach to the voluntary reporting of GHG emissions."[40] Although no numerical thresholds of significance have been developed, and no specific protocols are available for land use projects, the General Reporting Protocol provides a basic framework for calculating and reporting GHG emissions from the project. The information provided in this section is consistent with the General Reporting Protocol's reporting requirements.

The General Reporting Protocol recommends the separation of GHG emissions into three categories that reflect different aspects of ownership or control over emissions. They include the following:

- Scope 1: Direct, on-site combustion of fossil fuels (e.g., natural gas, propane, gasoline, and diesel).
- Scope 2: Indirect, off-site emissions associated with purchased electricity or purchased steam.

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[39] *California Climate Action Registry, General Reporting Protocol Version 3.1, January 2009, www.climateregistry.org/resources/docs/protocols/grp/GRP_3.1_January2009_FINAL.pdf.*

[40] *California Climate Action Registry General Reporting Protocol, Version 3.1, January 2009, www.climateregistry.org/resources/docs/protocols/grp/GRP_3.1_January2009.pdf.*

- Scope 3: Indirect emissions associated with other emissions sources, such as third-party vehicles and embodied energy.[41]

The General Reporting Protocol provides a range of basic calculations methods. However, the General Reporting Protocol calculations are typically designed for existing buildings or facilities. These retrospective calculation methods are not directly applicable to planning and development situations where buildings do not yet exist.

CARB recommends consideration of indirect emissions to provide a more complete picture of the GHG footprint of a facility. Annually reported indirect energy usage aids the conservation awareness of a facility and provides information to CARB to be considered for future strategies.[42] For example, CARB has proposed requiring the calculation of direct and indirect GHG emissions as part of the AB 32 reporting requirements. Additionally, the Office of Planning and Research has noted that lead agencies "should make a good-faith effort, based on available information, to calculate, model, or estimate… GHG emissions from a project, including the emissions associated with vehicular traffic, energy consumption, water usage and construction activities."[43] Therefore, direct and indirect emissions have been calculated for the Project.

A fundamental difficulty in the analysis of GHG emissions is the global nature of the existing and cumulative future conditions. Changes in GHG emissions can be difficult to attribute to a particular planning program or project because the planning effort or project may cause a shift in the locale for some type of GHG emissions, rather than causing "new" GHG emissions. As a result there is a lack of clarity as to whether a project's GHG emissions represent a net global increase, reduction, or no change in GHGs that would exist if the project were not implemented. The analysis of the Project's GHG emissions is particularly conservative in that it assumes all of the GHG emissions are new additions to the atmosphere.

The California Emissions Estimator Model (CalEEMod) is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a

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[41] *Embodied energy is a scientific term that refers to the quantity of energy required to manufacture and supply to the point of use a product, material, or service.*

[42] *CARB, Initial Statement of Reasons for Rulemaking, Proposed Regulation for Mandatory Reporting of Greenhouse Gas Emissions Pursuant to the California Global Warming Solutions Act of 2006 (AB 32), Planning and Technical Support Division Emission Inventory Branch, October 19, 2007.*

[43] *OPR Technical Advisory, p. 5.*

variety of land use projects. CalEEMod was developed in collaboration with the air districts of California. Default data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. The model is considered by the SCAQMD to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California.[44]

(1) Construction

The Project's construction emissions were calculated using CalEEMod Version 2013.2.2. Details of the modeling assumptions and emission factors are provided in Appendix D of this Draft EIR. The calculations of the emissions generated during Project construction activities reflect the types and quantities of construction equipment that would be used to complete the proposed construction activities. The information needed to characterize GHG emissions from the manufacture, transport, and the end-of-life of construction materials would be speculative at the CEQA analysis level. Therefore, the construction analysis does not assess such GHG emissions.

In accordance with the SCAQMD's guidance, GHG emissions from construction were amortized over the lifetime of the Project. The SCAQMD defines the lifetime of a project as 30 years. Therefore, total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate comparable to operational emissions.

(2) Operation

Similar to construction, the SCAQMD recommended CalEEMod is used to calculate potential GHG emissions generated new land uses on the Project Site including mobile sources, electricity, natural gas, water usage/wastewater generation, and solid waste generation and disposal.

Mobile source emission calculations associated with operation of the new land uses use a projection of annual vehicle miles traveled, which is derived from the Transportation Study prepared for the Project.[45] These values account for the daily and seasonal variations in trip frequency and length associated with new patrons, employee, and visitor trips to and from the Project Site and other activities that require a vehicle trip. CalEEMod

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[44] See www.caleemod.com.

[45] *Gibson Transportation Consulting, Inc., Transportation Study for the Ford Theatres Project, April 2014. See Appendix L of this Draft EIR.*

calculates GHG emissions from all other sources based on the increase in specific number of seats or square footages of the Project.

(3) Consistency with Assembly Bill 32

A particularly illustrative method to determine consistency with AB 32, and one that has the co-benefit of being based on a quantification of emissions, is to compare a project's emissions as proposed to that project's emissions if it were to be built using BAU design, methodology, and technology. If a project constitutes an equivalent or larger break from BAU than has been determined by CARB to be necessary to meet AB 32's goals for 2020, then that project can be considered consistent with AB 32 and, therefore, will not have a significant impact on the environment due to its GHG emissions. While not project-specific, this is the average level of emissions reduction performance that would need to be achieved across all sectors of the economy to meet AB 32 goals. This section uses a reduction from BAU methodology to determine consistency with AB 32. This approach mirrors the concepts used in the CARB's *Climate Change Scoping Plan* for the implementation of AB 32.

Evaluating the proposition that a project constitutes a break from BAU requires providing a quantitative estimate of BAU based on the specific circumstances of the project in the context of relevant State activities and mandates. This essentially requires three GHG emissions inventories (as follows):

- Baseline, existing environmental setting, GHG emissions;
- BAU project GHG emissions; and
- "As proposed" project GHG emissions with project design features.

The analysis in this section includes potential emissions under BAU scenarios and from the Project at build-out based on actions and mandates expected to be in force in 2020. Early-action measures identified in the *Climate Change Scoping Plan* that have not been approved were not credited in this analysis. By not speculating on potential regulatory conditions, the analysis takes a conservative approach that likely overestimates the Project's GHG emissions at build-out.

Local governments as well as others use 2020 as a target date for GHG reductions. It is also an important target date for supporting legislation and regulation, including mandates for implementation of the Low Carbon Fuel Standard and the Federal Corporate

Average Fuel Economy standards. This 2020 target date reflects California's AB 32 mandate for GHG emissions reductions based on the following CARB timeline:[46]

- January 1, 2009: CARB adopts a "scoping plan" indicating how emissions reductions will be achieved.
- January 1, 2010: Early-action measures take effect.
- January 1, 2012: GHG rules and market mechanisms adopted by CARB are legally enforceable.
- December 31, 2020: Deadline for achieving the 2020 GHG emission cap.

A BAU scenario is used to establish a comparison with project-generated GHG emissions. The BAU scenario does not consider site-specific conditions, project design features, or prescribed mitigation measures. As an example, a BAU scenario would apply a base ITE trip-generation rate for the project and would not consider site-specific benefits resulting from the proposed mix of uses (e.g., internal trip reductions) or transit use. The analysis below establishes BAU as complying with the minimum performance level required under Title 24. But consistent with the *Supplemental FED's* calculation of the 16-percent reduction below BAU required to meet AB 32's mandate, the BAU scenario here does consider state mandates that were already in place when CARB prepared the *Supplemental FED* (e.g., Pavley I Standards, full implementation of California's Statewide Renewables Portfolio Standard beyond current levels of renewable energy, and the California Low Carbon Fuel Standard).

Emissions calculations for the Project include credits or reductions for the project features set forth in this Draft EIR, such as reductions in energy or water demand. In addition, as mobile source GHG emissions are directly dependent on the number of vehicle trips, a decrease in the number of Project generated trips as a result of project features will provide a proportional reduction in mobile source GHG emissions. This scenario conservatively did not include actions and mandates that are not already in place but are expected to be in force in 2020 (e.g., Pavley II), which could further reduce GHG emissions from use of light-duty vehicles by 2.5 percent.

c. Project Design Features

A complete description of the Project and associated development characteristics, including compliance with the County's green building requirements and designing Project

[46] *California Air Resources Board, www.arb.ca.gov/cc/cc.htm*

buildings to achieve certification under the U.S. Green Building Council's Leadership in Energy Efficiency and Design (LEED®), is provided in Section II, Project Description, of this Draft EIR. No specific project design features beyond the project improvements discussed in Section II, Project Description, of this Draft EIR are proposed with regard to greenhouse gas emissions.

d. Analysis of Project Impacts

The Project would have the potential to result in direct and indirect GHG emissions generated by different types of buildings, land uses, and emissions sources, potentially including:

- Construction: Emissions associated with demolition, site preparation, excavation, limited grading, and construction-related equipment and vehicular activity;
- Area Source: Emissions associated with consumer products and landscape equipment;
- Transportation: Emissions associated with Project-generated vehicular operations;
- Building Operations: Emissions associated with space heating and cooling, water heating, and lighting;
- Water: Emissions associated with energy used to pump, convey, deliver, and treat water; and
- Solid Waste: Emissions associated with waste streams (embodied energy of materials).

(1) Construction Impacts

GHG emissions during construction were forecasted by assuming a conservative start date (i.e., assuming all construction occurs at the earliest feasible date) and calculated using CalEEMod. Details of the modeling assumptions and emission factors are provided in Appendix D of this Draft EIR. The calculations of the emissions generated during Project construction activities reflect the number of haul/delivery truck trips, employee trips, and types and quantities of construction equipment that would be used to remove existing structures and construct the proposed buildings, and plant new landscaping, within the Project Site.

As presented in Table IV.C-5 on page IV.C-33, construction of the Project is estimated to generate a total of 1,442 metric tons of CO_2e. As recommended by the SCAQMD, the total GHG construction emissions were amortized over the 30-year lifetime

Table IV.C-5
Combined Construction-Related Emissions
(metric tons of CO_2e)

Construction Total	Metric Tons CO_2e
Total	1,442
Amortized Over 30 Years	48
Source: Matrix Environmental, 2014.	

of the Project (i.e., total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate that can be added to the Project's operational emissions) in order to determine the project's annual GHG emissions inventory.[47] A complete listing of the construction equipment by on-site and off-site activities, duration, and emissions estimation model input assumptions used in this analysis is included within the emissions calculation worksheets that are provided in Appendix D of this Draft EIR.

(2) Operational Impacts

(a) Area Source Emissions

Area source emissions were calculated using the CalEEMod emissions inventory model, which includes landscape equipment and use of consumer products. CalEEMod default values for types of sources and emission factors were used for both the BAU and Project scenarios. As shown in Table IV.C-6 on page IV.C-34, the Project is expected to result in less than one metric ton of CO_2e per year from area sources.

(b) Electricity and Natural Gas

GHGs are emitted as a result of activities in buildings when electricity and natural gas are used as energy sources. Combustion of any type of fuel emits CO_2 and other GHGs directly into the atmosphere; when this occurs in a building, it is a direct emission source associated with that building. GHGs are also emitted during the generation of electricity from fossil fuels. When electricity is used in a building, the electricity generation typically takes place off-site at the power plant; electricity use in a building generally causes emissions in an indirect manner.

[47] *SCAQMD Governing Board Agenda Item 31, December 5, 2008*

Table IV.C-6
Annual GHG Emissions Summary
(Metric Tons of Carbon Dioxide Equivalent)

Scope	No Project (Comparison Purposes)	"Business-as-Usual" Project	Project	Difference	Project's Break from "Business-as-Usual"
Area	<1	<1	<1	156	<0%
Energy	270	1,348	1,193	347	-12%
Mobile	480	1,623	1,277	0	-21%
Solid Waste	8	49	49	0	0%
Water/Wastewater	14	44	35	9	-20%
Construction	0	48	48	0	0%
Total Emission	**772**	**3,112**	**2,587**	**525**	**-16.4%**

Source: Matrix Environmental, 2014.

Electricity and natural gas emissions were calculated using the CalEEMod emissions inventory model, which multiplies an estimate of the energy usage by applicable emissions factors chosen by the utility company. GHG emissions from electricity use are directly dependent on the electricity utility provider. In this case, GHG intensity factors for LADWP were selected in CalEEMod. Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building, such as plug-in appliances. CalEEMod calculates energy use from systems covered by Title 24 (e.g., heating, ventilation, and air conditioning [HVAC] system, water heating system, and lighting system); energy use from lighting; and energy use from office equipment, appliances, plug-ins, and other sources not covered by Title 24 or lighting. CalEEMod default electricity and natural gas usage rates for each applicable land use were selected for the BAU scenario in this analysis. Compliance with specific mandatory requirements of the CALGreen Code, a 15 percent minimum reduction in energy use from systems covered by Title 24 and lighting was applied to the Project.

As shown in Table IV.C-6, the Project is expected to result in a total of 1,192 metric tons of CO_2e per year from energy sources, which would be a reduction of approximately 12 percent in comparison to the BAU scenario.

(c) Mobile Source Emissions

Mobile source operational emissions were calculated based on the project trip generation estimates provided for the Project by Gibson Transportation Consulting, Inc.[48] As discussed in Section IV.K, Traffic, Access, and Parking, of this Draft EIR, to calculate daily trips, the number of seats for the theater use and the amount of building area for the commercial use were multiplied by the applicable trip generation rates based on the Institute of Transportation Engineers (ITE)'s, *Trip Generation, 9th Edition*. Annual trips were then calculated based on the projected annual attendance. The Project trip generation estimate accounts for internal trip reduction and transit use. Please refer to Section IV.K, Traffic, Access, and Parking, of the Draft EIR for more details regarding trip reduction measures.

As shown in Table IV.C-6 on page IV.C-34, the Project is expected to result in a total of 1,227 metric tons of CO_2e per year from mobile sources, which would be a reduction of approximately 21 percent in comparison to the BAU scenario.

(d) Water Usage and Wastewater Generation Emissions

GHG emissions are related to the energy used to convey, treat and distribute water and wastewater. Thus, these emissions are generally indirect emissions from the production of electricity to power these systems. Three processes are necessary to supply potable water: (1) supply and conveyance of the water from the source; (2) treatment of the water to potable standards; and (3) distribution of the water to individual users. After use, the wastewater is treated and reused as reclaimed water.

Emissions related to water usage and wastewater generation were calculated using the CalEEMod emissions inventory model, which multiplies an estimate of the water usage by the applicable energy intensity factor to determine the embodied energy necessary to supply potable water. GHG emissions are then calculated based on the amount of electricity consumed multiplied by the GHG intensity factors for the utility provider. In this case, embodied energy for Southern California supplied water and GHG intensity factors for LADWP were selected in CalEEMod. Please refer to Section IV.L.1, Utilities and Service Systems—Water Supply, of this Draft EIR, for additional details on the Project's potential impacts to water supply. Compliance with specific mandatory requirements of the CALGreen Code, a 20 percent minimum reduction in water usage and wastewater generation was applied to the Project.

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[48] *Gibson Transportation Consulting, Inc., Transportation Study for the 11750 Wilshire Boulevard Project, Los Angeles, California, January 2014. See Appendix L of this Draft EIR.*

As shown in Table IV.C-6 on page IV.C-34, the Project is expected to result in 35 $MTCO_2e$ per year from water usage and wastewater generation, which would be a reduction of approximately 20 percent in comparison to the BAU scenario.

(e) Solid Waste

Emissions related to solid waste were calculated using the CalEEMod emissions inventory model, which multiplies an estimate of the waste generated by applicable emissions factors provided in Section 2.4 of AP-42. CalEEMod default solid waste generation rates for each applicable land use were selected for this analysis. As shown in Table IV.C-6, the Project is expected to result in 49 metric tons of CO_2e from solid waste generation.

(3) Combined Construction and Operational Impacts

As shown in Table IV.C-6, the GHG emissions for the Project taking into consideration implementation of project design features included throughout this Draft EIR, the requirements set forth in the County of Los Angeles Green Building Standards Code, and full implementation of current State mandates illustrates that the Project has incorporated sustainability design features to reduce VMTs and the Project's potential impact with respect to GHG emissions. The Project's GHG emissions reduction of 16.4 percent compared to the BAU scenario constitutes an equivalent or larger break from BAU than has been determined by CARB to be necessary to meet AB 32's goals (i.e., 16 percent reduction).[49] Therefore, the Project would not have a significant impact on the environment due to its GHG emissions. As discussed under Cumulative Impacts, the Project would be consistent with CARB's *Climate Change Scoping Plan* for the implementation of AB 32 and would comply with the County of Los Angeles Green Building Standards. Therefore, the Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

4. Cumulative Impacts

Although the Project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. The resultant consequences of that climate change can cause adverse environmental effects. A

[49] *As discussed above, the Project scenario conservatively did not include actions and mandates that are not already in place but are expected to be in force in 2020 (e.g., Pavley II), which could further reduce GHG emissions from use of light-duty vehicles by 2.5 percent.*

project's GHG emissions typically would be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. The State has mandated a goal of reducing statewide emissions to 1990 levels by 2020, even though statewide population and commerce is predicted to continue to expand. In order to achieve this goal, the CARB is in the process of establishing and implementing regulations to reduce statewide GHG emissions. However, currently there are no applicable CARB, SCAQMD, or County of Los Angeles significance thresholds or specific reduction targets, and no approved policy or guidance to assist in determining impact significance at the project or cumulative levels. Additionally, there is currently no generally accepted methodology to determine whether GHG emissions associated with a specific project represents new emissions or existing, displaced emissions.

Table IV.C-6 on page IV.C-34 illustrates that implementation of project design features included throughout this Draft EIR, the requirements set forth in the County of Los Angeles Green Building Standards Code, and full implementation of current State mandates would contribute to GHG reductions. These reductions represent a reduction from BAU and support State goals for GHG emissions reduction. The methods used to establish this relative reduction are consistent with the approach used in the CARB's *Climate Change Scoping Plan* for the implementation of AB 32.

The Project is consistent with the approach outlined in CARB's *Climate Change Scoping Plan*, particularly its emphasis on the identification of emission reduction opportunities that promote economic growth while achieving greater energy efficiency and accelerating the transition to a low-carbon economy. In addition, as recommended by CARB's *Climate Change Scoping Plan*, the Project would use "green building" features as a framework for achieving cross-cutting emissions reductions.

The Project also would comply with the County of Los Angeles Green Building Standards Code, which emphasizes improving energy conservation and energy efficiency, increasing renewable energy generation, and changing transportation and land use patterns to reduce auto dependence. Implementation of project design features included throughout this Draft EIR would advance these objectives. Further, the related projects would also be anticipated to comply with many of these same emissions reduction goals and objectives (e.g., the County of Los Angeles Green Building Standards Code).

As part of SCAG's 2012-2035 SCS/RTP, a reduction in VMT within the region is a key component to achieve the 2020 and 2035 GHG emission reduction targets established by CARB. The Project results in a VMT reduction of 21 percent in comparison to BAU, and as such, would be consistent with the SCS/RTP.

With implementation of the project design features included throughout this Draft EIR, the Project results in a 16.4 percent reduction in GHG emissions from BAU. As such, the Project would be consistent with AB 32.

Given the Project's consistency with State, SCAG, and County of Los Angeles GHG emission reduction goals and objectives, the Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. In the absence of adopted standards and established significance thresholds, and given this consistency, the Project's impacts are concluded to be less than significant and not cumulatively considerable.

5. Mitigation Measures

The Project would comply with applicable regulatory requirements, including the provisions set forth in the 2013 CALGreen Code that have been incorporated into the County of Los Angeles Green Building Standards Code. Impacts related to climate change would be less than significant, and no mitigation measures are required.

6. Conclusion

Impacts with regards to climate change would be less than significant.

IV. Environmental Impact Analysis
D. Biological Resources

1. Introduction

The purpose of this section is to characterize the biological resources that currently occur on the Project Site, identify sensitive biological resources that are known to occur or have the potential to occur on-site, assess the potential significance of impacts to these biological resources from the Project, and recommend mitigation measures to avoid, minimize, or reduce the significance of any potential impacts. The analysis is based on the *Biological Resource Assessment for the Ford Theatres Project* (Biological Resource Assessment) prepared by GPA Environmental (June 2014), which is included as Appendix E of this Draft EIR.

2. Environmental Setting

a. Existing Regulatory Framework

The following discussion identifies federal, State and local environmental regulations and policies that serve to protect sensitive biological resources relevant to the California Environmental Quality Act (CEQA) review process.

(1) Federal

(a) Federal Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973, as amended, provides the regulatory framework for the protection of plant and animal species (and their associated critical habitats), which are formally listed, proposed for listing, or candidates for listing as endangered or threatened under the FESA. The FESA has four major components: (1) provisions for listing species; (2) requirements for consultation with the United States Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service; (3) prohibitions against "taking" of listed species; and (4) provisions for permits that allow an incidental "take." A "take" is defined as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to collect or attempt to engage in any such conduct (16 U.S.C. § 1532). Section 10 of the FESA allows the "incidental take" of federally listed endangered or threatened species by non-federal agencies through the issuance of an

incidental take permit. In order to obtain an incidental take permit, a Habitat Conservation Plan must be submitted to the appropriate federal agency, specifying the impacts that would result from the project, and how these impacts would be minimized or mitigated. The FESA also discusses recovery plans and the designation of critical habitat for listed species.

(b) The Migratory Bird Treaty Act

The Federal Migratory Bird Treaty Act (MBTA) (16 U.S.C. Sections 703 et seq.; Title 50 C.F.R. Part 10 and Part 21) protects migratory birds, their occupied nests, and their eggs from disturbance or destruction. The MBTA also prohibits the taking, killing, possessing, transporting, and importing of migratory birds, parts of migratory birds, and their eggs and nests, except when specifically authorized by the Department of the Interior. As used in the MBTA, the term "take" is defined as "to pursue, hunt, capture, collect, kill or attempt to pursue, hunt, shoot, capture, collect or kill, unless the context otherwise requires." With a few exceptions, most birds are considered migratory under the MBTA. Disturbances that cause nest abandonment and/or loss of reproductive effort or loss of habitat upon which these birds depend would be in violation of the Migratory Bird Treaty Act.

(2) State

(a) California Endangered Species Act

The State of California enacted laws similar to the FESA, including the California Native Plant Protection Act enacted in 1977 and the California Endangered Species Act (CESA) enacted in 1984. The CESA expanded upon the original Native Plant Protection Act and enhanced legal protection for plants, but the Native Plant Protection Act remains part of the California Fish and Game Code. To align with the FESA, CESA created the categories of "endangered" and "threatened" species. It converted all animals previously determined "rare" by the California Fish and Game Commission into threatened species in the CESA, but did not do so for rare plants. These laws provide the legal framework for the protection of California-listed endangered, threatened, and rare plant and animal species. Under Section 2080.1 of the California Fish and Game Code, if a species is both federally and State listed, a consistency determination agreeing with the protections outlined in the FESA permits is required if a project would impact a listed species. Under Section 2081, if a species is State-listed only, consultation with CDFW is required in order to obtain an incidental take permit if the project could result in take of a State-listed species. If no take would result, concurrence with the CDFW is required.

(b) State Fully Protected Species and Species of Special Concern

The classification of "fully protected" was the CDFW's initial effort to identify and provide additional protection to those animals that were rare or faced possible extinction. Lists were created for fish, amphibians and reptiles, birds, and mammals. Most of the species on these lists have subsequently been listed under CESA and/or FESA. The California Fish and Game Code sections (Section 551, 5050, 3511, 4700) dealing with "fully protected" species state that these species "may not be taken or possessed at any time and no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to take any fully protected species," although take may be authorized for necessary scientific research. This language makes the "fully protected" designation the strongest and most restrictive regarding the "take" of these species. In 2003, the California Fish and Game Code sections dealing with fully protected species were amended to allow the CDFG to authorize take resulting from recovery activities for State-listed species.

Species of special concern are broadly defined as animals that are: extirpated from the State or, in the case of birds, in its primary seasonal or breeding role; not listed under the CESA, but which meet the State definition of threatened or endangered; experiencing, or formerly experienced, declining numbers that could result in listing; and which have naturally small populations exhibiting high susceptibility to risk from any factor, which could lead to declines that would qualify the species for State threatened or endangered status. This designation is intended to result in special consideration for these animals by the CDFW, land managers, consulting biologists, and others, and is intended to focus attention on the species to help avert the need for listing under FESA and CESA, and recovery efforts that might ultimately be required. This designation is also intended to stimulate collection of additional information on the biology, distribution, and status of poorly known at-risk species, and focus research and management attention on them. Although these species generally have no special legal status, they are given special consideration under CEQA during project review.

(c) California Department of Fish and Wildlife "Special Animals and Plants"

"Special Animals" and "Special Plants" is a general term that refers to all of the taxa the California Natural Diversity Database (CNDDB) tracks, regardless of their legal or protection status. Any species included in the CNDDB is considered a "special animal" or a "special plant," and the list includes species that are officially listed or are candidates for listing as endangered, threatened, or rare at the federal or State level; considered by the CDFW to be a species of special concern; listed by various other State or federal agencies or by various conservation organizations; are biologically rare, very restricted in distribution, declining throughout their range, or have a critical, vulnerable stage in their life cycle; threatened with extirpation; and associated with a habitat that is declining.

(d) California Fish and Game Code Sections 3503, 3513, & 3800

According to Section 3503 of the California Fish and Game Code it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird. Section 3503.5 specifically protects birds in the orders Falconiformes and Strigiformes (birds-of-prey). Section 3513 and 3800 essentially overlaps with the Migratory Bird Treaty Act, prohibiting the take or possession of any migratory non-game bird. "Migratory birds" include all nongame, wild birds found in the U.S., except for the house sparrow *(Passer domesticus),* European starling *(Sturnus vulgaris),* and rock pigeon *(Columba livia).* Disturbance that causes nest abandonment and/or loss of reproductive effort is considered a "take" by the CDFW.

(e) California Native Plant Society

The California Native Plant Society (CNPS) publishes and maintains an *Inventory of Rare and Endangered Plants of California*, which includes information regarding the distribution, ecology, rarity, and legal status of over 2,000 rare plants that occur in California. Plants on Lists 1A, 1B, and 2 of the CNPS Inventory consist of plants that may qualify for listing, and are required to be analyzed under CEQA during project review. Although plants on List 3 and 4 have little or no protection under CEQA, they are usually included in project review.

(f) Sensitive Vegetation Communities

Sensitive vegetation communities are natural communities and habitats that are either unique, of relatively limited distribution in the region, or of particularly high wildlife value. These resources have been defined by federal, State, and local conservation plans, policies or regulations. The CDFW ranks such vegetation communities as "threatened" or "very threatened" and keeps records of their occurrences in the CNDDB as described above. Sensitive vegetation communities are also identified by the CDFW on its List of California Natural Communities Recognized by the CNDDB.

(g) Natural Community Conservation Planning Act of 2003

The Natural Community Conservation Planning (NCCP) program was developed under California's Natural Community Conservation Planning Act of 1991 (superseded by NCCP Act of 2003), and is a cooperative effort to protect habitats and species that have begun to decline. The primary objective of the program is to conserve natural communities while accommodating compatible land use. A local agency works with landowners and environmental organizations, with guidance from CDFW and USFWS, to develop a natural community conservation plan.

(3) Local

(a) Los Angeles County General Plan

The Conservation and Open Space Elements of the Los Angeles County General Plan include the Significant Ecological Area (SEA) Program. SEAs support valuable habitat for rare, threatened, or endangered species, and are important for the conservation of biological diversity in the County. The objective of the SEA Program is to preserve the genetic and physical diversity of the County by designing biological resource areas that are self-sustaining. The program intends to ensure that privately held lands within the SEAs retain the right of reasonable use, while avoiding activities and development projects that are incompatible with the long-term survival of the SEAs. The Griffith Park SEA is approximately 0.50 mile north of the Project survey area; however, the Project is not located within a designated SEA.

(b) Los Angeles County Oak Tree Ordinance

The Los Angeles County Oak Tree Ordinance was established to recognize oak trees as significant, historical, aesthetic, and ecological resources. Under the Los Angeles County Oak Tree Ordinance, a permit is required to cut, destroy, remove, relocate, inflict damage, or encroach into the protected zone of any oak tree *(Quercus sp.)* measuring 8 inches or more in diameter at 4.5 feet above mean natural grade. For oaks with multiple trunks, this includes a combined diameter of 12 inches or more for the two largest trunks.

b. Existing Conditions

(1) Physical Characteristics

As described in Section II, Project Description, of this Draft EIR, the Project Site comprises an approximately 32-acre County of Los Angeles regional park. 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. Ornamental landscaping is provided along driveways, surface parking areas, and pedestrian pathways.

The study area with regards to biological resources, identified in the Biological Resource Assessment as the Biological Study Area (BSA), includes areas that could be impacted by the Project, either temporarily or permanently, and includes areas that could be indirectly affected by noise or other disturbances associated with the Project. The BSA determined for the Project encompasses approximately 18.2 acres of land and includes the areas of the proposed Amphitheatre improvements (Area A), the Ford Terrace (Area A),

the Ford Plaza (Area B), the Transit Center (Area C), and the proposed trail alignments, as shown in Figure IV.D-1 on page IV.D-7. In addition to the proposed development areas, Areas A, B, and C include the surrounding vegetation. Further, the hiking trail area consists of the proposed hiking trail alignment as well as a 15-foot buffer on either side of the trail.

(2) Vegetation and Plant Communities

Plant communities within the BSA include chaparral, ruderal, and ornamental landscaped areas, as illustrated in Figure IV.D-2 on page IV.D-8. As shown therein, the chaparral communities are located on the hillside primarily to the east of the existing developed areas. Ornamental and ruderal plant communities border the north surface parking lot. Non-native ornamental species have also been planted south and east of the Amphitheatre to provide an aesthetically pleasing backdrop to the Amphitheatre stage and at the entrance and surrounding the parking areas and box office. Attachment B of the Biological Resource Assessment, included as Appendix E of this Draft EIR, provides a complete list of plant and tree species observed during the biological surveys.

(a) Chaparral

The hillsides surrounding Areas A and C, and the proposed trail alignment, are vegetated with native chaparral species. The dominant species are laural sumac *(Malosma laurina)*, California buckwheat (*Eriogonum fasiculatum*), and black sage *(Salvia mellifera)*. Co-dominant species include California brickelbush *(Brickellia californica)* and non-native annual grasses.

(b) Ornamental

The terraces at the foot of the hillside in Area A, and at the entrance to the parking lots and box office in Areas B and C, are planted with non-native ornamental plant species. The most common species observed include juniper *(Juniperus chinensis)*, Mexican fan palm *(Washingtonia robusta)*, and lantana *(Lantana sp.)*. There is an overstory of pine species (*Pinus* sp.), which were likely planted in the BSA. Coast live oak trees (*Quercus agrifolia)* were also observed in Areas A and B of the BSA.

(3) Wildlife Populations

Wildlife species observed during the biological field surveys conducted on December 11 and December 16, 2013, include black phoebe *(Sayornis nigricans)*, California towhee *(Melozone crissalis)*, yellow-rumped warbler *(Setophaga coronata)*, Anna's hummingbird (*Calypte anna*), American crow (*Corvus brachyrhynchos*), red-tailed hawk (*Buteo jamaicensis*), turkey vulture (*Cathartes aura*), western scrub jay (*Aphelocoma*

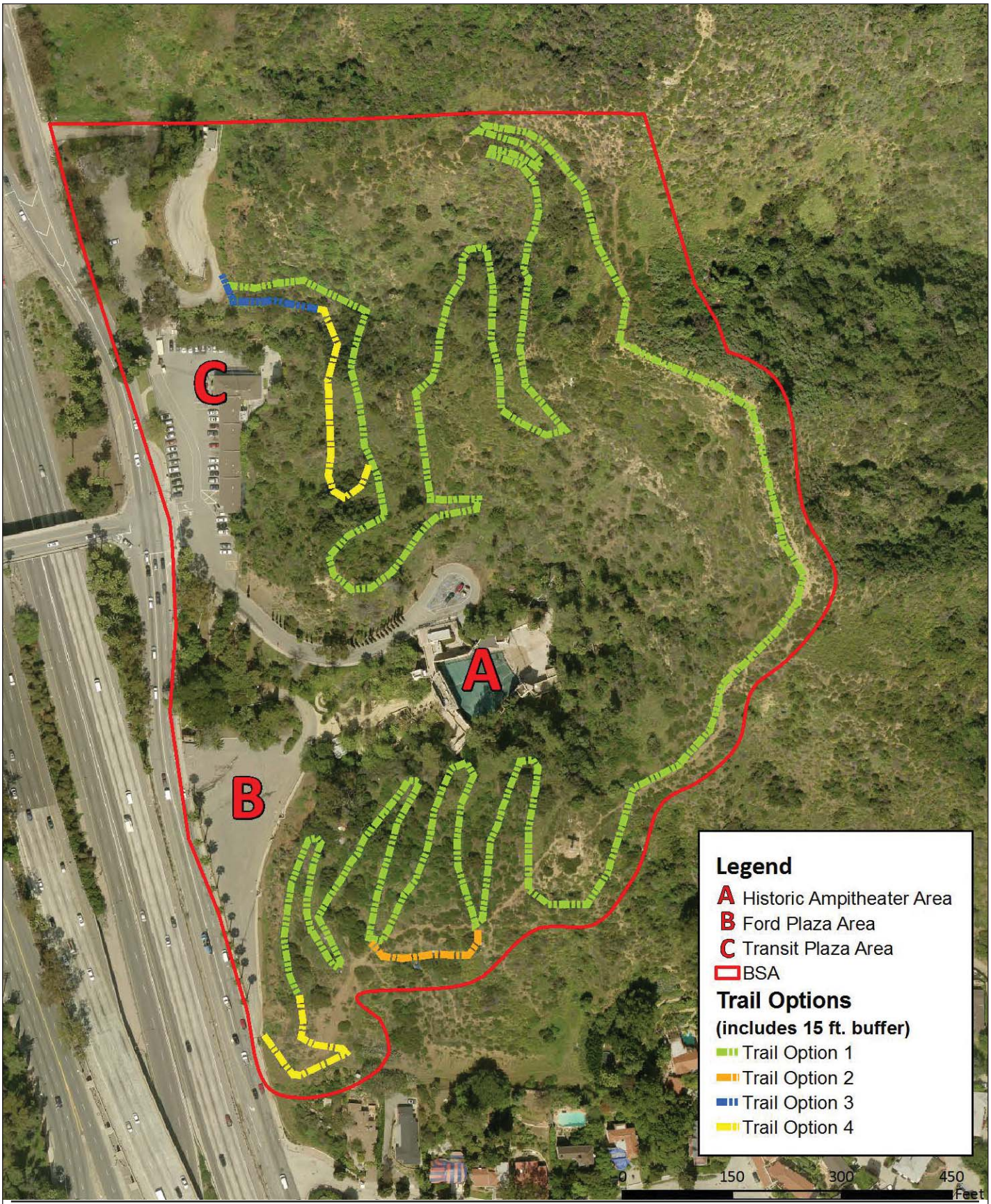

Figure IV.D-1
Biological Study Area

matrix environmental

Source: GPA Environmental; ESRI World Streetmap 2013

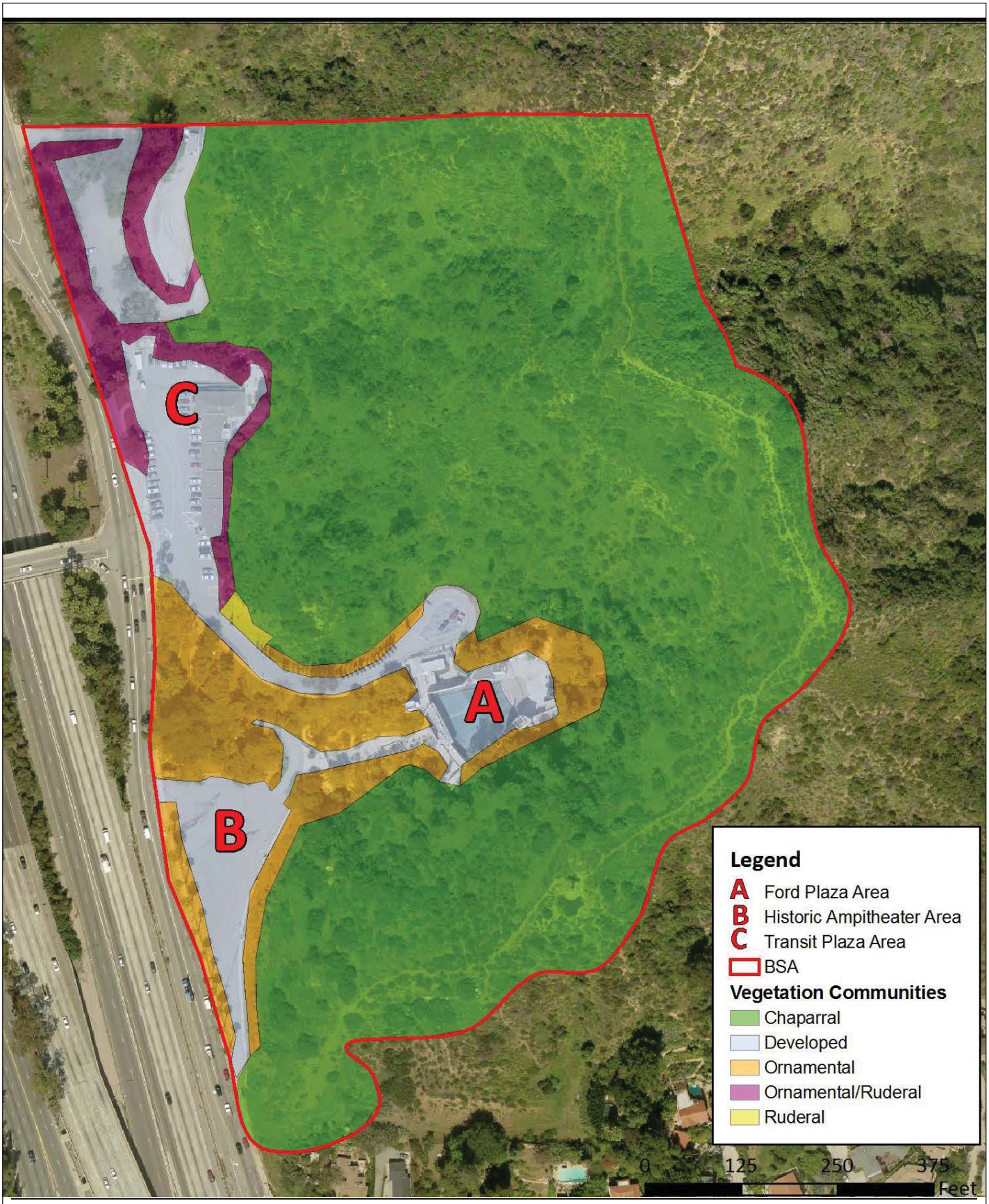

Figure IV.D-2
Vegetation Communities

matrix environmental

Source: GPA Environmental; ESRI World Streetmap 2013

californica), woodpecker (*Picoides* sp.), kingbird (*Tyrannus* sp.), and western fence lizard (*Sceloporus occidentalis*). Based on personal communication with an on-site theatre production manager, mule deer, bobcats, and coyotes are also known to forage in the BSA, and an individual mountain lion (*Puma concolor*) is known to frequent the Griffith Park area. In addition, deer and coyote scat were observed in the hills during surveys.

(4) Sensitive Resources with Potential to Occur

The following discussion describes the sensitive plant and wildlife species with potential to occur within the BSA based on their geographical range. These species have been afforded special status and/or protection by federal, State, or local resource conservation agencies and organizations because of the species' limited or declining population size or limited distribution. Also discussed are habitats that are of relatively limited distribution or of particular value to wildlife. Determinations on whether sensitive resources could potentially occur within the BSA are based on: a record reported in the CNDDB and/or the presence of suitable habitat.

(a) Sensitive Plant Communities

No special-status plant communities are located in the BSA. Native plant communities that occur in the BSA include chaparral scrub, which is common in undeveloped areas of southern California.

(b) Sensitive Plant Species

The following describes special-status plant species that have the potential to occur within the BSA. Special-status plant species determined to have no potential to occur in the BSA can be found in Table 1 of the Biological Resource Assessment included in Appendix E of this Draft EIR.

Slender mariposa-lily

The Slender mariposa-lily *(Calochortus clavatus* var. *gracilis)* is a perennial herb found in foothill canyons, chaparral and coastal scrub habitats. The slender mariposa-lily occurs at an elevation range of 1,050 to 3,281 feet and has a blooming period from March to June. The plant species has a CNPS Listing of 1B, indicating the plant species is rare, threatened, or endangered in California and elsewhere.

Plummer's mariposa-lily

The Plummer's mariposa-lily *(Calochortus plummerae)* is a perennial herb found in chaparral, foothill woodland, yellow pine forest, coastal sage scrub, and valley grassland

habitats. The Plummer's mariposa-lily occurs at an elevation range of 328 to 5,577 feet and has a blooming period from May to July. The plant species has a CNPS Listing of 4, indicating the plant species is of limited distribution.

Parry's spineflower

The Parry's spineflower *(Chorizanthe parryi var. parryi)* is an annual herb found in chaparral and coastal sage scrub communities. The Parry's spineflower occurs at an elevation range of 902 to 4,003 feet and has a blooming period from April to June. The plant species has a CNPS Listing of 1B, indicating the plant species is rare, threatened, or endangered in California and elsewhere.

Palmer's grapplinghook

The Palmer's grapplinghook *(Harpagonella palmeri)* is an annual herb found in chaparral and coastal sage scrub communities, and valley and foothill grassland. The Palmer's grapplinghook occurs at an elevation range of 66 to 3,133 feet and has a blooming period from March to May. The plant species has a CNPS Listing of 4, indicating the plant species is of limited distribution.

Mesa horkelia

The Mesa horkellia *(Horkelia cuneata var. puberula)* is a perennial herb found in cismontane woodland, chaparral, and coastal sage scrub in sandy or gravelly soils habitats. The Mesa horkellia occurs at an elevation range of 203 to 2,657 feet and has a blooming period from February to September. The plant species has a CNPS Listing of 1B, indicating the plant species is rare, threatened, or endangered in California and elsewhere.

Robinson's pepper-grass

The Robinson's pepper-grass *(Lepidium virginicum var. robinsonii)* is an annual herb found in chaparral and coastal scrub habitats. The Robinson's pepper-grass occurs at an elevation range of 3 to 2,904 feet and has a blooming period from January to July. The plant species has a CNPS Listing of 4, indicating the plant species is of limited distribution.

(c) Sensitive Wildlife Species

The following describes special-status wildlife species that have the potential to occur within the BSA. Special-status wildlife species determined to have no potential to occur in the study area can be found in Table 2 of the Biological Resource Assessment included in Appendix E of this Draft EIR.

Gertsch's socalchemmis spider

The Gertsch's socalchemmis spider *(Socalchemmis gertschi)* is found in sage scrub, chaparral, oak woodland, coniferous forest, and rocky habitats in non-arid climates. The species is ranked by the CDFW as S1, indicating there are less than 1,000 individuals or less than 2,000 acres of habitat.

Coastal whiptail

Coastal whiptail *(Aspidoscelis tigris stejnegeri)* is found in chaparral, woodland, and riparian habitats in open, dry areas. The species is ranked by the CDFW as S2S3. S2 indicates there are between 1,000 and 3,000 individuals or 2,000 to 10,000 acres of habitat. S3 indicates there are between 3,000 and 10,000 individuals or 10,000 to 50,000 acres of habitat.

Coast horned lizard

The Coast horned lizard *(Phrynosoma blainvillii)* is found in grasslands, coniferous forests, woodlands, and chaparral in areas of loose soil and low vegetation. The Coast horned lizard can be found at sea level to elevations up to 8,000 feet. It is listed as a species of concern, as identified by CDFW.

Coastal California gnatcatcher

The Coastal California gnatcatcher *(Polioptila californica californica)* is found in chaparral, grassland, and riparian areas near sage scrub. The Coastal California gnatcatcher requires variable amounts of semi-open sage scrub dominated by California sagebrush on shallow slope gradients. It is listed as threatened under the FESA and as a species of concern by CDFW.

Pallid bat

The Pallid bat *(Antrozous pallidus)* is found in rocky, mountainous areas near water or open, sparsely vegetated grasslands. Pallid bats roost in attics, rock cracks, buildings, and caves. It is listed as a species of concern by CDFW.

Western mastiff bat

The Western mastiff bat *(Eumops perotis californicus)* is a cliff dwelling species that generally roosts under rock slabs or crevices in large boulders or buildings. Foraging habitat includes dry desert washes, flood plains, chaparral, oak woodland, grassland, and agricultural areas. It is listed as a species of concern by CDFW.

Hoary bat

Hoary bats *(Lasiurus cinereus)* primarily roost in the foliage of coniferous and deciduous trees but have also been observed in caves, beneath rock ledges, and in buildings. The species is ranked by the CDFW as S4 indicating the species is secure within California with some threat or narrow habitat.

San Diego desert woodrat

The San Diego desert woodrat *(Neotoma lepida intermedia)* is found in high desert areas, chaparral, sagebrush flats, pinyon-juniper pine, and Joshua trees. It is listed as a species of concern by CDFW.

Pocketed free-tailed bat

The Pocketed free-tailed bat *(Nyctinomops fermorosaccus)* generally roosts in crevices of cliffs, high rocky outcrops, and slopes, but may also be found roosting in buildings, caves, and under roof tiles. The Pocketed free-tailed bat forages in desert shrub and pineoak forests. It is listed as a species of concern by CDFW.

Big free-tailed bat

The Big free-tailed bat *(Nyctinomops macrotis)* is found in arid, rocky habitats, and has been found in desert shrub, woodlands and evergreen forests. This species mainly roosts in crevices of cliffs, but has also been documented in buildings, caves and tree cavities. It is listed as a species of concern by CDFW.

(5) Oak Tree Protection

Coast live oak trees (*Quercus agrifolia)* were observed in Areas A and B of the BSA. As described above, oak trees are subject to the County of Los Angeles Oak Tree Ordinance. During the tree survey conducted as part of the Project included in Appendix B of this Draft EIR, five oak trees were identified for potential removal or relocation. These oak trees measured 4, 8, 14, 12, and 10 inches at 4.5 feet above mean natural grade. It is noted that the oak tree measuring 4 inches in trunk diameter was previously contemplated for removal as part of the approved Amphitheatre improvements. The remaining four oak trees would be relocated within the Project Site. The oak tree previously contemplated for removal as part of the approved Amphitheatre improvements is located east of the Amphitheatre within the ornamental landscaped area. The four oak trees proposed to be relocated are located west of the Amphitheatre, two adjacent to the south surface parking lot and two are adjacent to the circular driveway. In accordance with the Los Angeles

County Oak Tree Ordinance, County authorization would be required for the relocation of the four oak trees measuring 8, 10, 12, and 14 inches in diameter.

(6) Regional Connectivity/Wildlife Movement

The Project Site, inclusive of the BSA, is not within a designated regional wildlife linkage area identified in the Los Angeles County General Plan. Notwithstanding, according to the CDFW Biogeographic Information and Observation System Habitat Connectivity Viewer, the BSA is located within an undisturbed habitat block that includes native plant and wildlife species. Therefore, the Project Site and the surrounding open space areas may be used for wildlife movement. From a regional perspective, the Project Site is situated in the Hollywood Hills adjacent to Cahuenga Boulevard East where Cahuenga Boulevard parallels the Hollywood Freeway. Uses surrounding the Project Site include 4-story multi-family residential buildings and open space to the north, single- and multi-family residential uses to the east and south, and Cahuenga Boulevard to the west. The Hollywood Reservoir and associated open space are also located further north-northeast of the Project Site. The presence of Cahuenga Boulevard and the Hollywood Freeway immediately west of the Project Site presents a physical barrier to wildlife movement to or from the areas west of the Project Site. In addition, given the surrounding development to the north, south, and east of the Project Site comprising primarily of residential uses interspersed with scattered open space areas, any potential wildlife movement occurring within and surrounding the BSA would likely be limited to local movement within the adjacent open space areas to the north, south, and east of the BSA. As such, the BSA is not likely to support wildlife movement on a regional scale.

(7) Jurisdictional Delineation of Wetlands

A review of the USFWS' National Wetlands Inventory indicated that there are riverine wetlands within the BSA, north of the Amphitheatre. This area was studied during the biological field survey and was determined to be a cement drainage slough with tarps and sandbags stacked on either side of the drainage to prevent erosion. The drainage does not contain wetland vegetation or connect to other waterways, and is not considered jurisdictional. No other jurisdictional features were identified in the BSA. With respect to the Project's potential impacts to hydrology and water quality, refer to Section IV.G, Hydrology, Water Quality, and Groundwater, of this Draft EIR.

3. Environmental Impacts

a. Methodology

Preparation of the Biological Resource Assessment was prepared through: (1) delineation of the Biological Study Area; (2) literature review; and (3) on-site field investigation. As previously described, the BSA includes the area that could be impacted by the Project, either temporarily or permanently, and includes areas that could be indirectly affected by noise or other disturbances.

Relevant literature regarding the biological resources documented near the BSA was reviewed, including the California Natural Diversity Database and the Biogeographic Information and Observation System Habitat Connectivity Viewer to determine habitat connectivity in the BSA. The CNDDB and the Biogeographic Information and Observation System Habitat Connectivity Viewer are managed and updated by the CDFW. A database query was conducted for the Hollywood, Inglewood, Venice, Beverly Hills, Pasadena, Van Nuys, Burbank, Los Angeles, and South Gate 7.5-minute U.S. Geological Survey (USGS) quadrangles from the CNDDB Rarefind 5 online database. A review of the USFWS official species list of species designated as threatened or endangered that have the potential to occur on-site within the BSA was also completed.

On-site field surveys within the BSA were conducted on December 11, 2013, and December 16, 2013. This included foot surveys in which all vegetation communities within the BSA were surveyed, and all plant and wildlife species within the BSA were inventoried to the extent feasible to verify the presence or absence of protected species.

b. Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, Project impacts with regard to biological resources would be significant if the Project would:

- 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 Game or U.S. Fish and Wildlife Service;

- Have a substantial adverse effect, either on any riparian habitat or other sensitive natural community identified in the local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;

- 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;

- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory corridors, or impede the use of native wildlife nursery sites;

- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or

- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

As evaluated in the Initial Study included as Appendix A of this Draft EIR, the Project would be 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. In addition, the Project would not be located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, no impact would occur with regards to protected wetlands or habitat conservation plans, and no further analysis of these issues is provided in the analysis of Project impacts below.

c. Project Design Features

No specific project design features are proposed with regard to biological resources.

d. Analysis of Project Impacts

(1) Potential Vegetation Community Impacts

As previously discussed, no special-status plant communities are located in the BSA. Native plant communities that occur in the study area include chaparral scrub, which is common in undeveloped areas of southern California. As this native plant community is not listed as a special-status plant community, potential impacts to existing plant communities associated with the Project would be less than significant and no mitigation measures are required.

(2) Potential Regulatory Status Plant Species Impacts

As described above, special-status plant species with the potential to occur within the BSA include Slender mariposa-lily, Plummer's mariposa-lily, Parry's spineflower, Palmer's grapplinghook, Mesa horkellia, and the Robinson's pepper-grass. The slender mariposa-lily, Parry's spineflower, and mesa horkellia are listed on the CNPS as rare, threatened, or endangered. The Plummer's mariposa-lily, Palmer's grapplinghook, and Robinson's pepper-grass are listed as a plant species of limited distribution. The Project would include rehabilitation of portions of the existing Amphitheatre and development of new structures, including improvements to the exterior landscape and development of a hiking trail. Construction along the proposed hiking trail and within the existing landscaped areas would require vegetation removal. In addition, on a yearly basis, vegetation would be thinned up to 200 feet from all new structures in an effort to reduce fire risk in the area. Such activities could directly or indirectly impact identified special-status plant species that occur within the BSA. Accordingly, Mitigation Measures D-1 and D-2 are provided below to require completion of rare plant surveys, implementation of avoidance measures, and preparation of a restoration plan in the event special status plant species are directly impacted by Project construction. With implementation of Mitigation Measures D-1 and D-2, potentially significant impacts to special-status plant species associated with the Project would be reduced to a less than significant level.

(3) Potential Regulatory Status Wildlife Species Impacts

(a) Construction

(i) Regulatory Status Bird Species

The coastal California gnatcatcher is identified as a species of concern by the CDFW and would have the potential to occur in the BSA as the chaparral and sage scrub communities located in the BSA are suitable habitats for the coastal California gnatcatcher. According to the CNDDB, the most recent recording of this species was documented approximately 6 miles northwest of the BSA in 1991. Therefore, the potential for the coastal California gnatcatcher to occur in the BSA during construction is considered low. However, absence cannot be confirmed without additional surveys. As such, the Project could result in potentially significant direct impacts to the coastal California gnatcatcher. In addition, as this species is non-migratory, construction activities could result in indirect impacts on coastal California gnatcatcher species through noise disturbance and vegetation removal if they were to be in the BSA during construction. Annual vegetation thinning required out to 200 feet from all new structures would also reduce habitat for coastal California gnatcatcher. Accordingly, Mitigation Measure D-3 is included below to require protocol-level surveys within the year prior to construction, and any additional surveys, as necessary, if the coastal California gnatcatcher or its sign is detected.

Implementation of Mitigation Measure D-3 would reduce potential impacts to a less than significant level.

Migratory birds and raptors also have the potential to occur in the BSA given the large areas of trees, vegetation, and buildings that could create the potential for migratory birds and raptors to nest. Construction activities could result in impacts on nesting birds through noise disturbance and vegetation removal if they were in the BSA during construction. As such, Mitigation Measure D-4 is provided below to require that construction activities be scheduled outside of the nesting season, nest bird surveys be conducted if construction is scheduled during bird nesting season, and buffers and avoidance be created to prevent impacts to migratory birds. Implementation of Mitigation Measure D-4 would reduce potentially significant impacts to migratory birds to a less than significant level.

(ii) Regulatory Status Small Mammal Species

The BSA includes undisturbed habitat that could be impacted as a result of construction activities. Sensitive wildlife species with the potential to occur within this habitat includes the coast horned lizard and the San Diego desert woodrat, both of which are considered species of concern by CDFW. Construction activities, including noise disturbance and vegetation removal could impact these species if they are present within the BSA during Project construction. Mitigation Measure D-5, provided below, would require pre-construction surveys prior to construction to determine the presence or absence of wildlife in the construction area. With implementation of Mitigation Measure D-5, impacts to wildlife species would be reduced to a less than significant level.

(iii) Regulatory Status Bat Species

Four bat species have been identified with the potential to occur within the BSA. This includes the pallid bat, western mastiff bat, hoary bat, and the pocketed free-tailed bat. All are identified as species of concern by the CDFW with the exception of the hoary bat, which has a State rank of "S4." The BSA includes large trees, vegetation, and buildings that could provide roosting habitats for bats. Construction activities would result in noise disturbance and vegetation removal that could impact the bats if they are present during construction. Accordingly, Mitigation Measures D-6 and D-7 are included below to require that bat surveys be conducted prior to construction, non-breeding bats be identified and be safely evicted from the roosting habitat, and that no work be conducted within 100 feet of the roosting site of a maternal colony. Implementation of Mitigation Measures D-6 and D-7 would reduce potential impacts to bats to a less than significant level.

(b) Operation

Implementation of the Project would increase lighting, noise, and human activity within the Project Site, which could potentially deter wildlife occurring within the BSA from the area and reduce their ability to forage. In addition, the development of the proposed hiking trail would increase the risk for wildlife-human interactions within the Project Site. Furthermore, the fencing proposed to be installed along the lower trail alignments to keep people on the designated walking path and reduce further disturbance of the hillside may prevent wildlife access to foraging areas and reduce their ability to move through the area. Mitigation Measures D-8 through D-10, provided below, would require that Amphitheatre lighting be designed to focus downward on the developed areas of the Project area; the use of trash receptacles that are not accessible to wildlife along the proposed hiking trail to reduce the potential for wildlife-human interaction; and that fencing be designed to be lower in height with openings between posts and rails to allow wildlife to pass over or through the fence. With implementation of these mitigation measures, potential impacts to wildlife species during operation of the Project would be reduced to a less than significant level.

Regarding the potential for erosion within the Project Site, refer to Section IV.F, Geology and Soils, of this Draft EIR. As discussed therein, the Project would include best management practices in accordance with the County's Low Impact Development Standards Manual to address on-site erosion within the Project Site. Therefore, no substantial erosion is anticipated to occur within the Project Site that could adversely affect wildlife species occurring within the BSA or moving through the Project Site.

(4) Oak Tree Impacts

As previously described, during the tree survey conducted for the Project, one coast live oak was identified for removal as part of the previously approved Amphitheatre improvements and four coast live oak trees have been identified for potential relocation. The oak tree previously contemplated for removal as part of the approved Amphitheatre improvements measured 4 inches in trunk diameter at 4.5 feet above mean natural grade. The remaining oak trees proposed to be relocated within the Project Site measured 8, 10, 12, and 14 inches in trunk diameter at 4.5 feet above mean natural grade. In accordance with the Los Angeles County Oak Tree Ordinance, a permit would be required for the removal or relocation of oak trees measuring 8 inches in trunk diameter or greater. As such, a permit would be required for the relocation of the four oak trees measuring 8, 10, 12, and 14 inches in trunk diameter. As these trees are proposed to be relocated within the Project Site, the Project would not result in the permanent loss of protected trees and potential impacts to oak trees would be less than significant. Mitigation Measure D-11, provided below, would ensure the relocation of the oak trees is consistent with the Los Angeles County Oak Tree Ordinance. Mitigation Measures D-11 further outlines the procedures to be followed should the oak trees be protected in place.

(5) Regional Connectivity/Wildlife Movement

As previously discussed, there are no regional wildlife movement corridors within or adjacent to the Project Site. In addition, the BSA is not within a designated regional wildlife linkage area identified in the Los Angeles County General Plan. Notwithstanding, development of the Project would occur primarily within the already developed portions of the Project Site and, upon implementation of the Project, the Project Site would remain mostly undeveloped hillsides. As such, the Project would not be expected to result in an increased barrier to local wildlife movement. In addition, the proposed trail alignment would generally follow the alignment of existing user-created trails, which potential wildlife in the area would already be accustomed to. Furthermore, while implementation of the proposed hiking trail would increase human activity in the hillside areas, wildlife movement typically occurs during nighttime when access to the hiking trail would not be permitted. Additionally, in accordance with Mitigation Measure D-9 provided below, the fencing proposed to be installed along the lower trail alignments to keep people on the designated walking path would be designed to be lower in height with openings between posts and rails to allow wildlife to pass over or through the fence. Therefore, the Project is not anticipated to negatively impact wildlife movement within the open space areas of the Project Site and the open space areas to the north and east of the Project Site. Impacts with regard to wildlife movement would be less than significant.

(6) Fuel Modification and Fire Risk

Given the Project Site's location and surrounding undeveloped hillsides, the potential for fire hazards would exist within the Project Site due to the presence of brush, increased human activity, and the potential for fires due to accidents or arson-related causes. Fires within the Project Site could result in potential impacts on existing vegetation communities, special status species, and wildlife if a fire were to spread beyond the developed areas of the Project. However, due to the Project Site's location within a Very High Fire Hazard Severity Zone, the Project would be required to comply with all applicable City and County requirements regarding construction, access, water mains, fire hydrants, fire flows, and brush clearance for this zone. In addition, the Project would implement a fuel modification plan that would identify buffer zones for the planting of specific vegetation and areas where routine landscape maintenance is required so as to create adequate defensible space around all potentially combustible structures. Routine landscape maintenance would be conducted in accordance with the County Fire Department's Fuel Modification Plan Guidelines and would include pruning; removal of plant litter, dead plants, and unwanted species; and regular inspection and repair of the irrigation system. A preliminary fuel modification plan has been prepared for the Project and is illustrated in Figure IV.J.1-2 in Section IV.J.1, Public Services—Fire Protection, of this Draft EIR. As shown therein, the preliminary fuel modification plan includes 30-foot and 200-foot buffer zones from all new structures. The 30-foot buffer zone would provide for replanting of

low-growing, irrigated drought-tolerant plant material as a means to prevent erosion and transition to the native character of the Project Site. The 200-foot buffer zone would provide for seasonal clearing of brush and, as needed, pruning of trees to reduce the amount of potential plant material that could fuel a fire. Through compliance with applicable City and County requirements regarding wildfire risks, as well as approval and implementation of a fuel modification plan, impacts with respect to wildfire risk would be less than significant.

4. Cumulative Impacts

Cumulative impacts are impacts to biological resources that are a consequence of aggregate past, present, and foreseeable impacts of the Project and other projects located within the vicinity of the Project Site. To evaluate cumulative impacts, the Project in combination with the related projects identified in Section III, Environmental Setting of this Draft EIR, were analyzed.

The related projects include mostly infill developments that contain limited native vegetation or suitable habitats for wildlife species. Due to their generally developed/ disturbed nature and lack of native vegetation and habitats, the related project sites do not contribute to the long-term sustainability of natural communities and, therefore, would not have a significant impact on biological resources on a cumulative basis (including vegetation communities, regulatory status animal or plant species, or protected trees). In addition, as with the Project, any potential impacts to biological resources resulting from development of the related projects would likely be subject to mitigation as part of the environmental review process, thereby avoiding or minimizing potential impacts to biological resources. Therefore, the Project in combination with the related projects would not result in significant cumulative impacts to biological resources.

As previously discussed, the Project would not have a significant adverse effect on any designated regional wildlife movement corridors as there are no regional wildlife movement corridors within or adjacent to the Project Site.. Based on the location of the related projects within highly urbanized areas and the proximity of the related projects to large expanses of open space, the related project sites do not provide the type of environment that would attract wildlife to those sites or use those sites to reach nearby open space areas where such wildlife are known to exist. Therefore, the Project in combination with the related projects would not result in significant cumulative impacts with regards to wildlife movement.

5. Mitigation Measures

Special-Status Plant Species

Mitigation Measure D-1: Prior to construction, a qualified botanist shall conduct rare plant surveys throughout the Project area. In the event special status species are found during surveys, avoidance measures shall be implemented based on the recommendations of a qualified botanist. If avoidance is not feasible, appropriate mitigation shall be developed and implemented, in consultation with the United States Fish and Wildlife Service and/or the California Department of Fish and Wildlife, as applicable.

Surveys shall be conducted during the appropriate blooming period to the extent feasible. If surveys cannot be conducted within the appropriate blooming period, or if the presence for any species cannot be ruled out for any other reason, avoidance measures shall be implemented based on recommendations of a qualified botanist. If avoidance is not feasible, appropriate mitigation shall be developed and implemented in consultation with the United States Fish and Wildlife Service and/or the California Department of Fish and Wildlife, as applicable.

Mitigation Measure D-2: If it is determined that special status plants would be directly impacted as a result of the Project, an on- or off-site restoration plan shall be prepared by a qualified botanist, in coordination with the United States Fish and Wildlife Service and/or the California Department of Fish and Wildlife, as applicable.

The restoration plan shall be implemented prior to the completion of the Project. The plan shall include the following: receiver locations; number of plants to be replanted and the methods of replanting; maintenance and monitoring requirements; and measures necessary for the establishment of self-sustaining populations in suitable open space areas to ensure the long-term survivability of the species in the vicinity.

Annual monitoring for at least five (5) years shall be required to ensure no-net-loss of acres of habitat for the species. The acreage ratio of lost special-status plant species habitat to habitat replaced shall be coordinated with the United States Fish and Wildlife Service and/or the California Department of Fish and Wildlife, as applicable, but shall be no less than 1:1.

Coastal California Gnatcatcher

Mitigation Measure D-3: Within a year prior to construction, protocol level surveys for the coastal California gnatcatcher shall be conducted within

300 feet of suitable habitat by a qualified biologist/ornithologist according to the United States Fish and Wildlife Service survey guidelines. The surveys shall include, at a minimum, a thorough examination of all suitable habitat within the Project area and vicinity for the coastal California gnatcatcher or its sign. The final survey methodology shall be determined in coordination with the United States Fish and Wildlife Service. A summary report shall be prepared upon completion of these activities and submitted to the United States Fish and Wildlife Service.

If, following protocol level surveys, no gnatcatchers are detected, but construction is delayed more than one year, additional surveys may be required, at the discretion of the United States Fish and Wildlife Service, to ensure that no gnatcatchers have moved into the area. If evidence of the coastal California gnatcatcher is found within the Project area during surveys, consultation with the United States Fish and Wildlife Service shall be conducted, and any requirements of the regulatory agencies regarding protection of the species shall be implemented.

Migratory Birds and Raptors

Mitigation Measure D-4: The following measures shall be implemented during construction to minimize impacts on nesting birds and raptors:

a. Construction in areas that include trees, vegetation, or buildings that may provide nesting habitats for bird and raptors shall be reduced to the maximum extent feasible.

b. Trimming and removal of vegetation and trees shall be minimized and performed outside of the nesting season (February 15 to September 15) to the extent feasible.

c. In the event trimming or removal of vegetation and trees must be conducted during the nesting season, nesting bird surveys shall be completed by a qualified biologist no more than 48 hours prior to trimming or clearing activities to determine if nesting birds are within the affected vegetation. Nesting bird surveys shall be repeated if trimming or removal activities are suspended for five days or more.

d. In the event construction is scheduled during bird nesting season, nesting bird surveys shall be completed no more than 48 hours prior to construction to determine if nesting birds, raptors, or active nests are in or within 500 feet of the construction area. Surveys shall be repeated if construction activities are suspended for five (5) days or more.

e. In the event nesting birds or raptors are found in the construction area, appropriate buffers (typically 300 feet for songbirds and up

to 500 feet for raptors) shall be implemented, in coordination with the California Department of Fish and Wildlife, to ensure that nesting birds and active nests are not harmed. Buffers shall include fencing or other barriers around the nests to prevent any access to these areas and shall remain in place until birds have fledged and/or is no longer active, as determined through coordination with the California Department of Fish and Wildlife.

Special-Status and General Wildlife Species

Mitigation Measure D-5: A qualified biologist shall complete pre-construction surveys no more than 48 hours prior to construction to determine the presence or absence of wildlife in the construction area. Surveys shall be repeated if construction activities are suspended for five (5) days or more. If any wildlife species are identified, appropriate measures shall be developed and implemented to avoid impacts on these wildlife species, in consultation with resource agencies as applicable.

Bats

Mitigation Measure D-6: To the extent feasible, tree and building removal shall be scheduled during the non-breeding and active season for bats (typically October and November). Prior to construction, surveys shall be conducted by a qualified bat specialist to identify the presence of bats and any active or potential bat-roosting cavities. During the non-breeding and active season, any bats roosting in cavities in the area, either in trees or in structures, shall be safely evicted under the direction of a bat specialist and under consultation with the California Department of Fish and Wildlife.

Once it has been determined that all roosting bats have been safely evicted from roosting cavities, exclusionary devices approved by the California Department of Fish and Wildlife shall be installed and maintained to prevent bats from roosting in these cavities prior to and during construction. A summary report shall be prepared upon completion of these activities and submitted to the California Department of Fish and Wildlife.

Pre-construction bat surveys shall be conducted by a qualified bat specialist no more than seven (7) days prior to the removal of any trees within the Project area to confirm that exclusionary measures have been successful and there are not bats within the construction area. If no roosting bats are detected, no further surveys are required provided the tree removal is conducted within seven (7) days. If removal is delayed more than seven (7) days, additional surveys shall be conducted no more than seven (7) days prior to tree removal to ensure that no bats have moved into the area.

Mitigation Measure D-7: Surveys and exclusion measures are expected to prevent maternal colonies from becoming established in the Project area. In the event a maternal colony of bats is found in the construction area, the California Department of Fish and Wildlife shall be consulted, and no work shall be conducted within 100 feet of the roosting site until the maternal season is over or the bats have left the site, or as otherwise directed by the California Department of Fish and Wildlife. The site shall be designated as a sensitive area and protected as such until the bats have left the site. No clearing and grubbing shall be authorized adjacent to the site. Combustion equipment, such as generators, pumps, and vehicles, shall not to be parked nor operated under or adjacent to the roosting site. Construction personnel shall not enter into areas beneath the colony, especially during the evening exodus.

General Wildlife Species

Mitigation Measure D-8: Amphitheatre lighting shall be designed to focus downward on the developed areas of the Project area and minimize light spillover onto adjacent open space areas.

Mitigation Measure D-9: Fencing associated with the proposed hiking trail shall be designed to be low in height with openings between posts and rails to allow the movement of wildlife to pass over or through the fence.

Mitigation Measure D-10: Trash receptacles that are not accessible to wildlife shall be used along the proposed hiking trail and within open areas of the Project Site to discourage wildlife from entering the area and reduce the potential for wildlife-human interaction. Signage shall also be place along the trail to encourage hikers to stay within the designated trail boundary.

Oak Trees

Mitigation Measure D-11: The following measures shall be implemented to minimize impacts on oak trees:

a. Oak trees measuring eight (8) inches or more in diameter at four and one-half (4.5) feet above mean natural grade shall be protected in place unless otherwise specifically permitted by the County of Los Angeles

b. Prior to construction, protection fencing shall be installed outside of the drip line of an oak tree to be protected in place during construction to minimize damage from equipment storage, debris dumping, parking, etc. within oak tree protected zones.

c. Oak trees that are relocated shall be done so in a manner consistent with the Los Angeles County Oak Tree Ordinance.

6. Conclusion

a. Vegetation Communities

Native plant communities that occur in the Project area include chaparral scrub, which is not designated as special-status plant community. No special-status plant communities are located in the study area and impacts to vegetation communities would be less than significant.

b. Regulatory Status Plant Species

Construction along the proposed hiking trail and within the existing landscaped areas would require vegetation removal that could impact the special-status plant species. Implementation of Mitigation Measures D-1 and D-2 would reduce potentially significant impacts to special status plants to less than significant levels.

c. Regulatory Status Wildlife Species

(1) Regulatory Status Bird Species

Potential impacts to the coastal California gnatcatcher and nesting birds as a result of noise disturbance and vegetation removal could be considered potentially significant prior to mitigation. Implementation of Mitigation Measures D-3 and D-4 would reduce potentially significant impacts to special status bird species to less than significant levels.

(2) Regulatory Status Small Mammal Species

Potential impacts to up to two regulatory status small mammal species during construction as a result of noise disturbance and vegetation removal could be considered potentially significant prior to mitigation. Implementation of Mitigation Measure D-5 would reduce impacts to regulatory status small mammal species to a less than significant level.

(3) Regulatory Status Bat Species

Potential impacts to up to four regulatory status bat species during construction as a result of noise disturbance and vegetation removal could be considered potentially significant prior to mitigation. Implementation of Mitigation Measures D-6 and D-7 would reduce impacts to regulatory status bat species to a less than significant level.

Additionally, with implementation of Mitigation Measures D-8 through D-10, overall potential impacts to wildlife species would be reduced to a less than significant level.

d. Oak Tree Protection

In accordance with Mitigation Measure D-11, removal or relocation of any oak trees within the Project Site would be subject to County review consistent with the Los Angeles County Tree Protection Ordinance. Therefore, implementation of Mitigation Measure D-11 and compliance with the Los Angeles County Tree Protection Ordinance would reduce impacts to oak trees to a less than significant level.

e. Regional Connectivity/Wildlife Movement

As evaluated above, there are no regional wildlife movement corridors within or adjacent to the Project Site. In addition, the BSA is not within a designated regional wildlife linkage area identified in the Los Angeles County General Plan. Furthermore, development of the Project would occur primarily within the developed portions of the Project Site and, upon implementation of the Project, the Project Site would remain mostly undeveloped hillsides. Additionally, in accordance with Mitigation Measure D-9 provided above, the fencing proposed to be installed along the lower trail alignments to keep people on the designated walking path would be designed to be lower in height with openings between posts and rails to allow wildlife to pass over or through the fence. Therefore, Project impacts with regard to wildlife movement would be less than significant.

In conclusion, with implementation of the mitigation measures provided above, the Project would result in less than significant impacts to biological resources.

IV. Environmental Impact Analysis
E. Cultural Resources

1. Introduction

This section provides an analysis of the Project's potential impacts associated with cultural resources, including historic, archaeological and paleontological resources. The analysis of historic resources is based on the *Ford Theatres Project Historic Resource Report (Historic Resource Report)* prepared by Galvin Preservation Associates (May 14, 2014) included as Appendix F of this Draft EIR. In addition, the analysis of potential impacts on archaeological and paleontological resources is based on the records searches included as Appendix G of this Draft EIR, and a review of existing conditions within the Project Site.

2. Environmental Setting

a. Regulatory Framework

Numerous laws and regulations require federal, state, and local agencies to consider the effects of a project on cultural resources. The National Historic Preservation Act of 1966, as amended, the California Environmental Quality Act (CEQA), and the California Register of Historical Resources are the primary laws governing historical, archaeological and paleontological resources of national, state and local significance within the Project vicinity. A summary of these laws and regulations is provided below.

(1) Federal—National Register of Historic Places

Authorized under the National Historic Preservation Act of 1966, as amended, the National Register of Historic Places (National Register) is "an authoritative guide to be used by federal, State, and local governments, private groups and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment."[1] The National Register recognizes properties that are significant at the national, State, and local levels.

[1] *Title 36 Code of Federal Regulations Part 60.2.*

To be eligible for listing in the National Register, a property must be at least 50 years of age (unless the property is of "exceptional importance") and possess significance in American history and culture, architecture, or archaeology. A property of potential significance must meet one or more of the following criteria for listing in the National Register:

a) *Associated with events that have made a significant contribution to the broad patterns of our history; or*

b) *Associated with the lives of persons significant in our past; or*

c) *Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*

d) *Yield, or may be likely to yield, information important in prehistory or history.*

In addition to meeting any or all of the criteria listed above, a property nominated for listing on the National Register of Historic Places must have integrity. As defined in the *National Register Bulletin 15*, integrity is "the ability of a property to convey its significance."[2] The National Park Service recognizes seven aspects or qualities of integrity: feeling, association, workmanship, location, design, setting, and materials. The following is excerpted from the *National Register Bulletin, How to Apply the National Register Criteria for Evaluation,* which provides guidance on the interpretation and application of these factors:[3]

- *Feeling:* is a property's expression of the aesthetic or historic sense of a particular period of time.
- *Association:* is the direct link between an important historic event or person and a historic property.
- *Workmanship:* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

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[2] *National Register Bulletin 15. How to Apply the National Register Criteria for Evaluation. Washington DC: U.S. Department of the Interior, National Park Service, 1997.*

[3] *Ibid.*

- *Location:* is the place where the historic property was constructed or the place where the historic event took place.

- *Design:* is the combination of elements that create the form, plan, space, structure, and style of a property.

- *Setting:* is the physical environment of a historic property.

- *Materials:* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

In assessing a property's integrity, the National Park Service also recognizes that properties change over time. Therefore, as described in the *National Register Bulletin 15*, "it is not necessary for a property to retain all of its historic physical features or characteristics. The property must retain, however, the essential physical features that enable it to convey its historic identity."

To be eligible for listing in the National Register, a property must also be significant within a historic context. According to the National Register Bulletin 15, historic contexts are "those patterns, themes, or trends in history by which a specific… property or site is understood and its meaning… is made clear." A property must represent an important aspect of the area's history or prehistory and possess the requisite integrity to qualify for the National Register.

Additionally, the National Park Service defines the period of significance as "the length of time when a property was associated with important events, activities or persons, or attained the characteristics which qualify it for… listing" in national, State or local registers. A period of significance can be "as brief as a single year… [or] span many years." It is based on "specific events directly related to the significance of the property," for example, the date of construction, years of ownership, or length of operation as a particular entity.

(2) State

The California Office of Historic Preservation (OHP), a division of the California Department of Parks and Recreation, implements the policies of the National Historic Preservation Act on a statewide level. The OHP also carries out the duties as set forth in the Public Resources Code and maintains the California Historic Resources Inventory and California Register of Historical Resources. The State Historic Preservation Officer (SHPO) is an appointed official who implements historic preservation programs within the state. Also implemented at the state level, CEQA requires the identification and mitigation

of substantial adverse impacts that may affect the significance of identified historical resources and archaeological resources as part of the environmental review process conducted under CEQA.

(a) California Register of Historical Resources

The California Register of Historical Resources (California Register) was enacted in 1992, and its regulations became official in January 1, 1998. The California Register of Historical Resources is an authoritative guide used by state and local agencies, private groups, and citizens to identify the State's historic resources and indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change.[4] The criteria for eligibility for listing in the California Register are based upon National Register criteria. To be eligible for listing in the California Register, a property generally must be at least 50 years of age and must possess significance at the local, State, or national level, under one or more of the following criteria:

1. *Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.*

2. *Associated with the lives of persons important to local, California or national history.*

3. *Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.*

4. *Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.*

The California Register consists of properties that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed in the National Register and those formally determined eligible for (Category 2 in the State Inventory of Historical Resources), or listed in (Category 1 in the State Inventory), the National Register.

[4] *California Public Resources Code, Section 5024.1(a).*

- State Historical Landmarks No. 770 and all consecutively numbered state historical landmarks following No. 770. For state historical landmarks preceding No. 770, the Office of Historic Preservation shall review their eligibility for the California Register in accordance with procedures to be adopted by the State Historical Resources Commission (Commission).

- Points of historical interest which have been evaluated by the OHP and recommended for listing by the Commission for inclusion in the California Register in accordance with criteria adopted by the Commission.

Historic resources eligible for listing in the California Register may include buildings, sites, structures, objects, and historic districts. Resources less than 50 years of age may be eligible if it can be demonstrated that sufficient time has passed to understand its historical importance. While the enabling legislation for the California Register is less rigorous with regard to the issue of integrity, there is the expectation that properties reflect their appearance during their period of significance.[5]

(b) California Environmental Quality Act

CEQA requires a lead agency to analyze whether historic and/or archaeological resources may be adversely impacted by a project. Under CEQA, Public Resources Code Section 21084.1, a "project that may cause a substantial adverse change in the significance of a historic resource is a project that may have a significant effect on the environment." This statutory standard involves a two-part inquiry. The first involves a determination of whether the project involves a historic resource. If so, the lead agency must determine whether the project may involve a "substantial adverse change in the significance" of the resource. CEQA Guidelines Section 15064.5 provides, for the purposes of CEQA compliance, the term "historical resources" shall include the following:

- A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Public Resources Code Section 5024.1, Title 14 California Code of Regulations, Section 4850 et seq.).

- A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements in Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat such resources as significant unless the

[5] *California Public Resources Code Section 4852.*

preponderance of evidence demonstrates that it is not historically or culturally significant.

- 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 an 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 (Public Resources Code Section 5024.1, Title 14 California Code of Regulations, Section 4852).

The fact that a resource is not listed in, or determined to be eligible for listing in the California Register, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be a historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

CEQA Guidelines Section 15064.5 also provides that "[s]ubstantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." Material impairment occurs when a project materially alters or demolishes in an adverse manner "those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion" in the California Register or a local historic registry or that justify its eligibility for inclusion. As further set forth in CEQA Guidelines Section 15064.5, "[g]enerally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historical resource." The Secretary of the Interior's Standards (Standards) are not intended to be prescriptive, but instead provide general guidance. Not every Standard would necessarily apply to every aspect of a project, nor is it necessary to comply with every Standard to achieve compliance. For a project to comply with the Standards, it must achieve a balance of continuity and change. The Standards, as codified in 36 Code of Federal Regulations Section 67.7, are as follows:

1. *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.*

2. *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.*

3. *Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other buildings, will not be undertaken.*

4. *Changes to a property that have acquired historic significance in their own right will be retained and preserved.*

5. *Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

6. *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*

7. *Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*

8. *Significant archeological resources affected by a project will be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.*

9. *New additions, exterior alterations, or related new construction will not destroy historic materials that characterize the property. The new work shall be differentiated from the old and will be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.*

10. *New additions and adjacent or related new construction will be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

CEQA also considers project impacts to "a unique archaeological resource." In accordance with CEQA, Public Resources Code Section 21083.2(g), a unique archaeological resource is defined as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability of meeting any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; or
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person [Public Resources Code Section 21083.2(g)].

CEQA requires the lead agency to consider whether a project would have a significant effect on unique archaeological resources or resources eligible for listing in the California Register of Historic Resources, and to avoid these resources when feasible or mitigate any effects to less than significant levels (Public Resources Code Section 21083.2 and Section 21084.1). CEQA Guidelines Section 15064.5(c)(4) notes that if an archaeological resource is neither a unique archaeological resource nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment.

CEQA Guidelines Section 15064.5(e) provides procedures to be followed in the event of the accidental discovery of human remains. If remains are discovered, the county coroner shall examine the remains to determine the nature of the remains and cause of death. If the remains are determined to be of Native American origin, the county coroner shall contact the Native American Heritage Commission, which would then identify the person or persons it believes to be the most likely descendent(s) of the deceased Native American. The most likely descendent may make recommendations for the excavation work and for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. Under certain conditions, the landowner or his authorized representative may rebury the human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance. Native American burials in California are protected by Public Resources Code Sections 5097.9–5097.991 and Section 7050 of the Health and Safety Code.

Paleontological resources are also afforded protection under CEQA. Appendix G of the CEQA Guidelines provides guidance relative to significant impacts on paleontological resources, which states, "a project will normally result in a significant impact on the environment if it will…disrupt or adversely affect a paleontological resource or site or

unique geologic feature, except as part of a scientific study." Section 5097.5 of the Public Resources Code also specifies that any unauthorized removal of paleontological remains is a misdemeanor. Further, the California Penal Code Section 622.5 sets the penalties for the unauthorized damage or removal of paleontological resources.

(c) California Health and Safety Code

Sections 7050.5, 7051, and 7054 of the California Health and Safety Code address the illegality of interference with human burial remains (except as allowed under applicable sections of the Public Resources Code), and the disposition of Native American burials in archaeological sites. It protects such remains from disturbance, vandalism, or inadvertent destruction, and establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, including treatment of the remains prior to, during, and after evaluation, and reburial procedures.

(d) Senate Bill 18

Government Code Section 65352.3 (Senate Bill 18) requires local governments to consult with California Native American tribes identified by the California Native American Heritage Commission prior to the adoption or amendment of a general plan, area plan or specific plan for the purpose of protecting traditional tribal cultural places. The State Office of Planning and Research's technical advice series recommends that agencies solicit the concerns of Native Americans and other interested persons and corporate entities, including, but not limited to, museums, historical commissions, associates and societies as part of the process of cultural resources inventory.

b. Existing Conditions

(1) Historical Background

The existing 1,196-seat Amphitheatre was built in 1920 as the site of the *Pilgrimage Play*, a 12-part Passion Play depicting the life and death of Jesus Christ. Hence the original name of the Amphitheatre was the Pilgrimage Theatre. The author of the play, Christine Wetherill Stevenson, believed the rugged beauty of the Cahuenga Pass would provide a dramatic outdoor setting for the play. Together with Chauncey D. Clark and other investors, Wetherill Stevenson purchased the land on which the Hollywood Bowl now sits for the purposes of building a theatre. The other investors disagreed with Stevenson's idea of building a theatre solely for religious productions; therefore, the investors acquired the land from Wetherill Stevenson. Stevenson then purchased the land across the Hollywood Bowl property. A wood amphitheatre was built on that site with the help of volunteers. Taking advantage of the box canyon, the stage was set against a natural backdrop of

chaparral and cypress growing up the hillside. The design and layout of the original amphitheatre was prepared by architect Bernard Maybeck.

H. Ellis Reed was hired to produce and direct the Pilgrimage Play, which was performed by local actors every summer from 1920 to 1929 until a brush fire destroyed the original wood structure. While attending Hollywood High School, Fay Wray appeared in the play. Other actors who performed at the Pilgrimage Theatre included Gale Gordon, Peggy Converse, Rachel Ames, and Addison Richards.

Wetherill Stevenson died in 1922, just two years after the play opened. An electrically illuminated cross was erected on the hill above the Amphitheatre and dedicated in her honor in 1923. After Wetherill Stevenson's death, *Los Angeles Times* owner Harry Chandler acquired his share of the property and performance rights to the Pilgrimage Play from her estate.

The present Amphitheatre was built on the same site as the original theatre and opened in 1931. The orientation of the seating area and location of the stage generally remained the same, and some of the original stone was incorporated into the new structure along the areas to the right and left of the seating area. The Amphitheatre is constructed of board-formed poured-in-place concrete and designed in the style of ancient Judaic architecture to resemble the gates of Jerusalem.

The architect of the existing Amphitheatre, William Lee Woollett, was born in Albany, New York and came from a long line of architects. Following in his father's footsteps, William Lee Woollett studied architecture at the Massachusetts Institute of Technology and after working for the Boston firm Femur and Page, he returned to Albany in 1896 to set up his own practice. After the fire and earthquake in San Francisco, William Lee went out to investigate the prospects of starting an office there in 1909. He stayed in California and later gained considerable recognition for his State Armories in San Francisco and Los Angeles, numerous schools, office buildings, theatres, and houses. William Lee Woollett's son, William Woollett, and grandson Joseph L. continue to practice architecture in California.

The Pilgrimage Play continued to be performed following the opening of the existing Amphitheatre in 1931, but was not performed during the 1938 season. Production of the Pilgrimage Play resumed in 1939 and continued to be performed until 1964, interrupted only by World War II, when the structure was converted to dormitories for servicemen.

Originally, patrons arrived to the Amphitheatre mostly by streetcar. As the number of patrons arriving by automobile transportation increased, improvements to driveways and parts of the grounds were re-graveled and re-surfaced. Schools, churches, civic

organizations, and other groups often purchased large blocks of tickets and made annual excursions to see the play together. The venue became even more accessible by automobile and bus when the Hollywood Parkway opened in 1940. Parking areas were also expanded at this time.

In 1941, the land was deeded to the County of Los Angeles. The Pilgrimage Play continued to be presented until a lawsuit in 1964 forced its closure because of its religious nature. Opponents argued that expending public funds on a religious play violated the principle of the separation of church and state.

The County continued to use the Amphitheatre for a variety of concerts and performances, but public attendance dwindled. The structure gradually deteriorated until the late County Supervisor John Anson Ford obtained funding for capital improvements, several decades ago. The Pilgrimage Theatre was renamed the John Anson Ford Amphitheatre in his honor by former County Supervisor Edmund D. Edelman. The Amphitheatre was used intermittently for Shakespearean plays, jazz concerts, and dance performances until former County Supervisor Edmund D. Edelman authorized the revival of the venue by the Los Angeles County Arts Commission with the creation of the Ford Amphitheatre Season (originally called “Summer Nights at the Ford”) in 1993.

The indoor theatre space at the Ford Theatres was rented by Center Theatre Group, which made it the home of their second stage “Taper Too” from 1972 to 1997. In 1998, the space was extensively renovated and reverted to the County for use and was renamed [Inside] the Ford. Improvements were also made to the stage, backstage, and public areas of the Ford Theatres. Additional funds were spent between 1999 and 2000 to make the facility ADA (Americans with Disabilities Act) compliant. These improvements included an elevator for the three-level structure, the construction of the new entryway, and Edison Plaza.

(2) Architectural Description

The 32-acre Project Site, located in the Hollywood Hills on the east side of the Cahuenga Pass, consists of natural and man-made features, the largest of which is the 1,196-seat Amphitheatre. Other structures within the Project Site include the concessions building, the box office, and a post-war motel building that is used as office space for the Ford Theatre Foundation, Los Angeles County Arts Commission, and Los Angeles Philharmonic. Surface parking lots are also located off Cahuenga Boulevard East on the western edge of the Project Site. From the main entrance at Cahuenga Boulevard East and Pilgrimage Bridge, a road leads up to the Amphitheatre ending in a cul-de-sac. This road is lined with trees on the north and a sidewalk and a wrought iron fence on the south. The cul-de-sac includes handicapped parking spaces and a loading zone. The

landscaping within the Project is diverse, featuring a variety of native and non-native trees, grasses, and shrubs.

The entryway to the Amphitheatre from the south parking lot was constructed in 2000. It consists of winding paths that create a gradual climb from the box office up to the Amphitheatre, past a water feature, various species of trees and plants, and pocket picnic areas. The Amphitheatre generally has an east-west orientation and is situated in a box canyon. The seating area is on the west, while the stage and back stage area is to the east. The arched entrance is centered and recessed at the base of the outside wall. It is flanked by convex and concave concrete walls with different surface textures. These different surface textures are found throughout the structure. In some cases the boards used to form the concrete walls were laid vertically and in other cases they were laid horizontally. The mixture of the concrete is also inconsistent. In some cases it has a heavy aggregate and in other cases a fine one. Above the arched entrance is a pointed arched parapet. The pointed arched doorway on the inside wall has been closed. The door next to the arched entrance leads to the entry of the [Inside] the Ford Theatre.

Grand staircases are located on each side of the arched entrance that leads to the promenade level and entrance to the Amphitheatre seating. The one on the south marches up the outer wall, while the one on the north is situated between the inner and outer walls. The north staircase bifurcates to lead to the concessions building and the Amphitheatre lobby at Door A, while the south staircase leads to the Amphitheatre lobby at Door D. The back inside wall of the Amphitheatre seating area is interrupted by four heavy double wood paneled doors decorated with a recessed grill pattern. These doors are situated in rectangular openings and lead to the seating aisles. On the upper level is a stucco clad addition housing the projection booth and control room. On top of the stucco clad addition is a platform, accessible from a door and staircase on the inside of the addition, used for follow-spot operators and equipment. Also attached is a tall corrugated metal parapet wall running along the top of the Amphitheatre wall. The wall was added to reduce the sound from Cahuenga Boulevard and the Hollywood Freeway. These two major additions have not altered the original structure, but merely rest on top of the walls. The Amphitheatre seating consists of individual metal frame with plastic seat theatre type chairs and is not original. The north and south walls of the seating area are stepped downward towards the stage. The stage has upper and lower levels and is flanked by two elaborate two-story towers with crenellated parapets. These towers were added in 1945, the same time the stage was enlarged. Rustic stonework forms the foundation for the stage and the walls at the rear of the stage. The stone appears to be local, and the various colors, shapes, and size suggest that the walls were constructed and repaired over time. The hillside with stone retaining walls encloses the Amphitheatre on the east. The stone on the south side of the seating area may have been recycled from the 1920 structure.

The concession building, located near the cul-de-sac of the service road on the north side of the Amphitheatre was originally designed as the box office. It is a two-story building with a flat roof and stucco exterior. A shade structure is located on the north and west elevations where patrons place and receive orders from windows. Second story windows are covered by security bars. The box office, located just outside of the main entrance, east of the south surface parking lot, was originally designed as the caretaker's cottage. The box office is a one-story building with a flat roof and stucco exterior. The building has two levels, which is reflected in the stepped massing. The ticket windows are located on the north elevation and are covered by an awning.

c. Evaluation of Historic Eligibility

The Ford Theatres was evaluated as a potential historic resource in 1994 and determined eligible for listing in the National Register. As described above, properties that have been determined eligible for listing in the National Register are automatically included in the California Register. Properties that are listed in the California Register are considered to be historic resources subject to CEQA. Based on the date of the original evaluation 20 years ago and the changes that have been made to the property since the original evaluation, the Ford Theatres was re-evaluated to determine eligibility for listing in the National Register, as provided below.

As previously described, the post-war motel building, located northeast of the primary entrance from the Pilgrimage Bridge, is currently used as office space by the Ford Theatre Foundation, Los Angeles County Arts Commission, and the Los Angeles Philharmonic staff. A 1954 aerial photograph of the Project Site illustrates the motel is a remnant of a large motel complex that originally included two other buildings of equal size. Alterations to the former motel building include the replacement of doors, windows on the first story, and possibly the exterior cladding. Due to the alterations, this former motel building has no genuine potential to qualify as a historic resource.

(1) National Register of Historic Places

(a) Criterion A

To be eligible for the National Register under Criterion A, a resource must have a direct association with events that have made a significant contribution to the broad patterns of our history. The Ford Theatres is eligible for listing in the National Register under Criterion A at the local level in the context of the cultural history of Los Angeles. It is significant as one of the oldest performing arts sites in Los Angeles still in use. The Ford Theatres, like other theatres in Los Angeles, represents the personal vision of an individual on a quest to bring the performing arts to Los Angeles. Christine Wetherill Stevenson sought to promote open-air dramas focusing on the lives of great religious leaders. As the

founder of the Theater Arts Alliance in 1918, she spearheaded the search for a natural setting to build an amphitheatre to produce the plays. She and Mrs. Chauncy Clarke first purchased 65 acres that became the site of the Hollywood Bowl. After parting ways with the Theater Arts Alliance, she purchased the site across from the Hollywood Bowl, now the Project Site, and had constructed a wood amphitheatre. She hired director H. Ellis Reed to produce the drama of the *Life of Christ*, which she wrote herself. The play opened in 1920 and was performed every summer until 1964, with only brief interruptions. Although Wetherill Stevenson died in 1922, the Amphitheatre she created lived on. The period of significance for this context would be 1931 when the new Amphitheatre was constructed through 1964 when the Pilgrimage Play ceased production.

(b) Criterion B

To be eligible for listing in the National Register under Criterion B, a property must be associated with the lives of persons significant in our past. Many persons have worked, performed, and attended the Ford Theatres since it was constructed. There are two individuals with a close association with the Amphitheatre: Christine Wetherill Stevenson and former County Supervisor John Anson Ford. The Amphitheatre would not be considered significant for its association with Wetherill Stevenson because she died in 1922, and thus, did not play a part in the design or construction of the existing Amphitheatre, although the play she wrote was performed there for decades. While John Anson Ford was instrumental in revitalizing the Amphitheatre, his efforts took place too recently to be considered historically significant. Therefore, the Ford Theatres is ineligible for listing in the National Register under Criterion B.

(c) Criterion C

To be eligible for listing under Criterion C, a property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. The Ford Theatres was constructed of board-formed poured-in-place concrete, which was a popular method of construction during the Great Depression. Therefore, the Amphitheatre would not be significant for its method of construction because it was neither innovative nor unique. However, as one of only five outdoor theatres in Los Angeles remaining from the early 20th century, the Ford Theatres is significant as a type. Specifically, the Ford Theatres embodies the distinguishing characteristics of a type–an early 20th century amphitheatre–in its overall plan, sequencing of spaces, concrete walls and support system, monumental main entrance and staircases, minimal ornamentation, open-air seating, and stage area that blends into the canyon.

The Amphitheatre is also significant for its association with the architect William Lee Woollett. Woollett was known for his flamboyant approach to ornament and rather liberal

view of architectural historicism. His best-known extant work is his collaboration with Albert C. Martin on the Million Dollar Theater (1918). This was the first building he designed after moving to Los Angeles from San Francisco. He also designed interior murals for the Paramount Theater (1920), prepared plans for the Santa Monica Pier Amusement Company to reflect Pompeian architecture, and designed a theatre in Venice. An artist as well, Woollett's non-architectural works included murals, set designs, and sculptures. He often wrote articles about architecture and urban planning in trade magazines and professional journals. Active in civic affairs, he was appointed to the Municipal Arts Commission in 1933 and helped draft the Cultural Heritage Ordinance in 1962. The Cultural Heritage Ordinance established the Cultural Heritage Commission, and Woollett became the founding president. Woollett is considered a master for the quality of his work and for his contributions to the profession. The Ford Theatres represents one of his larger and more prominent commissions. The corbelled arches and crenellated parapets prominently displayed reflect a free and largely speculative interpretation of the architecture of the Holy Land.

(d) Criterion D

Criterion D was not considered as it generally applies to archaeological resources.

(e) Integrity

As discussed above, to be eligible for listing in the National Register, properties must retain their physical integrity from the period in which they gained significance. In the case of architecturally significant properties, the period of significance is normally the date of construction. For historically significant properties, the period of significance is usually measured by the length of the associations. As such, the period of significance for the Ford Theatres is 1931 to 1964; the year the building was constructed through the period when the Pilgrimage Play was still performed. While some factors of integrity are more important than others, depending on the property, a majority of the seven recognized factors should be retained. The Amphitheatre retains its integrity of location, materials, workmanship, feeling, and association. Its integrity of setting and design has been diminished by changes that post-date the period of significance; however, they are still adequate. Overall, the Amphitheatre retains sufficient integrity to convey its significance as follows:

- *Location—The place where the historic property was constructed or the place where the historic event occurred*.
  - The Ford Theatres has not been moved. Therefore, its integrity of location has been retained.
- *Setting—The physical environment of the historic property.*

- The vast majority of the 32-acre Project Site has not been improved. The surrounding hillsides continue to be covered with native and non-native trees, shrubs, and grasses that blend into the neighboring landscape. Surface parking lots and driveways have been enlarged, paved, and repaved; however, they are concentrated on the west side of the Project Site and are visually disconnected from the Amphitheatre. The entryway to the Amphitheatre from the south parking lot, constructed in 2000, represents the most significant change to the setting since 1964. Historic photographs depict a long, wide, nearly straight flight of steps to the front of the Amphitheatre. The new winding paths and landscaping create a more organized and formal approach that did not exist historically. Therefore, the overall integrity of setting is low.

- *Materials—The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.*

  - Most of the changes to the Amphitheatre since 1964 have involved the addition, not the removal of, materials. The original poured-in-place concrete walls and support system and wood doors and screens are still present. Some wood doors have been replaced; however, the new doors are identical to the old doors. Since the key materials remain, the integrity of materials has been retained.

- *Design—The combination of elements that create the form, plan, space, structure, and style of a property.*

  - A number of alterations to the Amphitheatre since 1964 have muddled the design. These include the new entryway and elevator in the front and the sound walls along the upper level and sides of the seating area. However, the 1931 fabric remains remarkably distinguishable from these later additions because it is characterized by the poured-in-place concrete walls and support system that remain evident throughout the stage, house, and seating area. Furthermore, the reoccurring design motifs, based upon the architecture of the Holy Land, including the heavy wood doors and screens, pointed arched openings, and religious symbols are still present and visible. Therefore, the integrity of design is fair.

- *Workmanship—The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.*

  - The techniques used in the construction of the Amphitheatre are in full display. The boards and different types of concrete used in the construction of the building can be seen in the textures and patterns on the walls. The hand-chiseled wood doors and screens reveal the workmanship of the carpenters who created them. However, it must be noted that the doors are mostly reproductions. While the original design and material has been

preserved, the workmanship from the period no longer remains. However as a whole, the integrity of workmanship in the Amphitheatre is sufficient.

- *Feeling—A property's expression of the aesthetic or historic sense of a particular period of time.*
  - This aspect of integrity is the most difficult to assess because it depends on individual perceptions. It results from the presence of physical features that, taken together, convey the property's historic character. Therefore, the Ford Theatres retains its integrity of feeling, because it still feels like an Amphitheatre from the 1930s.
- *Association—The direct link between an important event or person and a historic property.*
  - The Amphitheatre is associated with a pattern of events, the history of the performing arts in Los Angeles. The key features from the period of significance remain, including the poured-in-place concrete structure and support system, basic plan of the building, seating area, and stage. Therefore, the Amphitheatre retains its integrity of association.

(2) California Register of Historical Resources

As described above, the criteria for eligibility for listing in the California Register are based upon National Register criteria. In addition, properties that have been determined eligible for listing in the National Register are automatically included in the California Register. Therefore, the Ford Theatres is also eligible for listing in the California Register for the same reasons noted above.

(3) Character–Defining Features

Character-defining features are the architectural components that contribute to a building's sense of time and place. National Register *Preservation Brief #17: Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving Their Character* states:

> *A complete understanding of any property may require documentary research about its style, construction, function, its furnishings or contents; knowledge about the original builder, owners, and later occupants; and knowledge about the evolutionary history of the building. Even though buildings may be of historic, rather than architectural significance, it is their tangible elements that embody its significance for association with specific events or persons and it is those tangible elements both on the exterior and interior that should be preserved.*

The character-defining features of buildings can be generally grouped into three categories: the overall visual character of a building, the exterior materials and craftsmanship, and the interior spaces, features, and finishes. The relative importance of character-defining features depends on the level of craftsmanship, visibility, and integrity. In addition, some character-defining features are more important than others in conveying the significance of the building.

The Ford Theatres is significant in the cultural history of Los Angeles, specifically the performing arts, at the local level. It also exemplifies the outdoor theatre movement as an excellent example of an early 20th century amphitheatre. The period of significance of the property is 1931 to 1964; the year the Amphitheatre was constructed through the period when the Pilgrimage Play was still performed. A review of the character-defining features of the Ford Theatres is provided in Table I of the Historic Resource Report included in Appendix F of this Draft EIR. Features which are determined to be character-defining features of the Ford Theatres are described as either "primary" or "secondary" character-defining features. Primary character-defining features are considered the most important elements contributing to the significance of the property, while secondary features are considered less important.

As listed in Table I of the Historic Resource Report, primary character-defining features of the Ford Theatres include the following:

- Plan—The overall plan of the Amphitheatre and the sequencing of the spaces are primary character-defining features because they are original and essential elements of the Amphitheatre.

- Materials—As the poured-in-place concrete construction is typical of the era during its construction, the concrete found in the Amphitheatre is a primary character-defining feature. The charcoal stone along the south wall of the seating area is also a primary character-defining feature as it was likely salvage from the 1920 amphitheatre structure that was destroyed by fire, and used in the construction of the existing Amphitheatre in 1931.

- Stone—The original stone was used in the construction of the existing Amphitheatre in 1931 along the north wall of the seating area, the stairs on the stage, and the retaining walls and stairs behind the stage. This stone is still present and appears to have been quarried from the Project Site. It is a primary character-defining feature because it was added during the period of significance and is highly visible.

- Staircases—The north and south staircases near the main entrance are primary character-defining features because they are original and key design elements that contribute to the monumental feeling of the Amphitheatre.

- Wood Doors (original)—The original wood doors are primary character-defining features because they are original, exhibit craftsmanship from the period, and are key design elements.

- Wood Screens—The wood screens are primary character-defining features because they are original, exhibit craftsmanship from the period, and are key design elements.

- Seating Area—The open-air seating area is a primary character-defining feature because it is an essential element of the Amphitheatre.

- Main Stage—The main stage is a primary character-defining feature because it is an essential element of the Amphitheatre.

- Stage Left and Right Towers—The stage left and right towers were constructed in 1945. They are primary character-defining features because they were constructed during the period of significance and are essential elements of the Amphitheatre.

Secondary character-defining features of the Ford Theatres include the following:

- Wood Doors (reproduction)—The double wood doors to the seating area and stage towers, as well as others, were reproduced. They are secondary character-defining features because they maintain the historic design, but not the historic workmanship.

- Religious Symbols—Religious symbols, including crosses in concrete relief, are secondary character-defining features because they are original, but minor design elements.

- Concession Building—The concession building is a secondary character-defining feature. Although it was constructed during the period of significance, it has been altered. Therefore, only the height, shape, massing, flat roof, stucco exterior, and second-story windows are considered character-defining features. The interior, service windows on the north elevation, or surrounding pergola are not considered character-defining features.

- Box Office—The box office is a secondary character-defining feature. Although it is an original element of the Amphitheatre, it has been altered. Therefore, only the height, shape, massing, flat roof, and stucco exterior are considered character-defining features. The interior or box office windows on the north elevation are not character-defining features.

d. Archaeological Resources

Archaeology is the recovery and study of material evidence of human life and culture of past ages. On January 15, 2014, a cultural resources records search was conducted through the South Central Coastal Information Center located at the California State University, Fullerton. The results of the records search, which is included in Appendix G of this Draft EIR, indicate there are no known archaeological sites or isolates, which are artifacts not associated with an archaeological site, located within a 0.5-mile radius of the Project Site or within the Project Site. The records search notes that this does not preclude the potential for an archaeological site to be identified during activities associated with the Project.

e. Paleontological Resources

Paleontology is the study of fossils, which are the remains of ancient life forms. On January 27, 2014, a project-specific paleontological records search was conducted through the Natural History Museum of Los Angeles County. The results of the paleontological records search, which is included in Appendix G of this Draft EIR, indicate there are no known vertebrate fossil localities located within the Project Site.

As detailed in the paleontological records search, much of the Project Site has exposures of intrusive or volcanic basaltic igneous rocks that would likely not contain any fossils. Placed between the igneous rocks are exposures of the marine middle Miocene Topanga Formation (also referred to in this area as the Middle Topanga Formation). The closest known vertebrate fossil locality in the Topanga Formation is located approximately 2.1 miles northwest of the Project Site. Locality LACM 1084 documents the occurrence of *Paleoparadoxia*, a member of an extinct group of peculiar marine mammals called the Desmostylia. Approximately 2.8 miles northwest of the Project Site is an additional Topanga Formation vertebrate fossil locality, LACM 6969, which was collected during construction of the Metrorail Universal City subway station. Locality LACM 6969 produced a fossil fish fauna containing specimens of grunion, Atherinidae, herrings, *Etringus*, *Ganolytes*, and *Sardinella*, codlets, Bregmacerotidae, bigeyes, Priacanthidae, croakers, Sciaenidae, mackerels, Scombridae, and boarfishes, Caproidae.

3. Environmental Impacts

a. Methodology

The Project's Historic Resource Report provided in Appendix F is based in part on a review of previous historic evaluations, field inspections, archival research, and analysis of historic photographs and maps. Based on the regulations and criteria summarized above,

the Historic Resource Report assessed the significance, integrity, period of significance, and character-defining features of the property. As previously described, under CEQA, the evaluation of impacts to historic resources consists of a two-part inquiry: (1) a determination of whether the project site contains or is adjacent to a historically significant resource or resources, and if so; (2) a determination of whether the project will result in a "substantial adverse change" in the significance of the resource or resources. While compliance with the Secretary of the Interior's Standards (Standards) generally results in a less than significant impact on historic resources under CEQA, noncompliance does not necessarily equal the material impairment of historic resources. Historic resources can continue to retain sufficient integrity to convey their significance, even if they are altered in a manner that does not comply with the Standards. Thus, the analysis of Project impacts was based on whether the Project complies with the Standards and whether the Project would affect the integrity of the Ford Theatres and therefore its eligibility for inclusion in the California Register.

To address potential impacts associated with archaeological and paleontological resources, formal records searches were conducted to assess the archaeological and paleontological sensitivity of the Project Site and vicinity. In addition, an evaluation of existing conditions and previous disturbances within the Project Site, the geology of the Project Site, and the anticipated depths of grading were used to determine the potential for uncovering archaeological and paleontological resources.

b. Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, Project impacts with regard to cultural resources would be significant if the Project would:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- Disturb any human remains, including those interred outside of formal cemeteries.

c. Project Design Features

No specific project design features are proposed with respect to cultural resources.

d. Analysis of Project Impacts

(1) Historic Resources

(a) Potential Impacts Related to Previously Approved Amphitheatre Improvements

As described in Section II, Project Description, of this Draft EIR, in September 2013, the County of Los Angeles prepared and approved a Notice of Exemption pursuant to CEQA Guidelines, Article 19, Section 15331, Historical Resource Restoration/ Rehabilitation (Class 31) for the rehabilitation of portions of the existing Amphitheatre consistent with the Secretary of Interior Standards for the Treatment of Historic Properties. These improvements will include hillside stabilization, stage reconstruction, disabled access and code compliance improvements, theatrical systems infrastructure improvements, and mechanical and electrical systems upgrades. These improvements were documented independently to be in compliance with the Class 31 exemption for historic resource rehabilitation consistent with the Secretary of Interior's Standards. Therefore, no significant impacts with regards to historic resources would occur as a result of implementation of the previously approved Amphitheatre improvements.

(b) Potential Impacts Related to Other Improvements

(i) Amphitheatre

The other proposed Amphitheatre improvements, including the replacement of the existing projection booth and control room and existing lighting positions, and the addition of a new sound wall and retractable shade structure would be consistent with the historic use of the Amphitheatre (Standard #1) and would not involve the removal of any primary character-defining features (Standard #5). In addition, these improvements would be clearly differentiated from the original concrete structure (Standard #9) and could be removed in the future without negatively impacting the original concrete structure (Standard #10).

With regard to the integrity of the Ford Theatres, the proposed Amphitheatre improvements would provide for the return of the walkway at the Amphitheatre level to its original condition, which is currently obstructed by an access stair that would be removed as part of the Project. Further, while the proposed Amphitheatre improvements would be visible, such improvements would be behind the audience during performances and would not affect the way performances are experienced. Covered in sound absorbent panels, these improvements would also present a fairly plain and neutral backdrop for the historic architecture. Additionally, a screen of semi-transparent panels proposed to be provided outside of the seating area would have a lighter feel than the existing corrugated metal. As

such, the integrity of the Ford Theatres would be retained with implementation of the proposed Amphitheatre improvements.

Based on the above, there will be no substantial adverse change in the significance of the Ford Theatres as a historic resource from this component. However, due to the fluid nature of the architectural design until the approval of final design plans, impacts with regards to historic resources associated with the proposed Amphitheatre improvements could be potentially significant. Therefore, Mitigation Measure E-1 is provided below to ensure compliance with the Standards. With implementation of Mitigation Measure E-1, potentially significant impacts would be reduced to a less than significant level.

(ii) Ford Terrace

As this component of the Project primarily involves new construction, the most applicable Standards are #9 and #10. Given the fluid nature of the architectural design until the approval of final plans, it is difficult to ascertain the compatibility between the new construction and the historic Amphitheatre. Therefore, Mitigation Measure E-1 is provided below to ensure compliance with the Standards.

With regard to character-defining features, implementation of the Ford Terrace improvements would not involve the removal of any primary character-defining features. In addition, while the proposed improvements would require removal of the concessions building, which is a secondary character-defining feature, such removal would not in and of itself constitute an impact on a historic resource because the concessions building does not have any significance separate and apart from the Amphitheatre.

As it pertains to the integrity of the Ford Theatres, the proposed Ford Terrace improvements would have a minimal visual impact on the Amphitheatre from within the seating area given the intervening structures and would not affect the way performances are experienced within the Amphitheatre. Further, the repurposing of the existing [Inside] the Ford Theatre would not negatively affect the integrity of the Ford Theatres as it would not involve the alteration or removal of any character-defining features. Overall, removal of the concessions building and implementation of the Ford Terrace improvements would further diminish the integrity of setting of the Ford Theatres.

In summary, while the existing Amphitheatre would be altered due to the removal of the concession building and the proposed construction, the Ford Terrace improvements are not anticipated to result in a substantial adverse change in the significance of the Ford Theatres as a historic resource as it would continue to be eligible for listing in the California Register. However, due to the fluid nature of the architectural design until the approval of final design plans, impacts with regards to historic resources associated with the proposed

Ford Terrace improvements could be potentially significant. Therefore, Mitigation Measure E-1 is provided below to ensure compliance with the Standards. With implementation of Mitigation Measure E-1, potentially significant impacts would be reduced to a less than significant level.

(iii) Ford Plaza

The proposed Ford Plaza would comply with Standard #9 since the proposed improvements would not destroy any historic materials, would be clearly distinguishable as new, and would be appropriately scaled to the Project Site. The proposed improvements would also comply with Standard #10 because they could be removed in the future without negatively impacting the historic resource. Within the area of the proposed Ford Plaza, the existing box office has been identified as a secondary character-defining feature. While the box office is an original element of the Amphitheatre, it has been altered. Therefore, only the height, shape, massing, flat roof, and stucco exterior are considered character-defining features. The interior or box office windows on the north elevation are not considered character-defining features. As part of the Ford Plaza improvements, the box office would be repurposed as a museum, which could potentially affect the character-defining features of the box office.

With regard to the integrity of the setting of the Ford Theatres, the Ford Plaza would represent an increase in the utilization of the property. Therefore, while the Project Site would primarily comprise undeveloped open space, the Ford Plaza would further diminish the integrity of setting and would compromise the integrity of feeling of the Ford Theatres from a singular cultural venue to a larger cultural and recreational destination.

Based on the improvements proposed as part of the Ford Plaza, it is not anticipated that such improvements would result in a substantial adverse change in the significance of the Ford Theatres as a historic resource. However, due to the fluid nature of the architectural design until the approval of final design plans, particularly the proposed design of the repurposed box office, impacts with regards to a historic resource could be potentially significant. Therefore, Mitigation Measure E-1 is provided below to ensure that any alterations to the box office comply with the Standards. With implementation of Mitigation Measure E-1, potentially significant impacts would be reduced to a less than significant level.

(iv) Transit Center

As this component of the Project involves new construction, the only applicable Standards are #9 and #10. Due to the distance between the proposed Transit Center and the Amphitheatre, the requirement for compatibility between the new and old (Standard #9) and the concept of reversibility (Standard #10) rooted in these two Standards is not

paramount. Notwithstanding, the design of the Transit Center would be differentiated from the original Amphitheatre construction and such improvements could be removed without affecting the Amphitheatre. The north parking lot and former motel building proposed to be removed as part of this component are not character-defining features of the Ford Theatres. In addition, as described above, the former motel building has no genuine potential to qualify individually as a historic resource

The proposed Transit Center improvements would not negatively affect the integrity of the Ford Theatres due to the area's proximity to Cahuenga Boulevard and the Pilgrimage Bridge, the relatively flat topography, and the fact that it is visually disconnected from the historic Amphitheatre.

Based on the above, the proposed Transit Center improvements would result in a less than significant impact to a historic resource and no mitigation measures are required.

(v) Hiking Trail

None of the Standards are applicable to the area of the proposed hiking trail because there are no character-defining features in this portion of the Project Site that are related to the historic significance of the Ford Theatres. In addition, the trail would not be visually intrusive or reduce the integrity of the Ford Theatres. Therefore, no significant impacts with regards to historic resources would occur from this component and no mitigation measures are required.

(c) Summary of Potential Impacts to Historic Resources

Overall, impacts with regards to historic resources associated with the Project have the potential to be significant as the specific design details of the Project have not been finalized. However, with implementation of Mitigation Measure E-1, provided below, such impacts would be reduced to a less than significant level.

(2) Archaeological Resources

As previously described, the results of the records search indicate there are no known archaeological sites or isolates located within a 0.5-mile radius of the Project Site or within the Project Site. While the majority of the Project would be developed within areas that have been subject to disturbance in the past, some portions of the Project would extend to previously undisturbed areas. As such, there is the possibility that archaeological resources could be discovered. Without mitigation measures, impacts associated with archaeological resources could be potentially significant. However, with implementation of Mitigation Measures E-2 and E-3, provided below, potential impacts related to archaeological resources would be reduced to a less-than-significant level.

(3) Paleontological Resources

As described in the paleontological records search included in Appendix G of this Draft EIR, excavations in the igneous rocks exposed in much of the Project Site would not uncover any recognizable fossils. However, excavations in the Topanga Formation deposits intercalated with the igneous rocks may encounter significant vertebrate fossils. Therefore, the potential exists for paleontological resources to be uncovered during construction activities and impacts associated with paleontological resources could be potentially significant. Without mitigation measures, potential impacts associated with paleontological resources could be potentially significant. However, with implementation of Mitigation Measure E-4, any potential impacts related to paleontological resources would be reduced to a less than significant level.

4. Cumulative Impacts

As provided in Section III, Environmental Setting, of this Draft EIR, there are 27 related projects located within approximately one and one-half mile of the Project Site. Collectively, the related projects near the Project Site involve a variety of residential (e.g., condominiums, apartment), office, mixed-use, commercial, retail, restaurant, and institutional uses, consistent with existing uses in the area.

While impacts to historic resources tend to be site-specific, a cumulative impact analysis of historic resources determines whether the impacts of a project and the related projects in the surrounding area, when taken as a whole, would substantially diminish the number of historic resources within the same or similar context or property type. Specifically, cumulative impacts would occur if the Project and related projects affect local resources with the same level or type of designation or evaluation, affect other structures located within the same historic district, or involve resources that are significant within the same context as resources associated with the Project.

As previously evaluated, potential impacts to historic resources associated with the Project would be less than significant with implementation of Mitigation Measure E-1. As also discussed, the Ford Theatres is eligible for listing in the National Register under Criterion A as one of the oldest performing arts sites in Los Angeles still in use, and eligible under Criterion C as one of only five outdoor theatres in Los Angeles remaining from the early 20th Century. Based on the unique use and features of the Project Site as well as the area of the related projects, it is not expected that the related projects would impact historic resources of the same character (based on context, building type, evaluation, and designation) as that which is present within the Project Site. In addition, due to the distance of the related projects to the Project Site, the closest of which is approximately 0.8 mile from the Project Site (Related Project No. 22), the related projects are not

anticipated to impact the historic features within the Project Site. Therefore, cumulative impacts on historic resources would be less than significant.

As discussed above, potential impacts to archaeological and paleontological resources associated with the Project would be less than significant with implementation of Mitigation Measures E-2 through E-4. With regard to potential cumulative impacts related to archaeological and paleontological resources, the related projects area is urbanized and has been disturbed and developed over time. As with the Project, in the event that archaeological and paleontological resources are uncovered, each related project would be required to comply with applicable regulatory requirements. In addition, as part of the environmental review processes for the related projects, it is expected that mitigation measures would be established as necessary to address the potential for uncovering archaeological and paleontological resources. Thus, cumulative impacts associated with archaeological and paleontological resources would be less than significant.

5. Mitigation Measures

Mitigation Measure E-1: To ensure that the Project is consistent with the Standards and prior to the issuance of building permits for new construction, the final architectural plans shall be reviewed and approved by a qualified professional who satisfies the Secretary of the Interior's Professional Qualification Standards for History, Architectural History, or Architecture, pursuant to 36 CFR 61.

Mitigation Measure E-2: If a unique archaeological resource is discovered during Project construction activities, work in the area shall cease and deposits shall be treated in accordance with applicable federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. In addition, if it is determined that an archaeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 shall be implemented.

Mitigation Measure E-3: If human remains are encountered during construction, work in the affected area and the immediate vicinity shall be halted immediately. The construction manager at the Project Site shall be contacted, and shall notify the County Coroner. If the County Coroner determines the remains to be Native American, the archaeologist and Native American monitor shall then be contacted, if they are not on-site at the time, as well as the responsible lead agency of the discovery, who in turn shall notify the Native American Heritage Commission. Disposition of the human remains and any associated grave goods shall be in accordance with California Health and Safety Code Section 7050.5 and Public Resources Code Sections 5097.91 and 5097.98, as amended. The archaeologist and

the Native American monitor, with the concurrence of the County, shall determine the area of potential impact and the timing when construction activities can resume.

Mitigation Measure E-4: A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities of the Project Site where excavations into the Topanga Formation may occur. The frequency of inspections shall be based on consultation with the paleontologist and shall depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. If paleontological materials are encountered, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The paleontologist shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource, as appropriate. The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report, and a copy of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist.

6. Conclusion

As evaluated above, potential impacts to the on-site historic resource would be reduced to a less than significant level with implementation of Mitigation Measures E-1, which would ensure that the Project design complies with the Standards. In addition, following implementation of the Project in accordance with the applicable Standards, the integrity of the Ford Theatres as a whole would be sufficient to convey its historical significance. Therefore, the Ford Theatres would continue to be eligible for listing in the National Register and the California Register and the significance of the historic resource would not be materially impaired by the Project.

With implementation of Mitigation Measures E-2 and E-3, as set forth above, impacts to archaeological resources would be reduced to a less than significant level. With

implementation of Mitigation Measure E-4, potential impacts to paleontological resources would be reduced to a less than significant level.

IV. Environmental Impact Analysis

F. Geology and Soils

1. Introduction

This section of the Draft EIR analyzes the Project's potential impacts with regard to the geologic and geotechnical hazards specific to the Project Site. The analysis is based on the *Preliminary Geotechnical Evaluation, John Anson Ford Theatres Master Plan* (February 7, 2013); *Geotechnical Exploration Report, Off-Season Two Improvements* (September 10, 2013); and *Addendum No. 3 to Geotechnical Exploration Report, Off-Season Three and Four Improvements* (February 28, 2014), prepared by Leighton Consulting, Inc. These documents (collectively referred to herein as the Geotechnical Reports) are included as Appendix H of this Draft EIR.

2. Environmental Setting

a. Regulatory Framework

(1) State of California

(a) Alquist–Priolo Earthquake Fault Zoning Act

The Alquist–Priolo Earthquake Fault Zoning Act (Public Resources Code Section 2621) was enacted by the State of California in 1972 to address the hazard of surface faulting to structures for human occupancy.[1] The Alquist–Priolo Earthquake Fault Zoning Act was a direct result of the 1971 San Fernando Earthquake, which was associated with extensive surface fault ruptures that damaged homes, commercial buildings, and other structures. The primary purpose of the Alquist–Priolo Earthquake Fault Zoning Act is to prevent the construction of habitable buildings on the surface traces of active faults. The Alquist–Priolo Earthquake Fault Zoning Act is also intended to increase safety and minimize the loss of life during and immediately following earthquakes by facilitating seismic retrofitting to strengthen buildings against ground shaking.

[1] *The Act was originally entitled the Alquist–Priolo Geologic Hazards Zone Act.*

The Alquist–Priolo Earthquake Fault Zoning Act requires the State Geologist to establish regulatory zones, known as "Earthquake Fault Zones," around the surface traces of active faults; issue maps defining areas of potential surface rupture to assist cities and counties in planning, zoning, and building regulation functions; and continually review new geologic and seismic data, revise existing zones, and delineate additional earthquake fault zones when warranted by new information. Local agencies must enforce the Alquist–Priolo Earthquake Fault Zoning Act in the development permit process by requiring a geologic investigation prepared by a licensed geologist to demonstrate that buildings will not be constructed across active faults. If an active fault is found, habitable structures must be set back a minimum of 50 feet. The Alquist–Priolo Earthquake Fault Zoning Act and its regulations are presented in California Department of Conservation, California Geological Survey (CGS), Special Publication 42, *Fault-Rupture Hazard Zones in California*.

(b) Seismic Safety Act

The California Seismic Safety Commission was established by the Seismic Safety Act in 1975 with the intent of providing oversight, review, and recommendations to the Governor and State Legislature regarding seismic issues. The California Seismic Safety Commission's name was changed to Alfred E. Alquist Seismic Safety Commission in 2006. Since then, the Commission has adopted several documents based on recorded earthquakes, including:[2]

- Research and Implementation Plan for Earthquake Risk Reduction in California 1995 to 2000, report dated December 1994;
- Seismic Safety in California's Schools, "Findings and Recommendations on Seismic Safety Policies and Requirements for Public, Private, and Charter Schools," report dated December 2004;
- Findings and Recommendations on Hospital Seismic Safety, report dated November 2001; and
- Commercial Property Owner's Guide to Earthquakes Safety, report dated October 2006.

(c) Seismic Hazards Mapping Act

The State of California passed the Seismic Hazards Mapping Act of 1990 (Public Resources Code Sections 2690-2699) to address the effects of strong ground shaking,

[2] *Alfred E. Alquist Seismic Safety Commission. Publications, www.seismic.ca.gov/pub.html, accessed March 25, 2014.*

liquefaction, landslides, and other ground failures due to seismic events. Under the Seismic Hazards Mapping Act, the State Geologist is responsible for identifying and mapping seismic hazards zones (e.g., for strong ground shaking, liquefaction, landslides, and other ground failures due to seismic events) as part of the California Geological Survey, formerly known as the California Division of Mines and Geology. The CGS zone maps are used by local governments for planning purposes. For projects within seismic hazards zones, the Seismic Hazards Mapping Act requires developers to conduct geological investigations and incorporate appropriate mitigation measures into project designs before building permits are issued.

State publications supporting the requirements of the Seismic Hazards Mapping Act include the CGS Special Publication 117, *Guidelines for Evaluating and Mitigating Seismic Hazards in California* and CGS Special Publication 118, *Recommended Criteria for Delineating Seismic Hazard Zones in California*. The objectives of Special Publication 117 are to assist in the evaluation and mitigation of earthquake-related hazards for projects within designated zones where investigations are required and to promote uniform and effective statewide implementation of the Seismic Hazards Mapping Act. Special Publication 118 presents criteria to assist the State Geologist in fulfilling its obligation under the Seismic Hazards Mapping Act.

(d) California Building Code

The California Building Code (California Code of Regulations, Title 24) is a compilation of building standards, including seismic safety standards for new buildings. The purpose of the California Building Code is to establish minimum standards for safeguarding public health and safety through structural strength, means of egress facilities, and general stability by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all building and structures. The California Building Code applies to all occupancies in California, except where stricter standards have been adopted by local agencies. The State recently adopted the 2013 California Building Code, which became effective on January 1, 2014.[3] Specific California Building Code building and seismic safety regulations have been incorporated by reference in the Los Angeles County Building Code (County Building Code).

The California Building Standards Code, which includes the California Building Code as well as other related codes (e.g., California Electrical Code and California Plumbing Code, among others), is based on the International Building Code, with the addition of California amendments based on the American Society of Civil Engineers Minimum Design

[3] *California Building Standards Commission, California Building Standards Code (Title 24, California Code of Regulations), www.bsc.ca.gov/codes.aspx, accessed March 31, 2014.*

Standards 7-10. The California Building Standards Code establishes requirements for general structural design and methods for determining earthquake loads, as well as other loads (flood, snow, wind, etc.), for inclusion in building codes. The provisions of the California Building Standards Code apply to the construction, alteration, movement, replacement, and demolition of every building or structure, and any connected appurtenances, throughout California.

Earthquake design requirements take into account the occupancy category of a structure, site class, soil classifications, and various seismic coefficients, which are used to determine the appropriate Seismic Design Category for a project. The Seismic Design Category is a classification system that combines occupancy categories with the level of expected ground motions at the site and ranges from Seismic Design Category A (very small seismic vulnerability) to Seismic Design Category E/F (very high seismic vulnerability and near a major fault). Design specifications for the structure are then determined according to the applicable Seismic Design Category.

(2) County of Los Angeles

(a) Los Angeles County General Plan

As discussed in greater detail in Section IV.H, Land Use and Planning, of this Draft EIR, the Los Angeles County (County) General Plan directs future growth and development in the County's unincorporated areas and establishes goals, policies, and objectives that pertain to the entire County. The current General Plan, adopted in 1980, includes relevant policies that focus on the enforcement of standards and requirements that reduce seismic and geologic hazards as well as promoting seismically resistant lifelines that serve the County and connect to surrounding areas. Additional discussion of hillside management issues addressed in the General Plan is provided below under Los Angeles County Hillside Requirements. The General Plan policy consistency analysis provided in IV.H, Land Use and Planning, indicates the Project would be consistent with relevant General Plan polices related to geology and soils.

(b) Los Angeles County Building Code

The 2014 County Building Code, effective January 1, 2014, is based on the 2013 California Building Code and the 2012 International Building Code. Relevant provisions address site grading, cut and fill slope design, soil expansion, geotechnical investigations before and during construction, slope stability, allowable bearing pressures and settlement below footings, effects of adjacent slopes on foundations, retaining walls, basement walls, shoring of adjacent properties, and potential primary and secondary seismic effects. The Los Angeles County Department of Public Works (LACDPW) Building and Safety Division is responsible for implementing the provisions of the County Building Code.

(c) Los Angeles County Hillside Requirements

The County sets forth development requirements for Hillside Management Areas in its Hillside Management Area Ordinance (County Code Section 22.56.215). The Ordinance does not preclude development within hillside areas, but rather ensures that development maintains, and where possible enhances, the natural topography, resources, and amenities of the hillside management areas.

The County's current General Plan also addresses hillside development in Appendix A of the Land Use Element, which provides Hillside Management/Performance Review Procedures for development projects in hillside areas. Based on an overarching policy to "manage development in hillside areas to protect their natural and scenic character and to reduce risks from fire, flood, mudslide, erosion and landslide," the review process is intended to ensure site suitability, public safety, and resource protection, and to protect scenic and open lands.[4] With respect to urban hillside management areas, the Hillside Management/Performance Review Procedures serve to ensure that development in urban hillside areas is safe, functionally and attractively designed, and compatible with surrounding uses. General conditions for development are specified and address slope/density standards for residential uses, density transfers from steeper to more level land, and natural or open space standards. Applicable performance review criteria address public safety and quality of design. Finally, the Performance Review Procedures identify findings required for the approval of hillside development.

b. Existing Conditions

(1) Regional Geology

The Project Site is located on the south flank of the eastern Santa Monica Mountains within the Transverse Ranges Geomorphic Province of California. The distinctive uplifted east-west trending geomorphic features of the Transverse Ranges were formed as a result of the compressive forces between the converging Pacific and North American Plates. The Santa Monica Mountains in this area expose north-trending, fault bound blocks containing an assemblage of older Tertiary-age marine and non-marine sedimentary and intrusive and extrusive volcanic rocks. An east-west trending ridge, in line with the main crest of the Santa Monica Mountains, is the principal topographic feature of the area. Cahuenga Pass, a low gap in the ridge, separates this ridge from the main crest of the Santa Monica Mountains formed largely as a result of erosion of soft shale outcrops and resistant sandstone formations to the east.

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[4] *County of Los Angeles General Plan Land Use Element, Appendix A, page III-59.*

The present physiographic setting of the Project Site is predominantly northwest to west-facing steep sided to near-vertical (ridge forming sandstone) terrain along the eastern side of the Project Site. The topographic relief across the Project Site varies between approximately 510 feet above mean sea level (msl) along the western portion of the Project Site, adjacent to Cahuenga Boulevard East, to approximately 944 feet above msl along the ridgeline to the east of the existing former motel building. The existing topographic features are related to tectonic uplift, ridgeline erosion, erosion of soft shales, and intrusive-extrusive basaltic flows.

(2) Local Geology

(a) Geologic Units

The surficial geologic units encountered at the Project Site include recent and Quaternary-age sediments that form a thin mantle over bedrock belonging to the Topanga Formation. These surficial geologic units include undocumented artificial fill associated with the previous development of the Project Site; debris flows and surficial failures; rockfalls; colluvium or slopewash overlying Topanga Formation Bedrock, which includes Sandstone and Tertiary age extrusive volcanic rocks.

(b) Geologic Structure

Regional uplift of the Santa Monica Mountains is primarily the result of movement along the Santa Monica and Hollywood Faults combined with extrusive igneous intrusions that once occurred along linear fissures in oceanic crust.

(3) Faulting and Seismicity

A fault is defined as a fracture along which rocks or soil on one side have been displaced with respect to those on the other side. In accordance with CGS criteria, a fault is considered active if it has demonstrated surface displacement in the last 11,700 years (i.e., generally corresponding to the Holocene epoch). Faults that have demonstrated movement between 11,700 and 1.6 million years ago (i.e., during the Quaternary period), but lack strong evidence of Holocene movement, are classified as potentially active. Faults that have not moved since the beginning of the Quaternary period are deemed inactive.

The seismically active southern California region is crossed by numerous active and potentially active faults and is underlain by several blind thrust faults, which are low angle reverse faults with no surface exposure. Based on a review of maps and information developed by the CGS, the Project Site does not contain any known active faults and is not within an Alquist–Priolo Earthquake Fault Zone. Faults within close proximity to the Project Site are shown in Figure IV.F-1 on page IV.F-7. Per the latest CGS fault database, the

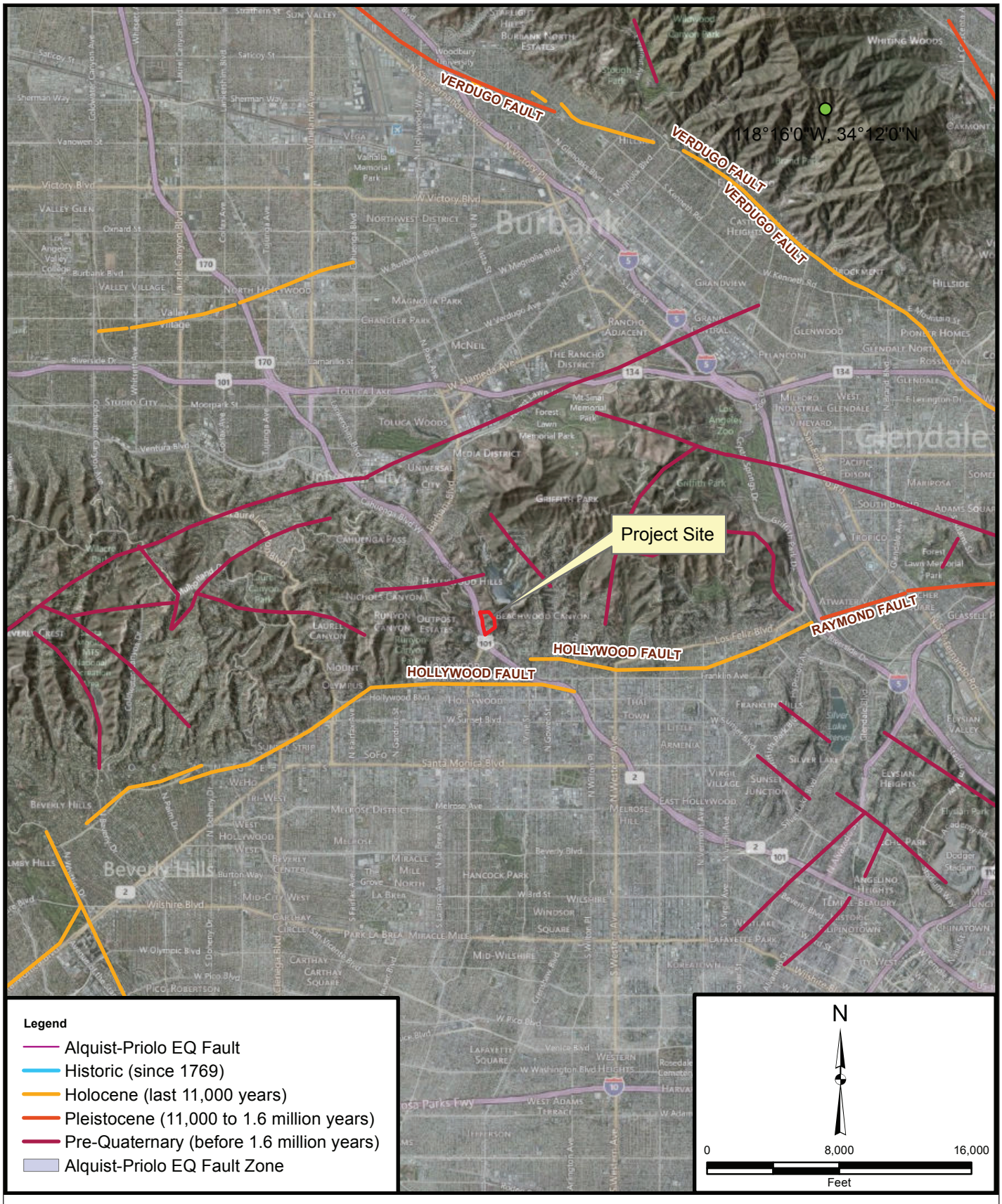

Figure IV.F-1
Regional Fault Map

Source: Leighton Consulting, Inc. 2013

major active and potentially active fault systems that could produce significant ground shaking at the Project Site include the Hollywood and Santa Monica Fault Zones, and the Upper Elysian Park Thrust Fault. A brief description of the major active fault systems in the Project Site vicinity is provided below.

(a) Hollywood Fault

The Hollywood Fault is located approximately 0.4 mile south of the Project Site extending for nearly 17 km through densely populated areas including the cities of Beverly Hills, West Hollywood and the Hollywood district of Los Angeles. The Hollywood Fault is part of a greater than 200-kilometer-long west trending system of oblique, reverse, and left lateral faults that is truncated on the west by the north-northwest trending erosional escarpment known locally as the West Beverly Hills Lineament marking the presumed left step between the Santa Monica Fault and the Hollywood Fault. Based on geomorphic evidence, stratigraphic correlation between exploratory borings, and fault trenching studies, this fault is considered active and has recently been assigned to a preliminary Alquist–Priolo earthquake fault zone by the California Geological Survey due to re-evaluation of published and unpublished research.[5]

The Hollywood Fault has not produced any damaging earthquakes during the historical period and has had relatively minor micro-seismic activity. It is estimated that the Hollywood Fault is capable of producing a maximum magnitude (Mw) 6.4 earthquake.

(b) Santa Monica Fault Zone

The Santa Monica Fault Zone, located approximately 1.4 miles southwest of the Project Site, is part of the west trending Transverse Ranges Southern Boundary fault system. The Santa Monica Fault extends east from the coastline in Pacific Palisades through Santa Monica and West Los Angeles and merges with the Hollywood Fault near the West Beverly Hills Lineament in Beverly Hills. Based on geomorphic evidence and fault trenching studies, the Santa Monica Fault is considered active by the State Geologist but has not been assigned as an Alquist-Priolo earthquake fault zone. It is estimated that the Santa Monica Fault is capable of producing a maximum magnitude (Mw) 6.6 earthquake.

[5] *California Geological Survey Fault Evaluation Report FER 253, The Hollywood Fault in the Hollywood 7.5' Quadrangle, Los Angeles County, Calfifornia by Hernandez, J.L., Treiman, J.A., February 14, 2014.*

(c) Upper Elysian Park Anticulinorium

Blind or buried thrust faults are faults without surface expression but are a significant source of seismic activity. They are typically broadly defined based on the analysis of seismic wave recordings of hundreds of small and large earthquakes in the southern California area. Due to the buried nature and shallow dip of thrust faults, their existence is sometimes not known until they produce an earthquake. The Elysian Park Anticlinorium is a southward verging anticline approximately 12.4 miles long with a curved, southward-convex axis, lying between the Hollywood Fault on the northwest through the Silver Lake District to the right lateral East Montebello Fault on the east in the City of San Gabriel. Uplift along the structure has produced the Elysian, Repetto, and Monterey Park Hills. The CGS has estimated a maximum magnitude (Mw) 6.4 earthquake for the Elysian Park Thrust fault system.

(d) Seismicity

As with most of Southern California, the Project Site may be subject to future seismic shaking during earthquakes generated by any of the surrounding active faults. Intensity of ground shaking at a given location depends primarily upon earthquake magnitude, site distance from the source, and site response (soil type) characteristics. A number of earthquakes of moderate to major magnitude have occurred in the Southern California area within the last 100 years. According to the United States Geological Survey one of the most recent local earthquakes was a maximum magnitude (Mw) 3.4 earthquake that occurred on September 7, 2012, approximately 3.4 miles southwest of the Project Site. This earthquake is believed to be attributed to movement along the San Vicente Blind thrust fault.[6]

(4) Liquefaction and Lateral Spreading

Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. Liquefaction is associated primarily with loose (low density), saturated, fine- to medium-grained, cohesionless soils. According to the State Seismic Hazard Zones Map for the Hollywood Quadrangle illustrated in Figure IV.F-2 on page IV.F-10, portions of the Project Site are located within an area that has been identified by the State as being potentially susceptible to liquefaction. As shown in Figure IV.F-2, State-mapped areas of liquefaction are confined to the western boundary of

[6] *According to the USGS, on March 17, 2014, a maximum magnitude 4.4 earthquake occurred approximately 8 miles west of the Project Site along the northern edge of the Santa Monica Mountains. The fault on which the movement occurred is unknown.*

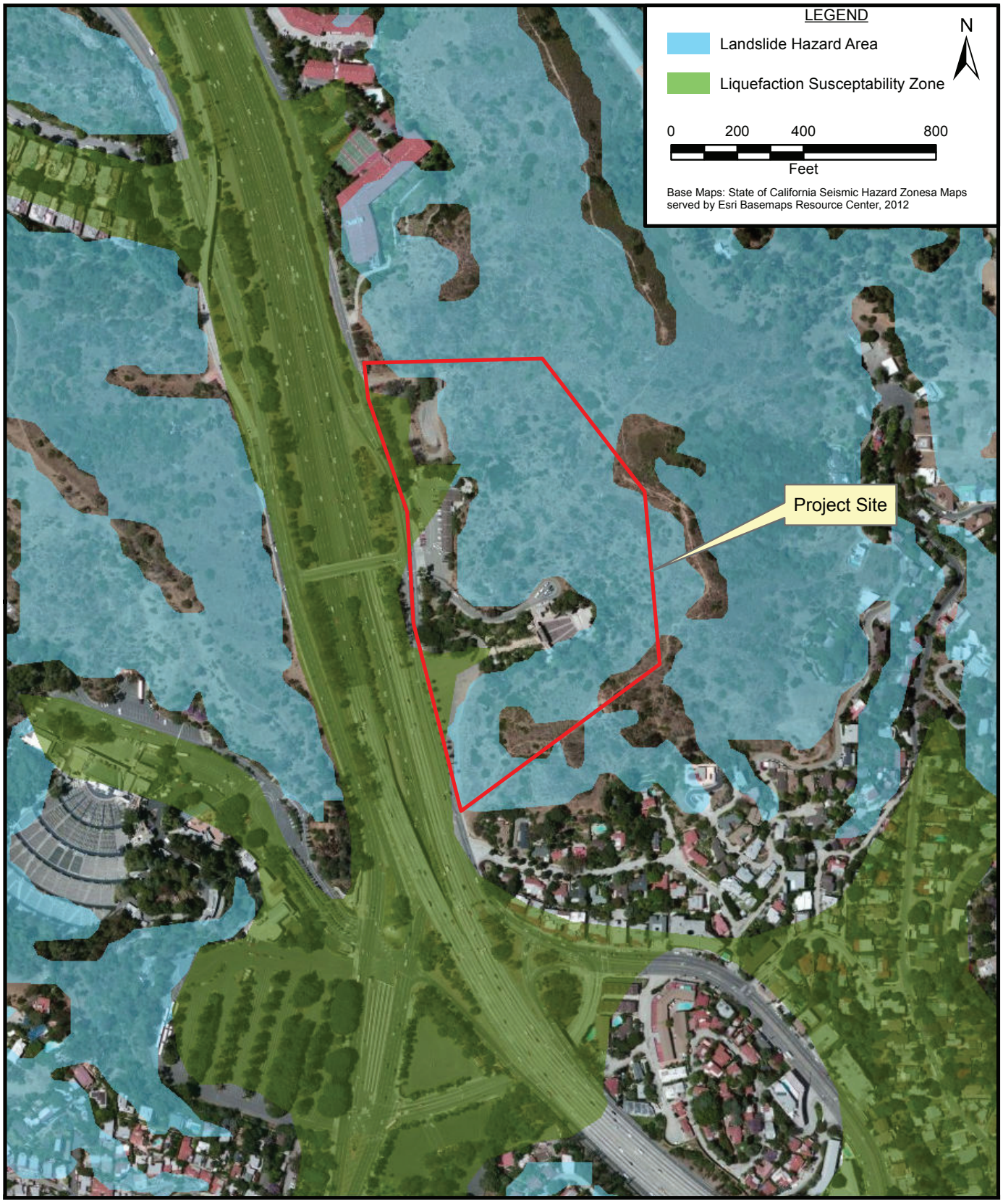

Figure IV.F-2
Seismic Hazards Map

Source: Leighton Consulting, Inc. 2013

the Project Site, along Cahuenga Boulevard East and portions of the north and south parking lots.

Lateral spreading is a phenomenon in which large blocks of intact, non-liquefied soil move downslope on a liquefied soil layer. Lateral spreading is often a regional event. For lateral spreading to occur, a liquefiable soil zone must be laterally continuous, unconstrained laterally in at least one direction and free to move along sloping ground. Due to the topographic relief and the potential for liquefaction within portions of the Project Site, there is a potential for lateral spreading within the Project Site.

(5) Landslides and Slope Stability

Based on the Seismic Hazard Zone Map for the Hollywood Quadrangle provided in Figure IV.F-2 on page IV.F-10, the hillside portions of the Project Site are located within an area that has been identified by the State as being susceptible to seismically induced landslides. Based on geotechnical investigations within the Project Site, deep seated landslides, in which the sliding surface is deeply located, are not mapped within the Project Site.[7] However, shallow landslides, such as debris flows and rockfalls associated with either seismic activity or with the natural slopes of the Project Site, have been observed within the Project Site. In particular, debris flow areas were encountered during subsurface investigations at the Project Site, and subsequent verbal conversations with Ford Theatres personnel confirmed debris flows have occurred at the Project Site during substantial rainfall events. Areas of thick accumulation of surficial materials, predominately highly weathered basalt, have the potential to develop into debris flows. Further, field mapping and geologic analysis of the sandstone rock outcrops exposed in the southern portion of the Project Site indicated the presence of intersecting pairs of joint sets and conjugate fault planes within the sandstone outcropping. Due to local orientations of the joint sets, the presence of fractured, freshly exposed rock faces, and damage to a steel H-beam installed to provide structural support for the existing retaining walls, the potential exists for detachment and downslope translation of rock.

(6) Settlement

Dynamic compaction may also occur during a major earthquake. Typically, settlements occur in thick beds of dry and loose sands. Since the Project Site is underlain predominantly by bedrock, the potential for seismically induced settlement within the Project Site is low.

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[7] *Personal community with Leighton Consulting, Inc., March 2014.*

(7) Tsunami, Seiche, and Flooding

Tsunamis are large ocean waves generated by sudden water displacement due to a submarine earthquake, landslide, or volcanic eruption. As described above, the Project Site is situated at elevations higher than 500 feet above msl and is approximately 12 miles east of the Pacific Ocean. In addition, the Project Site is not mapped as a tsunami inundation area.[8] Therefore, the Project Site would not be affected by a tsunami.

Seiches are large wave oscillations generated in enclosed bodies of water, which can be caused by ground shaking during an earthquake and can result in inundation. The nearest enclosed body of water to the Project Site is the Hollywood Reservoir, which is located northeast of the Project Site. Based on the proximity of the Hollywood Reservoir to the Project Site and the location and varying ridgeline elevations between the Project Site and the Hollywood Reservoir, the seiche risk at the Project Site is considered low. Therefore, the Project Site is not anticipated to be affected by a seismically induced seiche.

Other forms of inundation include structural failures of dams due to factors including earthquakes, which can result in the flooding of areas located downstream. According to the County of Los Angeles Seismic Safety Element and the City of Los Angeles Safety Element, the Project Site is not located within a potential inundation area associated with the Hollywood Reservoir. In addition, it is noted that the Mulholland Dam, which impounds the Hollywood Reservoir, is continually monitored by the Army Corp of Engineers to guard against the threat of dam failure. Further, the possibility of dam failures during an earthquake has been evaluated by the California Division of Mines and Geology in an earthquake planning scenario for a magnitude 8.3 earthquake on the San Andreas fault and a magnitude 7.0 earthquake on the Newport Inglewood Fault Zone. The analyses indicated the catastrophic failure of a dam as a result of an earthquake is highly unlikely. It is also noted that current design practices, dam review, and modification or total reconstruction of existing dams are intended to ensure that all dams are capable of withstanding the maximum earthquake for that particular site. Therefore, the potential for the Project Site to be inundated as a result of dam failure is considered low.

(8) Expansive Soils

Based on geotechnical explorations at the Project Site, the near surface soils are generally granular with localized silt and clay layers. Results of expansion index tests indicate that the onsite soils have a low expansion potential.

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[8] *California Department of Conservation, Los Angeles County Tsunami Inundation Maps, www.conservation.ca.gov/cgs/geologic_hazards/Tsunami/Inundation_Maps/LosAngeles/Pages/LosAngeles.aspx, accessed March 27, 2014.*

(9) Corrosive Soils

Corrosive soils are characterized by their ability to degrade concrete and corrode ferrous materials in contact with water or soil. In particular, concrete is susceptible to corrosion when it is in contact with soil or water that contains high concentrations of soluble sulfates. Results of laboratory testing indicate soluble sulfate contents of 73 and 175 parts per million (ppm), which range from negligible to moderate sulfate exposure. Results of laboratory testing also indicate Project Site soils are highly corrosive to ferrous metals.

3. Environmental Impacts

a. Methodology

To evaluate potential hazards relative to geology and soils, several Geotechnical Reports were prepared by Leighton Consulting, Inc., as provided in Appendix H of this Draft EIR. Preparation of the Geotechnical Reports included review of relevant literature and materials, geologic mapping, geophysical survey, geotechnical exploration (i.e., exploratory soil borings), laboratory testing, and conceptual-level engineering analyses.

b. Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, Project impacts associated with geology and soils would be significant if the Project would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - Rupture of a known earthquake fault, as delineated on the most recent Alquist–Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; Refer to Division of Mines and Geology Special Publication 42.
  - Strong seismic ground shaking;
  - Seismic-related ground failure, including liquefaction;
  - Landslides;
- Result in substantial soil erosion or the loss of topsoil;
- 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;

- 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; or

- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

As discussed in the Initial Study prepared for the Project, provided in Appendix A of this Draft EIR, the closest active fault to the Project Site is the Hollywood Fault, which is located approximately 0.4 mile south of the Project Site.[9] As such, the Project Site is not within a currently established Alquist–Priolo Earthquake Fault Zone for surface fault rupture hazards.[10] 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 Hollywood Fault.[11] Therefore, potential impacts associated with rupture of a known earthquake fault would be less than significant. Additionally, since the Project Site is located within a community served by existing sewer infrastructure, 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. Therefore, further analysis of these issues is not necessary.

c. Project Design Features

Project Design Feature F-1: Prior to the issuance of a grading permit(s), the Applicant shall submit to the County of Los Angeles Department of Public Works for review and approval a final design-level geotechnical investigation report that complies with all applicable State and local code requirements based on final Project designs prepared by a registered civil engineer and certified engineering geologist. The geotechnical investigation report shall include recommendations for the specific building locations and design including those pertaining to site preparation, fills and compaction,

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

[10] *Ibid.*

[11] *California Department of Conservation. California Geological Survey, Earthquake Fault Zones, Hollywood Quadrangle, Preliminary Review Map, www.consrv.ca.gov/cgs/rghm/ap/Documents/Hollywood_EZRIM.pdf, released January 8, 2014..*

foundations, etc. The geotechnical investigation report shall be prepared to the written satisfaction of the Los Angeles Department of Public Works—Building and Safety Division.

Project Design Feature F-2: Project design and construction shall comply with all applicable current building codes and standards, including those established by the California Geological Survey's "Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication No. 117;" the Uniform Building Code as adopted by the County of Los Angeles; State and County laws, ordinances and Code requirements; and the recommendations set forth in a final geotechnical investigation(s).

d. Analysis of Project Impacts

(1) Strong Seismic Ground Shaking

The Project Site is located within the seismically active region of Southern California and most of Southern California is potentially subject to strong ground motion from movement along a fault or fault zone. Ground shaking can occur in areas adjacent to an earthquake epicenter, as well as in more distant areas for many miles in all directions. Thus, the Project Site could be subject to strong seismic ground shaking and impacts associated with seismic ground shaking could be potentially significant. However, strong ground shaking is common to Southern California, and potential damage caused by seismic shaking is typically reduced through proper structural design and construction techniques that are required as part of compliance with state and local seismic regulations.

As with any new development in the State of California, Project building design and construction would be required to conform to the current seismic design provisions of the California Building Code to minimize potential seismic impacts. In addition, construction of the Project would be required to adhere to the seismic safety requirements contained in the Los Angeles County Building Code. The Project would also be required to comply with the site plan review and permitting requirements of the County of Los Angeles Department of Public Works, Building and Safety Division, including the recommendations provided in site-specific geotechnical reports subject to Building and Safety Division's review and approval, as reflected in Project Design Feature F-1 and Project Design Feature F-2, above. Compliance with regulatory requirements and implementation of project design features would ensure Project construction adheres to the seismic safety requirements contained in the State and County Building Codes and that site-specific engineering recommendations are implemented in accordance with a design-level geotechnical investigation. Therefore, the Project would not expose people or structures to potential substantial adverse effects associated with seismic ground shaking, and impacts would be less than significant.

(2) Liquefaction and Lateral Spreading

As discussed above, portions of the Project Site are located within an area that has been identified by the State as being potentially susceptible to liquefaction. As shown in Figure IV.F-2 on page IV.F-10, these areas are confined to the western boundary of the Project Site, adjacent to Cahuenga Boulevard East and within portions of the north and south parking lots. Given the Project Site's location within an area potentially susceptible to liquefaction, significant impacts with regard to liquefaction and lateral spreading could occur. Accordingly, Mitigation Measure F-1 is provided below to require that Project construction involve a combination of ground modification (remedial grading) and/or structural enhancements that would address potential liquefaction hazards.[12] In addition, Project construction would adhere to the seismic safety requirements contained in the California and County Building Codes applicable to liquefaction and lateral spreading. With compliance with regulatory requirements and incorporation of the recommended structural enhancements into the design and construction of the Project, the Project would not expose people or structures to potential substantial adverse effects related to liquefaction and lateral spreading, and potential impacts would be reduced to a less than significant level.

(3) Landslides and Slope Stability

As described above, based on the Seismic Hazard Zone Map for the Hollywood Quadrangle, a portion of the Project Site is located within an area that has been identified by the State as being susceptible to seismically induced landslides. Based on the site-specific conditions observed as part of the geotechnical investigations, the Project Site is primarily susceptible to shallow landslide events such as debris flows and rockfalls associated with the natural slopes of the Project Site. As such, the Project could result in potentially significant impacts with regard to landslides and slope stability. Slope stability analyses were conducted for the Project Site and are included within the Geotechnical Reports provided in Appendix H of this Draft EIR. The results of the stability analyses indicate the Project Site would attain sufficient stability with minor surficial grading and the incorporation of slope reinforcement measures as specified in the Geotechnical Report and set forth in Mitigation Measure F-2 provided below, including removal of loose slope materials, repair of the existing damaged crib wall, and installation of retaining walls. In addition, as provided in Mitigation Measure F-2, flexible barriers would also be installed for protection against potential future rockfalls. With implementation of the recommended features and measures set forth in Mitigation Measure F-2 below into the design and construction of the Project, the Project would not expose people or structures to potential

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[12] *Personal communication with Leighton Consulting, Inc., March 2014. Detailed site grading and structural recommendations are included in the Geotechnical Reports provided in Appendix H of this Draft EIR.*

substantial adverse effects related to landslides or slope failures, and potential impacts would be reduced to a less than significant level.

(4) Erosion

Sedimentation and erosion could potentially occur as a result of exposed soils during Project construction. However, construction activities would occur in accordance with erosion control requirements, including grading and dust control measures, imposed by the County pursuant to grading permit regulations. In addition, as discussed in detail in Section IV.G, Hydrology, Water Quality, and Groundwater, of this Draft EIR, the Project would be required to have a Storm Water Pollution Prevention Plan pursuant to the National Pollutant Discharge Elimination System permit requirements. As part of the Storm Water Pollution Prevention Plan, Best Management Practices would be implemented during construction to reduce sedimentation and erosion levels to the maximum extent possible. The County of Los Angeles, as part of normal project approval and construction practice, monitors compliance with these requirements. The Project also would comply with South Coast Air Quality Management District Rule 403, which requires the implementation of best available fugitive dust control measures during active construction periods capable of generating fugitive dust emissions from on-site earth-moving activities, construction/demolition activities, and construction equipment travel on paved and unpaved roads, as discussed in Section IV.B, Air Quality, of this Draft EIR. With compliance with regulatory requirements and implementation of appropriate Best Management Practices, impacts with respect to soil erosion and the loss of topsoil associated with Project construction would be less than significant.

Project operations could result in a limited degree of soil erosion from vegetated areas. However, as discussed further in Section IV.G, Hydrology and Water Quality, of this Draft EIR, the Project would be required to have a Standard Urban Stormwater Mitigation Plan in place during the operational life of the Project in compliance with National Pollutant Discharge Elimination System permit requirements. The Standard Urban Stormwater Mitigation Plan would include Best Management Practices developed, in part, based on the County's Low Impact Development Standards Manual, which would reduce on-site erosion from vegetated areas within the Project Site. With compliance with these regulatory requirements, impacts with respect to sedimentation and erosion during operation would be less than significant.

(5) Corrosive Soils

As previously discussed, corrosion testing performed suggest the soils within the Project Site could be corrosive to concrete and ferrous metals. Corrosion testing would be performed, as required by the County Building Code, and final recommendations for concrete would be made in accordance with the latest California Building Code

requirements. With compliance with all regulatory requirements and implementation of the recommendations set forth in the Geotechnical Reports as well as any subsequent recommendations, as applicable, impacts related to corrosion would be less than significant.

4. Cumulative Impacts

Due to the site-specific nature of geological conditions (i.e., soils, geological features, seismic features, etc), geology impacts are typically assessed on a project-by-project basis, rather than on a cumulative basis. Nonetheless, cumulative growth through 2020 (inclusive of the 27 related projects identified in Section III, Environmental Setting, of this Draft EIR) would expose a greater number of people to seismic and other secondary hazards. However, as with the Project, related projects and other future development projects in the area would be subject to established guidelines and regulations pertaining to building design and seismic safety, including those set forth in the California Building Code and Los Angeles County Building Code (or City of Los Angeles Building Code requirements, as appropriate). Therefore, with adherence to such regulations, cumulative impacts with regard to geology and soils would be less than significant.

5. Mitigation Measures

Mitigation Measure F-1: Project grading shall include a combination of ground modification and/or structural enhancements in areas subject to liquefaction to reduce the risk to an acceptable level (as defined by the California Geological Survey in Special Publication 117a, Chapter 2). Ground modification shall consist of the removal and replacement of undocumented fill with engineered fill. Subsequently, foundations shall be supported on conventional shallow footing systems established on engineered fill or undisturbed bedrock.

Mitigation Measure F-2: In order to minimize, capture, and manage debris flows and rockfalls, the Project shall incorporate a combination of the following measures:

- Remove and recompact loose surficial material and remove rock fall accumulations;
- Construct storm drain and catch basins in swales above proposed retaining walls to provide an outlet for rainfall runoff and to catch eroded materials. Regular maintenance of catch basins to remove eroded materials shall be performed to preserve the basin and drain functionality;
- Install retaining walls; and
- Install flexible barriers or anchored mesh net.

6. Conclusion

With compliance with all regulatory requirements and implementation of the project design features and mitigation measures described above, Project-level impacts related to geology and soils would be less than significant. In addition, cumulative impacts with regard to geology and soils would be less than significant.

IV. Environmental Impact Analysis

G. Hydrology, Water Quality, and Groundwater

1. Introduction

This section analyzes the Project's potential impacts with regard to hydrology, water quality, and groundwater. This analysis is based on the *Hydrology & Water Quality Technical Report (Based on 50-Year Storm Design) for John Anson Ford Theatres Project* (Hydrology and Water Quality Report) prepared by Mollenhauer in March 2014. The Hydrology and Water Quality Report is included as Appendix I of this Draft EIR.

2. Environmental Setting

a. Regulatory Framework

(1) Federal

(a) Clean Water Act

The Clean Water Act (CWA) was first introduced in 1948 as the Water Pollution Control Act. The CWA authorizes federal, State, and local entities to cooperatively create comprehensive programs for eliminating or reducing the pollution of state waters and tributaries. The primary goals of the CWA are to restore and maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. As such, the CWA forms the basic national framework for the management of water quality and the control of pollutant discharges. The CWA sets forth a number of objectives in order to achieve the above-mentioned goals, including regulating pollutant and toxic pollutant discharges; providing for water quality that protects and fosters the propagation of fish, shellfish and wildlife; developing waste treatment management plans; and developing and implementing programs for the control of non-point sources of pollution.[1] The State Water Resources Control Board (SWRCB) and the Regional Water

[1] *Non–point sources of pollution are carried through the environment via elements such as wind, rain, or stormwater and are generated by diffuse land use activities (such as runoff from streets and sidewalks or agricultural activities) rather than from an identifiable or discrete facility.*

Quality Control Board (RWQCB) are the primary state agencies responsible for implementing the Clean Water Act and regulating the activities and factors that affect or have the potential to affect water quality in the State.

The Clean Water Act provides the legal framework for several water quality regulations including the National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, anti-degradation policy, non-point source discharge programs, and wetlands protection. A NPDES permit is required for all discharges of pollutants to waters of the United States from any point source. Federal regulations issued in November 1990 and revised in 2003 expanded the original scope of the NPDES program to include the permitting of stormwater discharges from construction sites that disturb areas larger than one acre. Stormwater discharges from construction sites with a disturbed area of one or more acres require either an individual NPDES permit or coverage under the Construction General Permit. The latter is accomplished by completing a construction site risk assessment to determine the appropriate coverage level; preparing a Stormwater Pollution Prevention Plan (SWPPP), including site maps, a Construction Site Monitoring Program (CSMP), and sediment basin design calculations; for projects located outside of a Phase I or Phase II permit area, completing a post-construction water balance calculation for hydromodification controls; and completing a Notice of Intent. The primary objective of the SWPPP is to identify and apply proper construction, implementation, and maintenance of Best Management Practices (BMPs) to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site during construction. The SWPPP also outlines the monitoring and sampling program required for the construction site to verify compliance with discharge Numeric Action Levels (NALs) set by the Construction General Permit. In addition to regulating non-stormwater discharges, the CWA sets forth water quality standards based on a water body's designated beneficial uses (e.g., wildlife habitat, agricultural supply, fishing etc.), along with water quality criteria necessary to support those uses. Water quality criteria are either prescribed concentrations or levels of constituents such as lead, suspended sediment, and fecal coliform bacteria, or narrative statements which represent the quality of water that support a particular use.

When designated beneficial uses of a particular receiving water body are being compromised by water quality, Section 303(d) of the CWA requires identifying and listing that water body as "impaired." Once a water body has been deemed impaired, a Total Maximum Daily Load (TMDL) must be established for the pollutant(s) or flows causing the impairment. A TMDL is an estimate of the total load of pollutants from point, non-point, and natural sources that a water body may receive without exceeding applicable water quality standards. Those facilities and activities that are discharging into the water body, collectively, must not exceed the TMDL. The United States Environmental Protection

Agency (USEPA) oversees the 303(d) program and either the USEPA or the SWRCB establishes the TMDL schedule for individual constituents.

In addition to trash and debris, common pollutants of concern that have the potential to affect water quality generally fall into one of the following seven categories: sediments, nutrients, bacteria/viruses, oil/grease, metals, organic compounds, and pesticides.

(b) Federal Anti-Degradation Policy

The federal Anti-Degradation Policy requires states to develop statewide anti-degradation policies and identify methods for implementing them.[2] Pursuant to the CFR, state anti-degradation policies and implementation methods must, at a minimum, protect and maintain: (1) existing in-stream water uses; (2) existing water quality where the quality of the waters exceeds levels necessary to support existing beneficial uses, unless the state finds that allowing lower water quality is necessary to accommodate economic and social development in the area; and (3) water quality in waters considered an outstanding national resource. State permitting actions must be consistent with the federal Anti-Degradation Policy.

(2) State

(a) Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (embodied in the California Water Code) established the principal California legal and regulatory framework for water quality control. This Act includes provisions to address the requirements of the Clean Water Act, including NPDES permitting, dredge and fill programs, and civil and administrative penalties. Regulations promulgated as a result of the Porter-Cologne Act are codified in Sections 13000–14958 of the California Water Code. The Porter-Cologne Act is broad in scope and addresses issues relating to the conservation, control, and utilization of the water resources of the State. Under the Porter-Cologne Act, the quality of all the waters of the State (including groundwater and surface water) must be protected for the use and enjoyment by the people of the State.

Under the California Water Code, the State of California is divided into nine regions governed by regional boards that under the guidance and review of the SWRCB implement and enforce provisions of the California Water Code and the Clean Water Act. The Project Site is located within Region 4, also known as the Los Angeles Region, and governed by the Los Angeles RWQCB (LARWQCB).

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[2] *40 Code of Federal Regulations Section 131.12.*

Section 13050 of the California Water Code defines "pollution," "contamination," and "nuisance." Briefly defined, pollution means an alteration of water quality such that it unreasonably affects the beneficial uses of water. Contamination means an impairment of water quality to the degree that it creates a hazard to the public health. Nuisance is defined as anything that is injurious to health, is offensive to the senses, or is an obstruction to property use, and which affects a considerable number of people.

(b) California Antidegradation Policy

The California Antidegradation Policy, otherwise known as the *Statement of Policy with Respect to Maintaining High Quality Water in California* was adopted by the SWRCB (State Board Resolution No. 68-16) in 1968. Unlike the Federal Antidegradation Policy, the California Antidegradation Policy applies to all waters of the State, not just surface waters. The policy states that whenever the existing quality of a water body is better than the quality established in individual Basin Plans, such high quality shall be maintained and discharges to that water body shall not unreasonably affect present or anticipated beneficial use of such water resource.

(c) California Toxic Rule

The California Toxic Rule establishes water quality criteria for certain toxic substances to be applied to waters in the State. The California Toxic Rule establishes acute (i.e., short-term) and chronic (i.e., long-term) standards for bodies of water such as inland surface waters and enclosed bays and estuaries that are designated by the LARWQCB as having beneficial uses protective of aquatic life or human health.

(d) National Pollutant Discharge Elimination System

(i) Construction

The Clean Water Act requires coverage under a NPDES construction permit for stormwater discharges to surface waters associated with various construction activities, except activities that result in disturbance of less than one acre of total land area which are not part of a larger common plan of development or sale. The SWRCB has issued a statewide NPDES Construction General Permit for stormwater discharges from construction site (Water Quality Order No. 2009-0009-DWQ). Any project that disturbs an area more than one acre, as well as linear underground/overhead projects disturbing over one acre require a Notice of Intent to discharge under the Construction General Permit. The Construction General Permit includes three levels of risk for construction sites based on calculated project sediment and receiving water risk. The Construction General Permit includes measures to eliminate or reduce pollutant discharges through implementation of a Stormwater Pollution Prevention Plan, which describes the implementation and

maintenance of Best Management Practices to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the site during construction. The Construction General Permit contains receiving water limitations that require stormwater discharges to not cause or contribute to a violation of any applicable water quality standard. The permit also requires implementation of programs for visual inspections and sampling for specified constituents (e.g., nonvisible pollutants). In addition, based upon particular project risk levels, monitoring is required for stormwater discharges.

(ii) Operation

In accordance with Section 402(p) of the Clean Water Act, municipal NPDES permits prohibit the discharge of non-stormwater except under certain conditions and require controls to reduce pollutants in discharges to the maximum extent practicable. Such controls include BMPs, as well as system, design, and engineering methods. A municipal NPDES permit has been issued to the County and 84 incorporated cities. Under the Los Angeles County Municipal NPDES Permit, permittees are required to implement a development planning program to address stormwater pollution. These programs require project applicants for certain types of projects to implement a Low Impact Development (LID) Plan for review and approval by the Director of Public Works.[3] The LID Plan shall identify stormwater quality control measures or BMPs to reduce the volume of runoff and associated discharge of pollutants in stormwater which must be incorporated into the design plans of new development and redevelopment. In combination, these BMPs must be sufficiently designed and constructed to treat or filter a specified volume of water referred to as the stormwater quality design volume during a 0.75-inch, 24-hour storm event or an 85th percentile, 24-hour rain event as determined from the Los Angeles County 85th percentile precipitation isoheytal map, whichever is greatest.

(e) California Green Building Standards Code

The California Green Building Standards Code (CALGreen Code), Part 11 of the California Building Standards Code (Title 24) is designed to improve public health, safety, and general welfare by utilizing design and construction methods that reduce the negative environmental impact of development and encourage sustainable construction practices.

The CALGreen Code provides mandatory direction to developers of all new construction and renovations of residential and non-residential structures with regard to all aspects of design and construction, including but not limited to site drainage design,

[3] *In communication with the County of Los Angeles Department of Public Works, the previous Standard Urban Stormwater Mitigation Plan requirements have been superseded and replaced by the County's Low Impact Development requirements.*

stormwater management, and water use efficiency. Required measures are accompanied by a set of voluntary standards designed to encourage developers and cities to aim for a higher standard of development.

(3) Local

(a) County of Los Angeles Hydrology Manual

The Los Angeles County Department of Public Works' Hydrology Manual requires projects to have drainage facilities to meet the Urban Flood level of protection, which is defined as runoff from a 25-year frequency storm falling on a saturated watershed.[4] A 25-year frequency design storm has a probability of 1/25 of being equaled or exceeded in any year.

(b) Low Impact Development Ordinance

On November 18, 2008, the Los Angeles County Board of Supervisors passed the Low Impact Development ordinance. This 2008 LID Ordinance was updated in November 2013 to incorporate the requirements of the County's 2012 MS4 Permit, including the requirement that new development and redevelopment projects retain, on-site, a specified volume of stormwater runoff from a design storm event. The LID ordinance focuses on water resources and specifies stormwater handling and treatment requirements that protect streams, groundwater, surface water quality, and natural drainage characteristics. Chapter 12.84 of the County Code requires the use of LID principles in development projects. As set forth in the updated LID Ordinance, the intent of the LID Ordinance is to lessen the adverse impacts of stormwater runoff from development and urban runoff on natural drainage systems, receiving waters and other water bodies; minimize pollutant loadings from impervious surfaces by requiring development projects to incorporate property designed, technically appropriate BMPs and other LID strategies; and minimize erosion and other hydrologic impacts on natural drainage systems by requiring development projects to incorporate property designed, technically appropriate hydromodification control development principles and technologies. Site preservation practices coupled with BMPs that rely on the environmental services of vegetation and soils or systems that mimic these services comprise the control approach of LID. These practices, taken in aggregate, limit the observed hydromodification on a developed site and present a more comprehensive and beneficial control approach.

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[4] *Los Angeles County Department of Public Works, Hydrology Manual, January 2006, http://dpw.lacounty.gov/wrd/Publication/engineering/2006_Hydrology_Manual/2006%20Hydrology%20Manual-Divided.pdf, accessed November 5, 2012.*

(c) Stormwater Quality Management Program

The Los Angeles County NPDES Permit, as discussed above, contains provisions for implementation of the Stormwater Quality Management Program (SQMP) by the Co-Permittees. The SQMP states that Permittees are required to implement the most effective combination of Best Management Practices for stormwater/urban runoff pollution control. The objective of the SQMP is to reduce pollutants in urban stormwater discharges to the Maximum Extent Practicable in order to attain Water Quality Objectives and to protect the beneficial uses of receiving waters in Los Angeles County.

b. Existing Conditions

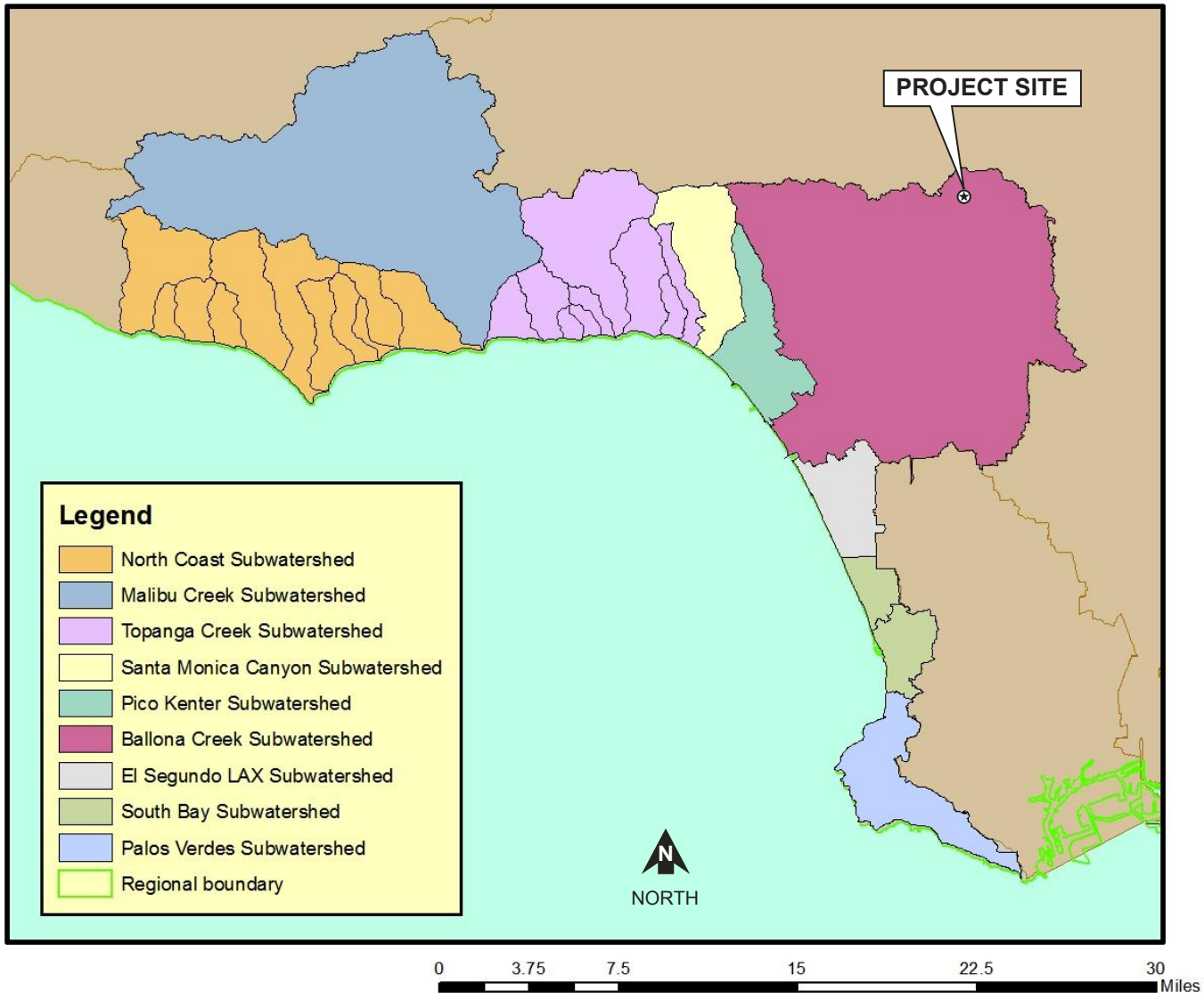
(1) Surface Water Hydrology

(a) Regional

As shown in Figure IV.G-1 on page IV.G-8, the Project Site is located within the Santa Monica Bay Watershed Management Area in the Los Angeles Basin. The Santa Monica Bay Watershed Management Area encompasses an area of 414 square miles. The northern boundary of the Santa Monica Bay Watershed extends from the crest of the Santa Monica Mountains and the Ventura–Los Angeles County line through downtown Los Angeles to the Pacific Ocean. The boundary then extends south and west across the Los Angeles plain to include the area east of Ballona Creek and north of the Baldwin Hills.

Surface water flows into the Santa Monica Bay through 28 catchment basins that are further grouped into nine subwatershed areas. As shown in Figure IV.G-1, these nine subwatershed areas include the North Coast; Malibu Creek; Topanga Creek; Santa Monica Canyon; Pico–Kenter; Ballona Creek; El Segundo–LAX; South Bay; and Palos Verdes. The Project Site is specifically located within the Ballona Creek subwatershed area.

The Ballona Creek is a 9-mile-long flood protection channel that drains into the Los Angeles basin to the Pacific Ocean, from the Santa Monica Mountains on the north, the Harbor Freeway (I-110) on the east, and Baldwin Hills on the south. The Ballona Creek Watershed covers a land area of approximately 130 square miles and comprises all or parts of the cities of Beverly Hills, Culver City, Inglewood, Los Angeles, Santa Monica, West Hollywood, and unincorporated Los Angeles County as shown in Figure IV.G-2 on page IV.G-9. Land uses within the watershed consist of 64 percent residential, 8 percent commercial, 4 percent industrial, and 17 percent open space. There are three tributaries that enter into the Ballona Creek Watershed, including Centinela Creek, Sepulveda Canyon Channel, and Benedict Canyon Channel, in addition to numerous storm drains. The Ballona Creek is designed to discharge approximately 71,400 cubic feet per second (cfs) from a 50-year frequency storm event into the Santa Monica Bay.



Source: Los Angeles Regional Water Quality Control Board. State of the Watershed – Report of Water Quality, the Santa Monica Bay Watershed Management Area, 2nd Edition. November 2011.

matrix environmental

Figure IV.G-1
Santa Monica Bay Watershed Management Area

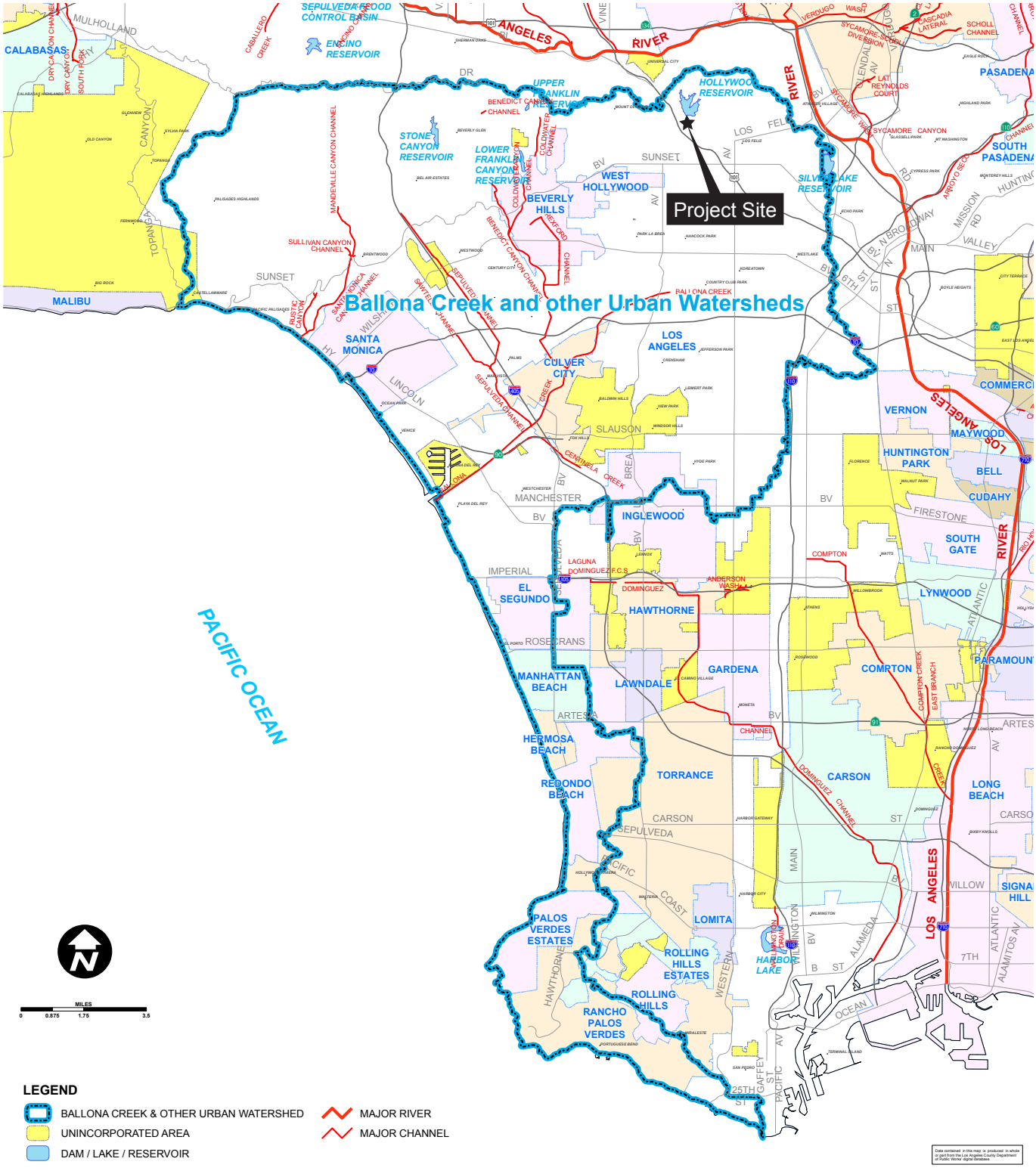


Figure IV.G-2
Ballona Creek and other Urban Watersheds

Source: County of Los Angeles, 2007.

(b) Local

Drainage from the Project Site primarily sheet flows to Cahuenga Boulevard East via a series of bubbler catch basins and curb drains. The Project Site's runoff is then conveyed to an underground storm drain pipe owned and maintained by the City of Los Angeles via curb-open catch basins in Cahuenga Boulevard East. After entering the underground storm drain pipe at Cahuenga Boulevard East, the drainage from the Project Site is conveyed through an underground pipe network that flows south and west through various drainage pipes owned by the City of Los Angeles and the Los Angeles County Flood Control District and ultimately discharging into the Pacific Ocean from Ballona Creek.

(c) On-Site

As shown in Figure IV.G-3 on page IV.G-11, the Project Site has been divided into 14 drainage areas (identified herein as drainage areas A through N) based on the drainage patterns and flow paths of stormwater that are tributary to a common point or area.

As shown in Figure IV.G-3, while the Project Site generally slopes toward Cahuenga Boulevard East, there is an existing hilltop ridgeline that divides the drainage areas away from Cahuenga Boulevard East. Specifically, runoff from drainage areas A through I sheet flows west toward Cahuenga Boulevard East where it is collected by a series of storm drain inlets. Runoff from drainage areas A through I is discharged at a rate of 76.3 cubic feet per second (cfs). Runoff from drainage areas J through N flows east toward the undeveloped hillsides, away from Cahuenga Boulevard East. The runoff from drainage areas J through N was estimated to discharge at a rate of 43.6 cfs. The total runoff flow rate from drainage areas A through N was calculated as 119.9 cfs and the total collected volume was measured at 381,586 cubic feet.[5]

The existing 32-acre Project Site is approximately 11 percent impervious surfaces including buildings and impervious pavements for pedestrian and vehicular circulation. The remaining 89 percent of the existing Project Site is pervious surfaces consisting of landscaped areas and undeveloped hillsides.

[5] *The calculated flow rate is the amount of flow that occurs, spread across the Project Site, during a 50-year storm event. The calculated volume is the amount of runoff that is collected from all drainage areas during a 50-year storm event.*

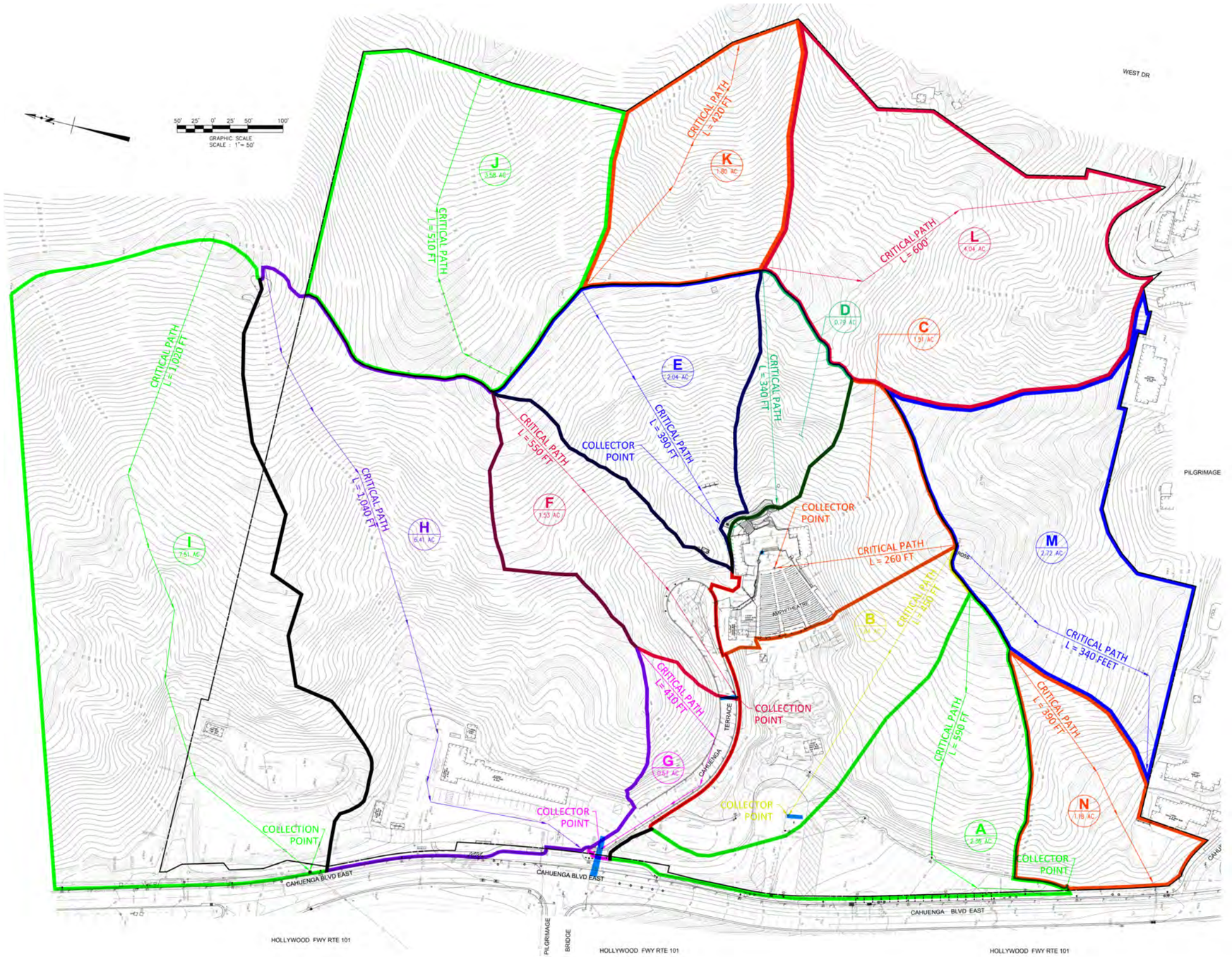


Figure IV.G-3
Existing Project Site Hydrology

Source: Levin & Associates Architects and Mollenhauer Group, 2014.

(2) Surface Water Quality

(a) Regional

As discussed above, the Project Site is located within the Santa Monica Bay Watershed Management Area of the Los Angeles Basin, which includes several subwatershed areas. The Project Site is specifically located within the Ballona Creek Subwatershed. As previously described, the Project Site ultimately drains to the Santa Monica Bay via a network of City and County storm drains within the Ballona Creek Subwatershed.

(i) Beneficial Uses of the Ballona Creek Subwatershed

According to the LARWQCB Santa Monica Bay Watershed Report, almost every beneficial use defined in the Basin Plan is identified in water bodies within the Santa Monica Bay Watershed Management Area.[6] Specifically, 20 beneficial uses for surface waters and 4 beneficial uses for ground waters in the Santa Monica Bay Watershed Management Area are designated in the Basin Plan. The existing and potential beneficial uses for the waters within the Ballona Creek Subwatershed, where surface water flows from the Project Site ultimately discharge, include municipal and domestic supply; navigation; water contact and non-contact water recreation; commercial and sport fishing; warm freshwater habitat; estuarine habitat; wetland habitat; marine habitat; wildlife habitat; rare, threatened, or endangered species habitat; migration of aquatic organisms; spawning, reproduction, and/or early development; and shellfish harvesting.

(ii) Impairments and TMDLs in the Ballona Creek Subwatershed

Pursuant to Section 303(d) of the federal Clean Water Act, the State and RWQCBs identify impaired bodies of water that do not meet water quality standards and prioritizes and schedules them for development of TMDLs. A TMDL specifies the maximum amount of a pollutant that a water body can receive and still meet water quality standards. Those facilities and activities that are discharging into the water body, collectively, must not exceed the TMDL. The USEPA approved the most recent Section 303(d) list in November 2010.[7] The 2010 303(d) list indicates impairment in the Ballona Creek Subwatershed due to cadmium, coliform bacteria, copper, cyanide, lead, selenium, toxicity, trash, viruses, zinc, chlordane, DDT, lead, polycyclic aromatic hydrocarbons, polychlorinated biphenyls,

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[6] *Los Angeles Regional Water Quality Control Board. State of the Watershed—Report of Water Quality, the Santa Monica Bay Watershed Management Area, 2nd Edition, www.waterboards.ca.gov/losangeles/water_issues/programs/regional_program/watershed/index.shtml; accessed April 2, 2014.*

[7] *State Water Resources Control Board, 2010 Integrated Report, www.swrcb.ca.gov/water_issues/programs/tmdl/integrated2010.shtml, accessed April 1, 2014.*

sediment toxicity, shellfish harvesting advisory, silver, zinc, exotic vegetation, habitat alterations, hydromodification, and reduced tidal flushing.[8]

(b) Local

In general, urban stormwater runoff occurs during and shortly following precipitation events. The volume of water ultimately directed into the drainage system depends on such things as the intensity and duration of the rainstorm and soil moisture. In addition to sediment, contaminants that may be found in stormwater from developed areas include trash, bacteria, metals, nutrients, and potentially, organics and pesticides. The source of contaminants is diffuse and includes all areas where precipitation falls, as well as the air it falls through. Therefore, contaminants on roads, maintenance areas, parking lots, and building tops, which are not usually contained in dry weather discharges, may be carried with rainfall drainage into the drainage system. The City has installed catch basins to capture debris before entering the storm drain system. In addition, the City conducts routine street cleaning operations as well as periodic cleaning and maintenance of catch basins to reduce stormwater pollution within the City.

(c) On-Site

While the Project Site currently does not have structural BMPs for the treatment of stormwater runoff from the existing impervious surfaces such as building roof areas and pavements, there are a range of non-structural BMPs and environmental water quality policies that are currently used at the Project Site to minimize the impact of pollutant sources. These include general housekeeping practices such as regular trash collection and street sweeping; proper storage of hazardous materials and wastes; and substituting environmentally friendly products for environmentally hazardous products, such as soaps, solvents, and pesticides. In addition, stormwater runoff from existing pervious surfaces is naturally treated to some extent by existing vegetation and the absorptive properties of the existing soils. Based on the existing operations within the Project Site, the on-site runoff likely contains the following pollutants of concern: sediment, nutrients, pesticides, metals, pathogens, and oil and grease.

(3) Groundwater Hydrology

(a) Regional

Groundwater use for domestic water supply is a major beneficial use of groundwater basins in Los Angeles County. The City of Los Angeles overlies the Los Angeles Coastal

[8] *Ibid.*

Plain Groundwater Basin. As shown in Figure IV.G-4 on page IV.G-15, the Los Angeles Coastal Plain Groundwater Basin comprises the Hollywood, Santa Monica, Central, and West Coast Basins. Groundwater flow in the Los Angeles Coastal Plain Groundwater Basin is generally south-southwesterly and may be restricted by natural geological features. Replenishment of groundwater basins occurs mainly by percolation of precipitation throughout the region via permeable surfaces, spreading grounds, and groundwater migration from adjacent basins, as well as injection wells designed to pump freshwater along specific seawater barriers to prevent the intrusion of salt water.

(b) Local

The Project Site is not located within the groundwater basins in the Los Angeles Coastal Plain Groundwater Basin. As shown in Figure IV.G-5 on page IV.G-16, the Project Site is specifically situated between the Hollywood Basin and the boundaries of the Upper Los Angeles River Area Basin.

(c) On-Site

As discussed in the Geotechnical Reports, including in Appendix H, of this Draft EIR, due to the relatively high topographical relief and the exposed or shallow bedrock throughout the majority of the Project Site, shallow groundwater is not expected to be encountered within the Project Site. In addition, groundwater was not encountered during recent on-site explorations conducted. Furthermore, there are no groundwater production wells or public water supply wells within the Project Site or in the vicinity of the Project Site.

(4) Groundwater Quality

In general, due to historical activities and practices, groundwater quality in the City of Los Angeles has been substantially degraded. The degradation of regional groundwater is a result of seepage into the subsurface of fertilizers and pesticides from agricultural uses, nitrogen and pathogenic bacteria from septic tanks, and various hazardous substances from leaking aboveground and underground storage tanks and industrial-type operations.

(5) Flood Zone

Based on the Federal Emergency Management Agency Flood Insurance Rate Map for the Project Site, the Project Site is not located within a 100-year flood zone. The Project Site is specifically designated as flood hazard area—Zone X, which is defined as "areas determined to be outside the 0.2 percent annual chance floodplain." In addition, while the Hollywood Reservoir located northeast of the Project Site is considered to be within a 100-year floodplain, the Hollywood Reservoir is separated from the Project Site by surrounding hillsides which are at a lower elevation than the ridgeline within the Project

Figure IV.G-4
Coastal Plain of the Los Angeles Groundwater Basin

Source: U.S. Geological Survey, 2012.

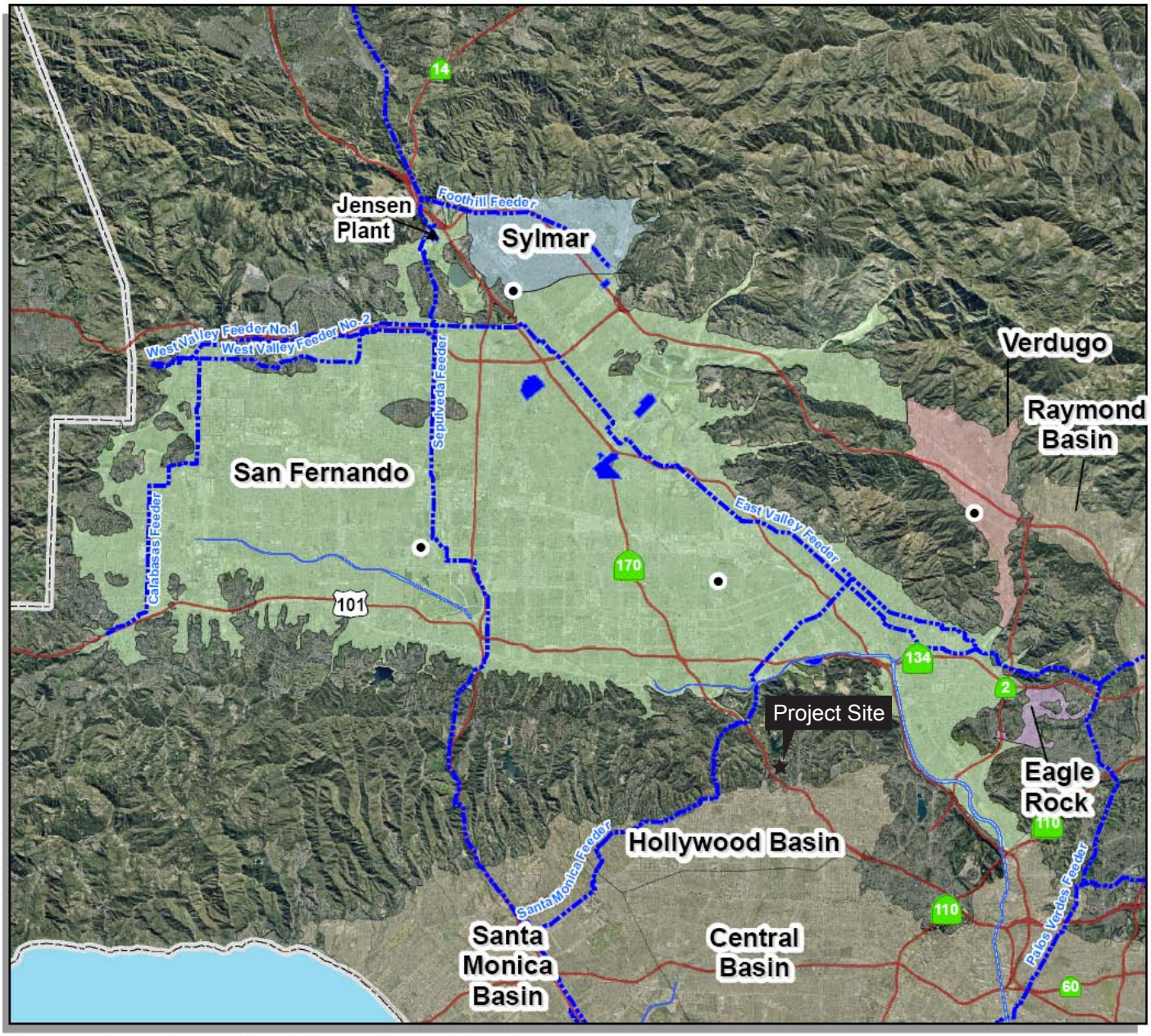

Figure IV.G-5
Groundwater Basins in the Vicinity of the Project Site

Source: The Metropolitan Water District of Southern California, Groundwater Basin Reports, September 2007.

Site. Drainage captured below the Hollywood Reservoir flows down Weid Canyon rather than toward the Project Site.

3. Environmental Impacts

a. Methodology

The analysis of potential impacts to surface water hydrology, surface water quality, and groundwater is based on the Hydrology and Water Quality Report prepared by Mollenhauer (March 2014). This report is provided in Appendix I of this Draft EIR.

(1) Surface Water Hydrology

The surface water hydrology analysis included below evaluates the change in surface water runoff patterns and quantity for the Project Site associated with the Project and the impact of these changes on the existing downstream stormwater system. To determine the ability of the existing storm drain infrastructure to accommodate any changes in runoff flows associated with the Project, potential flows from each drainage area during a 50-year frequency design storm event was evaluated.

As part of its Hydrology Manual, the Los Angeles County Department of Public Works developed a time of concentration calculator, Tc Calculator,[9] to automate time of concentration, peak runoff rate, and total volume calculations. The Tc Calculator was used to calculate the stormwater peak runoff flow rate for the Project Site with implementation of the Project by evaluating the changes within the individual drainage areas.

(2) Surface Water Quality

The analysis of surface water quality impacts identifies the types of pollutants associated with construction and operation of the Project and considers their potential effects on surface water quality.

(3) Groundwater

The analysis of the Project's potential impacts associated with groundwater was based on a review of existing groundwater conditions and groundwater uses and an evaluation of the potential impacts for construction and operation of the Project to affect

[9] *The time of concentration (Tc) is defined as the time it takes for rain in the most hydrologically remote part of the basin area to reach the outlet.*

those uses and groundwater quality. Construction and operational activities evaluated include any potential dewatering activities during construction; changes in groundwater recharge based on proposed land use changes; infiltration capacity of the underlying soil; permanent dewatering; potential soil or shallow groundwater exposure to construction materials, wastes, or spilled materials, handling and storage of hazardous materials; and any potential groundwater remediation activities.

b. Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, Project impacts associated with hydrology and water quality would be significant if the Project would:

- Violate any water quality standards or waste discharge requirements;
- 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);
- 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;
- 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 that would result in flooding on- or off-site;
- 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;
- Otherwise substantially degrade water quality;
- Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Maps or other flood hazard delineation maps;
- Place within a 100-year flood plain structures which would impede or redirect flood flows;
- 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;
- Inundation by seiche, tsunami, or mudflow; or

- 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.

As evaluated in the Initial Study prepared for the Project, provided in Appendix A of this Draft EIR, the Project does not propose the development of residential uses and the Project Site is not located within a 100-year flood plain as mapped by the Federal Emergency Management Agency. As such, the Project would not place housing within a 100-year flood plain or place structures that would impede or redirect flood flows within a 100-year flood plain. Therefore, no significant impact would occur regarding 100-year flood plains hazards, and no further discussion of these issues is necessary.

The potential for flooding as a result of the failure of a levee or dam is discussed in Section IV.F, Geology and Soils, of this Draft EIR. As described therein, the Project Site is not located within a potential inundation area associated with the Hollywood Reservoir. In addition, it is noted that the Mulholland Dam, which impounds the Hollywood Reservoir, is continually monitored by the Army Corp of Engineers to guard against the threat of dam failure. It is also noted that current design practices, dam review, and modification or total reconstruction of existing dams are intended to ensure that all dams are capable of withstanding the maximum earthquake for that particular site. Therefore, the potential for the Project Site to be inundated as a result of dam failure is considered low.

The potential for seiches, tsunamis, and mudflows to occur within the Project Site is also evaluated in Section IV.F, Geology and Soils, of this Draft EIR. As discussed therein, based on the proximity of the Hollywood Reservoir to the Project Site and the location and varying elevations between the Project Site and the Hollywood Reservoir, the seiche risk at the Project Site is considered low. In addition, the Project Site is not mapped as a tsunami inundation area. Therefore, the Project Site would not be affected by a seiche or tsunami. With regard to the potential for mudflows, also known as debris flows, as provided in Section IV.F, Geology and Soils, of this Draft EIR, the Project Site would attain sufficient stability with minor surficial grading and the incorporation of slope reinforcement measures, including removal of loose slope materials, repair of the existing damaged crib wall, and installation of retaining walls. In addition, for protection against potential future rockfalls, the Geotechnical Reports recommend installation of flexible barriers. Therefore, with implementation of the recommended features and measures into the design and construction of the Project, the Project would not expose people or structures to potential substantial adverse effects related to landslides or slope failures.

c. Project Design Features

Project Design Feature G-1: Prior to the issuance of a grading permit, the Applicant shall provide evidence to the County of Los Angeles Department of Public Works, as appropriate, that a Notice of Intent has been filed with the State Water Resources Control Board for coverage under the Construction General Permit and a certification that a Stormwater Pollution Prevention Plan has been prepared. Such evidence would consist of a copy of the Notice of Intent stamped by the State Water Resources Control Board or Los Angeles Regional Water Quality Control Board, or a letter from either agency stating that the Notice of Intent has been filed. The Stormwater Pollution Prevention Plan would include a menu of Best Management Practices to be selected and implemented based on the phase of construction and the weather conditions to effectively manage stormwater runoff and control erosion. Best Management Practices to be implemented as part of the Project could include, but not be limited to, the following:

- Erosion Control BMPs to protect the soil surface and prevent soil particles from detaching. Selection of the appropriate erosion control BMPs would be based on minimizing areas of disturbance, stabilizing disturbed areas, and protecting slopes/channels;
- Sediment Control BMPs, which are treatment controls that trap soil particles that have been detached by water or wind. Selection of the appropriate sediment control BMPs would be based on keeping sediments on-site and controlling the site boundaries;
- Wind Erosion Control BMPs, which consist of applying water to prevent or minimize dust nuisance;
- Tracking Control BMPs, which consist of preventing or reducing the tracking of sediment off-site by vehicles leaving the construction area. These BMPs include street sweeping and vacuuming. The construction site would have a stabilized construction entrance to prevent off-site tracking of sediment and debris;
- Non-Stormwater Management BMPs, which are also referred to as “good housekeeping practices” involve keeping a clean, orderly construction site; and
- Waste Management and Materials Pollution Control BMPs consist of implementing procedural and structural BMPs for handling, storing, and disposing of wastes generated by a construction project to prevent the release of waste materials into

stormwater runoff or discharges through the proper management of construction waste.

Project Design Feature G-2: Prior to issuance of a building permit, the Applicant shall prepare and submit for review and approval a Low Impact Development Plan that would include Best Management Practices and demonstrate compliance with Low Impact Development Ordinance requirements to the Los Angeles County Department of Public Works, Building and Safety, as applicable. Specific Best Management Practices to be implemented as part of the Low Impact Development Plan for the Project to manage post-construction stormwater runoff would include, but not be limited to, the following:

- Installation of catch basins, planter drains, and building roof drain downspouts throughout the Project Site to collect roof and site runoff and direct stormwater away from structures and to potential infiltration systems.[10]
- Installation of filter inserts to catch basins to improve the quality of stormwater runoff from the Project Site.
- Promote evapotranspiration and infiltration, and the use of native and/or drought tolerant plants
- Promote bioretention through the use of underground retention tanks and/or rainwater harvesting;
- Design material storage areas and loading docks within structures or enclosures to prevent leaks or spills of pollutants from entering the storm drain system;
- Design post-construction structural or treatment control BMPs to infiltrate stormwater runoff. Stormwater treatment facilities and systems would be designed to meet the requirements of the LID Ordinance.

[10] *Infiltration refers to the physical process of percolation, or downward seepage, of water through a soil's pore space. As water infiltrates, the natural filtration, adsorption, and biological decomposition properties of soils, plant roots, and micro-organisms work to remove pollutants prior to the water recharging the underlying groundwater. Infiltration BMPs include infiltration basins, infiltration trenches, infiltration galleries, bioretention without an underdrain, dry wells, and permeable pavement. Infiltration can provide multiple benefits, including pollutant removal, peak flow control, groundwater recharge, and flood control.*

d. Analysis of Project Impacts

(1) Construction

(a) Surface Water Hydrology and Water Quality

Construction of the Project would require onsite demolition, grading, and excavation activities. Such construction activities would have the potential to temporarily alter existing drainage patterns and flows within the Project Site by exposing the underlying soils and making the Project Site temporarily more permeable. Exposed and stockpiled soils could be subject to erosion and conveyance into nearby storm drains during storm events. In addition, construction activities such as earth moving, maintenance/operation of construction equipment, and handling/storage/disposal of materials could contribute to pollutant loading in stormwater runoff. Onsite watering activities to reduce airborne dust could also contribute to pollutant loading in runoff. The main pollutant of concern during construction would be sediment or soil particles that would become detached by water and wind. However, as the construction site would be greater than one acre, Project construction activities would be regulated per the NPDES Construction General Permit.

In accordance with the requirements of the Construction General Permit, the Project would implement a SWPPP that would specify BMPs to be used during construction to manage runoff flows and erosion and prevent pollution. In addition, construction activities would be scheduled to minimize the amount of time soil is exposed to further control erosion and stormwater runoff. BMPs would also be provided to target pollutants of concern and be designed to reduce runoff and pollutant levels in runoff during construction. Further, implementation of BMPs such as sandbag barriers and other sediment barriers would serve to maintain the existing drainage flow paths and discharge points during construction.

Through compliance with all NPDES Construction General Permit requirements, including the preparation and implementation of a SWPPP, implementation of BMPs, and compliance with applicable County grading regulations, construction of the Project would not violate any water quality standards; substantially alter the existing drainage pattern of the Project Site and surrounding area or substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion or flooding on- or off-site; create or contribute runoff water which would exceed the capacity of the existing stormwater drainage system or provide substantial additional sources of polluted runoff and otherwise substantially degrade water quality. In addition, Project construction would not require or result in the construction of new stormwater drainage facilities which could cause significant environmental effects. As such, impacts to surface water hydrology and water quality during construction would be less than significant.

(b) Groundwater

As described above, no water supply wells are located at the Project Site or within 1 mile of the Project Site that could be impacted by construction, nor would the Project include the construction of water supply wells. In addition, as noted above, due to the relatively high topographical relief and the exposed or shallow bedrock throughout the majority of the Project Site, shallow groundwater is not expected to be encountered within the Project Site. Furthermore, groundwater was not encountered during recent on-site explorations conducted within the Project Site. Accordingly, it is not expected that groundwater would be encountered during construction that would require temporary or permanent dewatering operations. Therefore, Project development would not 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. Additionally, compliance with all applicable federal, State, and local requirements concerning the handling, storage and disposal of hazardous waste, would reduce the potential for the construction of the Project to release contaminants into groundwater that could affect existing contaminants, expand the area or increase the level of groundwater contamination, or cause a violation of regulatory water quality standards at an existing production well. As such, Project construction would not result in a significant impact with regard to groundwater.

(2) Operation

(a) Surface Water Hydrology

As described above, the Project Site is currently covered by approximately 11 percent impervious surfaces, including buildings and impervious pavements for pedestrian and vehicular circulation. The remaining 89 percent of the existing Project Site is pervious surfaces consisting of landscaped areas and undeveloped hillsides. With implementation of the Project, the amount of impervious area would increase from approximately 11 percent to 13 percent. Accordingly, Project development would increase the amount of stormwater flow and volume. In addition, with the construction of new buildings, some of the existing drainage areas would be divided into additional drainage areas. Specifically, development of the Project would change existing drainage areas by bisecting existing tributary flows. As shown in Figure IV.G-6 on page IV.G-24, with development of the Project, the Project Site would be divided into 21 drainage areas (identified herein as drainage areas A through U) based on their runoff collection points compared to the 14 drainage areas under existing conditions.

Drainage areas A through P would flow toward Cahuenga Boulevard East and into the City of Los Angeles storm drain system with a flow rate of 79.8 cfs. Tributary areas Q through U would be divided by existing ridgelines that divert runoff east and away from

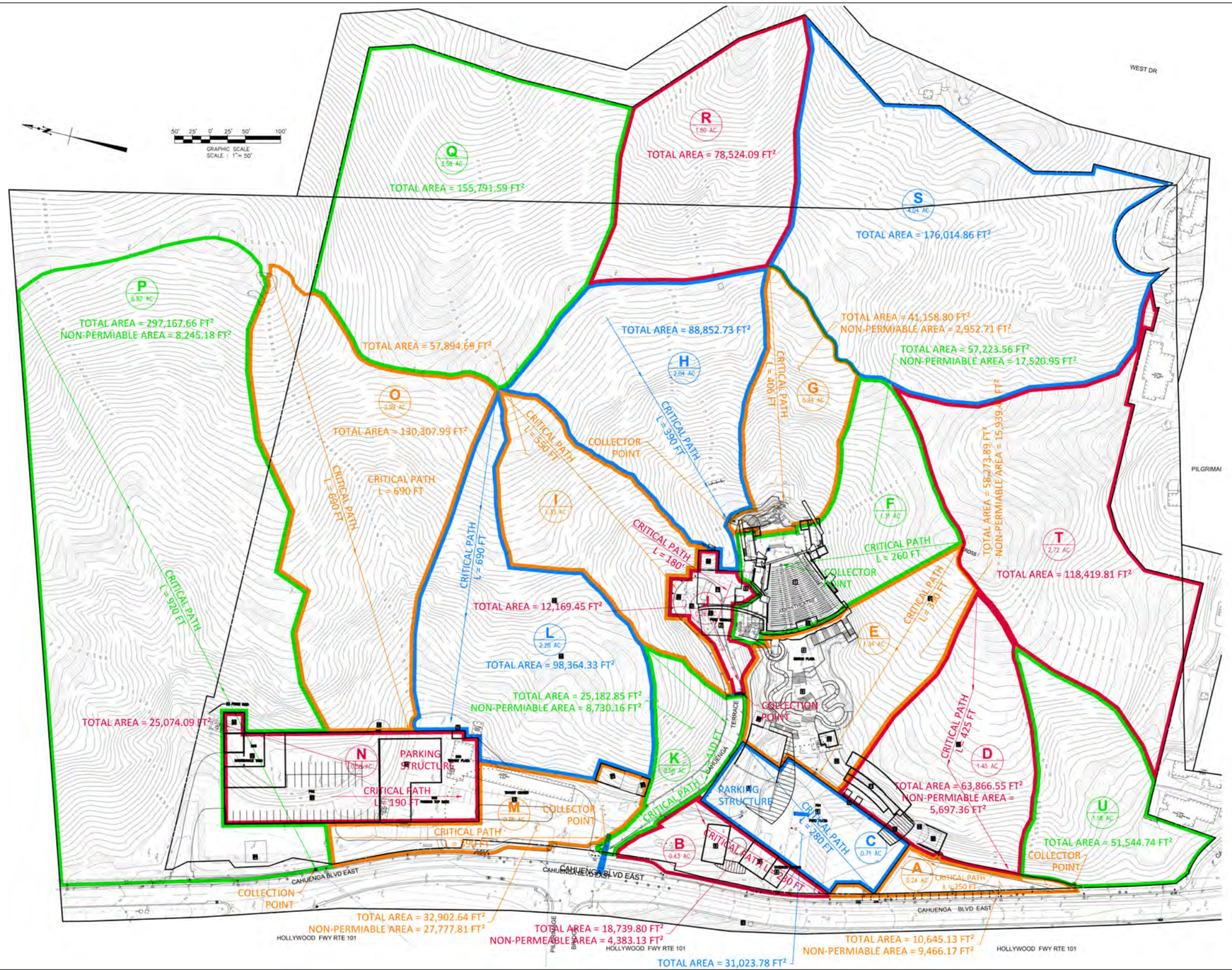

Figure IV.G-6
Proposed Project Site Hydrology

Source: Levin & Associates Architects and Mollenhauer Group, 2014.

Cahuenga Boulevard. Tributary subareas Q through U are entirely undeveloped and would remain undeveloped after implementation of the Project. The flow rate for these subareas would remain the same as the existing flow rate for existing tributary subareas J through N with a flow rate of 43.6 cfs. As summarized in Table IV.G-1 on page IV.G-26, with Project development, the total flow rate for the Project Site would increase from 119.92 cfs to 123.44 cfs and the total collected volume would increase from 381,586 cf to 392,476 cf. Although the runoff volume would increase as a result of an increase in impervious area, in accordance with NPDES and County requirements as set forth in Project Design Feature G-2 above, a Low Impact Development Plan would be prepared and implemented for the Project that would specify BMPs to promote bioretention or other functions to detain water onsite to manage post-construction stormwater runoff associated with a 0.75-inch, 24-hour storm event. In addition, the design runoff would be managed so as not to exceed the recommended and allowable runoff flows determined by the Los Angeles County Department of Public Works. Therefore, with compliance with regulatory requirements, the Project would not substantially alter the existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion or flooding on- or off-site, and would not 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, or require the construction of new stormwater drainage facilities. As such, operation of the Project would result in a less-than-significant impact on surface water hydrology.

(b) Surface Water Quality

As is typical of most urban developments, stormwater runoff from the Project Site has the potential to introduce pollutants into the stormwater system. As previously described, as part of the NPDES and County requirements, a Low Impact Development Plan would be prepared for the Project which would outline the stormwater treatment measures or post-construction BMPs required to control pollutants of concern associated with storm events up to the 0.75-inch precipitation level. BMPs would include source control and treatment control BMPs to remove pollutants from stormwater discharges. As described above, the Project Site currently does not have structural BMPs for the treatment of stormwater runoff from the existing impervious surfaces. Therefore, implementation of BMPs to capture and naturally filter stormwater from the Project Site would result in an improvement in surface water quality runoff from the Project Site compared to existing conditions. Therefore, with compliance with NPDES and County requirements which would require the implementation of BMPs that would serve to improve runoff from the Project Site, operation of the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality. Thus, operational impacts on surface water quality would be less than significant.

Table IV.G-1
Comparison of Tributary Acreage and Runoff—Existing and Proposed

	Tributary Acreage[a]	Flow Rate[b] (cfs)	Volume[c] (cf)
Existing	37.90	119.92	381,586
Proposed	37.89	123.44	392,476
Net Effect	(>1%)	2.9%	2.9%

[a] *Acreage changes are due to grading.*

[b] *The calculated flow rate is the amount of flow that occurs, spread across the site, during a 50-year storm event*

[c] *The calculated volume is the amount of runoff that is collected from all tributary areas during a 50-year storm event*

Source: Mollenhauer, 2014.

(c) Groundwater

The percolation of precipitation that falls on pervious surfaces is variable, dependent upon the soil type, condition of the soil, vegetative cover, and other factors. Implementation of the Project would include both the addition and removal of impervious surfaces throughout the Project Site boundary. Currently, the Project Site is approximately 11 percent impervious surfaces and 89 percent pervious surfaces. As described above, implementation of the Project would increase impervious surfaces to approximately 13 percent. However, as discussed in the Hydrology and Water Quality Report, the soils underlying the Project Site are not conducive to infiltration as they are underlain by bedrock. Notwithstanding, no water supply wells are located within the Project Site or within 1 mile of the Project Site and, due to the relatively high topographical relief and the exposed or shallow bedrock throughout the majority of the Project Site, shallow groundwater does not occur within the Project Site. Therefore, Project development would not 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. Additionally, compliance with all applicable existing regulations at the Project Site would prevent the Project from affecting or expanding any potential areas affected by contamination, increasing the level of contamination, or causing regulatory water quality standards at an existing production well to be violated, as defined in the California Code of Regulations, Title 22, Division 4, Chapter 15 and the Safe Drinking Water Act. As such, operation of the Project would not result in significant impacts to groundwater.

4. Cumulative Impacts

a. Surface Water Hydrology and Water Quality

The geographic context for the cumulative impact analysis on surface water hydrology and water quality is the Santa Monica Bay Watershed. The Project in conjunction with the cumulative growth in the Santa Monica Bay Watershed (inclusive of the related projects) through 2020 would cumulatively increase stormwater runoff flows and could possibly increase the amount of pollutants potentially resulting in cumulative impacts to surface water hydrology and water quality. However, as with the Project, cumulative growth in the Santa Monica Bay Watershed (inclusive of the related projects) would be subject to NPDES and local requirements, including implementation of SWPPPs, SUSMPs, and Low Impact Development Plans with appropriate BMPs to manage stormwater runoff and water quality during construction and operation. Furthermore, the local jurisdiction would review each future development project on a case-by-case basis to ensure sufficient local and regional drainage capacity is available to accommodate stormwater runoff. Therefore, with compliance with applicable laws, rules and regulations, cumulative impacts on surface water hydrology and water quality would be less than significant.

b. Groundwater

Cumulative groundwater hydrology impacts could result from the overall use of groundwater basins located in proximity to the Project Site and the related projects. In addition, interruptions to existing injection or supply wells or designated spreading grounds would have the potential to affect groundwater levels. As described above, no water supply wells, spreading grounds, or injection wells are located within a 1-mile radius of the Project Site. In addition, Project development would not involve the temporary or permanent extraction of groundwater from the Project Site or otherwise use the groundwater. Furthermore, while implementation of the Project would result in an increase in impervious surface area, per County requirements, the Project would implement BMPs to capture the first flush or first 0.75 inch of rainfall for any storm event and offset the potential reduction in percolation resulting from Project development. However, development of the related projects could result in changes in impervious surface area within their respective project sites which would decrease the potential for groundwater recharge. As the related projects are located in a highly urbanized area, any reduction in groundwater recharge due to the overall net change in impervious area within the related project sites would be minimal in the context of the regional groundwater basin. Additionally, compliance with all applicable existing regulations at the Project Site would prevent the Project from affecting or expanding any potential areas affected by contamination, increasing the level of contamination, or causing regulatory water quality standards at an existing production well to be violated, as defined in the California Code of

Regulations, Title 22, Division 4, Chapter 15 and the Safe Drinking Water Act. As with the Project, the related projects would be unlikely to cause or increase groundwater contamination because compliance with existing statutes and regulations would similarly prevent the related projects from affecting or expanding any potential areas affected by contamination, or increasing the level of contamination, or causing regulatory water quality standards at an existing production well to be violated. Therefore, cumulative impacts to groundwater would be less than significant.

5. Mitigation Measures

The Project would result in less than significant impacts to surface water hydrology, water quality, and groundwater during construction and operation. No mitigation measures would be required.

6. Conclusion

Impacts to surface water hydrology, water quality, and groundwater would be less than significant.

IV. Environmental Impact Analysis
H. Land Use and Planning

1. Introduction

This section addresses the consistency of the Project with local and regional land use plans and policies. As described throughout this Draft EIR, while the Project Site is located within the City of Los Angeles (City), the Ford Theatres are owned and operated by the County of Los Angeles (County). Accordingly, development of the Project Site is governed by the County General Plan and the Los Angeles County Code. Notwithstanding, in accordance with City consultation procedures, a consistency analysis with relevant policies of the City General Plan is also provided herein.

2. Environmental Setting

a. Regulatory Framework

(1) County of Los Angeles

(a) County of Los Angeles General Plan

The County General Plan was approved by the Los Angeles County Board of Supervisors in November 1980. The County General Plan contains a number of elements that address specific issues and establish various goals, policies, and objectives that pertain to the County as a whole. These General Plan elements, several of which were updated or amended between 1987 and 2008, guide the County's land use policies. The County is in the process of updating its General Plan, and a Draft General Plan, which focuses on the unincorporated areas of the County and does not include the Project Site, has been issued. The following adopted General Plan elements are applicable to the Project: General Goals and Policies; Conservation and Open Space; Land Use; Transportation; Water and Waste Management; and Safety. Each of these General Plan elements are described below. The policies within each of these elements that are applicable to the Project are listed in Table IV.H-1 on page IV.H-15 in the analysis of impacts below.

The General Goals and Policies Chapter of the County General Plan outlines broad goals and policies applicable on a County-wide level.

The Conservation and Open Space Element sets policy direction for the open space-related resources in the County. These resources include land and water areas devoted to recreation, scenic beauty, conservation, and the use of natural resources. To protect areas of significant natural resources, the Conservation and Open Space Element recommends the retention of non-urban or open space areas. The Conservation and Open Space Element also has goals to protect sites of historical, archaeological, scenic, and scientific value.

The Land Use Element sets forth policies for the general location, distribution, and intensity of land use. The Land Use Element serves as a tool for coordinating future development within both the private and public sectors. The Land Use Element also reinforces General Plan policies for conserving natural and ecological resources and protecting County residents from natural hazards through careful management of development in sensitive areas.

The Transportation Element of the County General Plan sets forth policies for the continued development of a comprehensive transportation system for Los Angeles County. The Transportation Element concurs with the policy positions of the Los Angeles County Metropolitan Transit Authority (Metro) and the Southern California Association of Governments (SCAG) on the need for the continued development and construction of a comprehensive public transportation system. The Transportation Element also reflects the location of existing and future transit corridors. Key features of the Transportation Element are the Transportation Plan, Highway Plan, and Bikeway Plan, as well as the associated Transportation Policy Map and the Highway Policy Map. These policy maps depict the existing transportation system and identify needed additions and improvements, in accordance with the General Plan's growth and development policies.

The Water and Waste Management Element addresses water resources and their availability and identifies standards and guidelines for their distribution and conservation. The Water and Waste Management Element also addresses solid waste management, landfill operation, and recycling opportunities critical to the County, as well as issues relating to flood control, aquifer replenishment, sewerage, and water reclamation systems.

The Safety Element represents the long-range emergency response plan for the County and addresses the protection of people from unreasonable risks associated with natural disasters. It seeks to reduce future loss of life, injuries, and socioeconomic disruption from other safety issues, including the management of hazardous materials. The Safety Element addresses the following issues: seismic hazards, geologic hazards, wildland and urban fires, management of hazardous materials, emergency response resources, and safety-oriented research.

(b) Los Angeles County Code

The Los Angeles County Planning and Zoning Code (Chapter 22 of the Los Angeles County Code) regulates development of unincorporated areas of the County through land use designations and development standards regarding allowable uses, density, height, and design. Although the Project Site is located within the City of Los Angeles, since the Project Site is owned and operated by the County, the Project would be built in accordance with Los Angeles County Code building design requirements and compliance with City land use and zoning designations would not be required, as discussed further below.

(c) Los Angeles County Hillside Requirements

A variety of hillside requirements apply throughout Los Angeles County. Within the adopted General Plan, Appendix A of the Land Use Element provides Hillside Management/Performance Review procedures for non-residential development projects in hillside areas. The review process is intended to ensure site suitability, public safety, and resource protection, and protect scenic and open lands. Among the uses permitted in hillside areas are industrial, limited commercial, and "certain research, development, and product testing facilities requiring the seclusion afforded by hillside terrain," as well as various agricultural, mineral extraction, and utility uses.

(2) City of Los Angeles

(a) City of Los Angeles General Plan

The City General Plan is a policy document originally adopted in 1974 that serves as a comprehensive, long-term plan for future development. The City General Plan sets forth goals, objectives and programs to guide land use policies and to meet the existing and future needs of the community. The City General Plan consists of a series of documents which includes the seven State-mandated elements: Land Use, Transportation, Noise, Safety, Housing, Open Space, and Conservation. In addition, the City's General Plan includes elements addressing Air Quality, Historic Preservation and Cultural Resources, Infrastructure Systems, Public Facilities and Services, and the Citywide General Plan Framework Element. The Land Use Element comprises 35 local area plans known as Community Plans that guide land use at the local level. The Project Site is located within the boundaries of the Hollywood Community Plan area.

The City General Plan Elements relevant to the Project include: General Plan Framework; Land Use (Hollywood Community Plan); Conservation; and Open Space. A brief description of each of these elements is provided below. In addition, a list of relevant policies from the relevant elements of the City General Plan and a consistency analysis of

the Project with these policies is provided in Table IV.H-2 on page IV.H-26 in the impact analysis below.

(i) Los Angeles General Plan Framework Element

The City of Los Angeles General Plan Framework Element (General Plan Framework), adopted in December 1996 and readopted in August 2001, sets forth general guidance regarding land use issues for the entire City and defines Citywide policies. The policies are organized by chapters that address land use, housing, urban form and neighborhood design, open space and conservation, economic development, transportation, and infrastructure and public services.

(ii) Hollywood Community Plan and Update

The Project Site is located within the Hollywood Community Plan area. Adopted on December 13, 1988, the specific purpose of the Community Plan is to promote an arrangement of land use, circulation, and services that encourages and contributes to the economic, social and physical health, safety, welfare, and convenience of the Hollywood Community within the larger framework of the City. In addition, the Community Plan serves to guide the development, betterment, and change of the community to meet existing and anticipated needs and conditions, as well as to balance growth and stability, reflect economic potentials and limits, land development and other trends, and to protect investment to the extent reasonable and feasible. The Hollywood Community Plan designates the Project Site for Public Facilities.

An update to the Hollywood Community Plan (Community Plan Update) was adopted by the City Council on June 19, 2012 (Ordinance No. 182,173). The Community Plan Update includes General Plan land use designation amendments and zone and height district changes for the Community Plan area that went into effect on August 6, 2012. The Community Plan Update did not result in any changes to the zoning or land use designations on the Project Site. The Project Site continues to be designated for Public Facilities by the Community Plan Update. However, the Community Plan Update, and its environmental review process, was subsequently challenged in court. The Los Angeles Superior Court issued a tentative decision to rescind the Community Plan Update and further court action is anticipated. In the interim, the City has revived the Hollywood Community Plan and the zoning ordinances that existed immediately prior to adoption of the Community Plan Update.

The Community Plan Update was developed to set a new direction for the future of Hollywood.[1] A wide range of planning topics, including land use and housing, parks and open space, urban design, mobility, arts and culture, and history, are addressed. In particular, the Community Plan Update is intended to focus growth and promote mixed-use development around transit hubs, reinforce Hollywood's role as a media and entertainment employment center, provide for mobility options, establish new lower height limits, protect hillsides from over-development, promote streetscape plans and implement new street standards, expand Historic Preservation Districts, regulate the scale and design of development, establish urban design guidelines, fund a nexus study to establish trip fees and finance regional mobility improvements, and promote pedestrian-oriented design overlays.[2] The Community Plan Update also contains an Urban Design Guidelines chapter, which includes policies that establish baseline design guidelines for Hollywood. The goal of the Urban Design Guidelines is to guide the physical development of the Community Plan area effectively in order to enhance the experience of all individuals who live, work, or visit in the area.

(iii) Conservation Element

The Conservation Element primarily addresses preservation, conservation, protection, and enhancement of the City's natural resources, including agricultural lands; animal keeping uses, nurseries, and crop gardens; endangered species; equine areas; protection from erosion; fisheries; forests; habitat areas; mineral resources; fossil fuels; and water. The Conservation Element also has goals to protect sites of cultural, historical, archaeological, paleontological, and scenic value.

(iv) Open Space Element

The Open Space Element provides goals, objectives, and policies for the preservation of open space resources in the City. These resources include open space which is free of structures and buildings and/or is natural in character and provides opportunities for recreation and education; preserves scenic, cultural or historic values; conserves or preserves natural resources or ecologically important areas; provides or preserves lands for managed production of natural resources; protects or provides for the public health and safety; enhances the economic base of the City; preserves or creates community scale and identity; and buffers or defines activity areas.

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[1] *Exhibit B: Hollywood Community Plan Proposed Plan Text, February 17, 2012, page 14, http:// cityplanning.lacity.org/cpu/hollywood/February172012Exhibits/Exhibit%20B_Hollywood%20Communuty %20Plan%20Proposed%20Plan%20Text%20-%20Approved%20by%20CPC.pdf, accessed April 9, 2013.*

[2] *How Does the Hollywood Community Plan Improve Hollywood?, Los Angeles Department of City Planning, http://cityplanning.lacity.org/cpu/hollywood/June21/FactSheet_5_22_edit21.pdf, accessed October 21, 2012.*

(b) Los Angeles Municipal Code

Chapter 1 of the City of Los Angeles Municipal Code contains the City's Planning and Zoning Code. The Planning and Zoning Code sets forth development standards and regulations for the City's designated land use zones. As set forth in the LAMC, the Project Site is zoned [Q]PF-1XL-H (Qualified Public Facilities, Height District 1XL, Hillside Area). In accordance with the LAMC, uses permitted within the PF zone include farming and nurseries, public parking facilities, fire stations and police stations, government buildings, structures, offices and service facilities including maintenance yards, public libraries, post offices, public health facilities, and public elementary and secondary schools. Buildings or structures within Height District 1XL may not exceed two stories nor shall the highest point of the roof of any building or structure exceed 30 feet in height.

(c) Mulholland Scenic Parkway Specific Plan

The Mulholland Scenic Parkway Specific Plan was adopted on May 13, 1992, as part of the City's General Plan in order to protect the views and natural character of Mulholland Drive along the crest of the Santa Monica Mountains. A buffer area including and paralleling much of Mulholland Drive has been designated as the Mulholland Scenic Parkway. The Mulholland Scenic Parkway Specific Plan prescribes numerous special regulations that address site use, building design, and construction procedures for all projects located within the Mulholland Scenic Parkway. The Specific Plan designates a 500-foot buffer from the right-of-way along both sides of Mulholland Drive as the Inner Corridor of the Specific Plan area. The area extending 0.5 miles from the Mulholland Drive right-of-way, excluding the Inner Corridor, is designated as the Outer Corridor of the Specific Plan area. The Specific Plan also designates an Institutional Use Corridor (within the Inner Corridor), which provides for uses such as schools, churches, and accessory buildings.[3] A portion of the Project Site lies within the Outer Corridor of the Specific Plan. The Specific Plan specifies a height limit of 40 feet for buildings located within the Outer Corridor. The Specific Plan also sets forth grading provisions and environmental protection measures regarding prominent ridges, streams, parklands, oak trees, and archaeological and paleontological resources. However, as previously noted, since the Project Site is owned and operated by the County, the Project would be built in accordance with Los Angeles County Code building design requirements and compliance with City land use provisions is not required.

[3] *The Institutional Use Corridor extends from the centerline of Corda Drive on the west to the centerline of Roscomare Road on the east, excluding the San Diego Freeway.*

(3) Regional

Regional land use plans that govern the Project Site and surrounding area include the Southern California Association of Governments' (SCAG) 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (2012–2035 RTP/SCS), Growth Vision Report, and Regional Comprehensive Plan (RCP); the Los Angeles County Congestion Management Program, administered by the Los Angeles County Metropolitan Transportation Authority (Metro), which regulates regional traffic issues; and the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP), which addresses attainment of State and federal ambient air quality standards throughout the South Coast Air Basin (Basin).

(a) SCAG Regional Transportation Plan/Sustainable Communities Strategy

SCAG is the federally designated metropolitan planning organization for six Southern California counties, including the County of Los Angeles. SCAG is mandated to create plans for transportation, growth management, hazardous waste management, and air quality. On April 4, 2012, the SCAG Regional Council adopted the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy, the mission of which is "leadership, vision and progress which promote economic growth, personal well-being, and livable communities for all Southern Californians."[4] In contrast to previous versions of the RTP, the new plan places a greater emphasis on sustainability and integrated planning and identifies mobility, economy, and sustainability as the three principles most critical to the future of the region. As part of this new approach, the 2012–2035 RTP/SCS establishes commitments to: reduce emissions from transportation sources in order to comply with Senate Bill (SB) 375; improve public health; and meet the National Ambient Air Quality Standards. Accordingly, within its 2012–2035 RTP/SCS, SCAG has identified regional goals that reflect a balanced approach to transportation planning and decision-making. These goals are intended to link the issue of mobility with the promotion of economic development, protection of the environment, reductions in energy consumption, the creation of transportation-friendly development patterns, and encouragement of fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. In support of these goals, the 2012–2035 RTP/SCS establishes High-Quality Transit Areas, which are described as generally walkable transit villages or corridors that are within one half-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.[5] Local jurisdictions are encouraged to focus housing and employment growth within High-Quality Transit Areas. While the Project

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[4] *SCAG 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy, p. viii, available at http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx, accessed April 29, 2014.*

[5] *Ibid, p. 114.*

Site itself is not located within a High-Quality Transit Area, the Hollywood Freeway and other nearby areas are within a High-Quality Transit Area.[6] Nonetheless, several of the regional goals and guiding policies established in the 2012–2035 RTP/SCS are applicable to the Project, as discussed in Table IV.H-3 on page IV.H-36 in the impact analysis below.

(b) SCAG Growth Vision Report

In an effort to maintain the region's prosperity, continue to expand its economy, house its residents affordably, and protect its environmental setting as a whole, SCAG has collaborated with interdependent sub-regions, counties, cities, communities, and neighborhoods in a process referred to by SCAG as Southern California Compass, which resulted in the development of a shared Compass Growth Vision for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. SCAG began Compass in 2002, spearheaded by the Growth Visioning Subcommittee, which consists of civic leaders from throughout the region. The shared regional vision sought to address issues such as congestion and housing availability, which may threaten the region's livability.

The underlying goal of the growth visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity or income. To organize the strategies for improving the quality of life in the SCAG region, a series of principles was established by the Growth Vision Subcommittee. These goals are contained in the Growth Vision Report. The four principles are intended to promote and maximize regional mobility, livability, prosperity and sustainability. Decisions regarding growth, transportation, land use, and economic development should support and be guided by these principles. Specific policy and planning strategies also are provided as a way to achieve each of the principles. The Project's consistency with applicable goals of the Growth Vision is provided in Table IV.H-3 on page IV.H-36 in the impact analysis below.

(c) SCAG Regional Comprehensive Plan

SCAG has also prepared and issued the 2008 Regional Comprehensive Plan in response to SCAG's Regional Council directive in the 2002 Strategic Plan to define solutions to interrelated housing, traffic, water, air quality, and other regional challenges.[7] The Regional Comprehensive Plan is an advisory document that describes future conditions if current trends continue, defines a vision for a healthier region, and recommends an Action Plan with a target year of 2035. The Regional Comprehensive Plan may be voluntarily used by local jurisdictions in developing local plans and addressing local

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[6] *Ibid, Exhibit 4.9: High-Quality Transit Areas (HQTA) SCAG Region, p. 136.*

[7] *SCAG, 2008 Regional Comprehensive Plan, www.scag.ca.gov/rcp/pdf/finalrcp/f2008RCP_ExecSum.pdf, accessed April 29, 2014.*

issues of regional significance. The plan incorporates principles and goals of the Compass Blueprint Growth Vision and includes nine chapters addressing land use and housing, transportation, air quality, energy, open space, water, solid waste, economy, and security and emergency preparedness. The action plans contained in the Regional Comprehensive Plan provide a series of recommended near-term policies that developers and key stakeholders should consider for implementation, as well as potential policies for consideration by local jurisdictions and agencies when conducting project review.

The 2008 Regional Comprehensive Plan replaced the SCAG's 1996 Regional Comprehensive Plan and Guide for use in SCAG's Intergovernmental Review process. SCAG's Community, Economic and Human Development Committee and the Regional Council took action to accept the Regional Comprehensive Plan, which now serves as an advisory document for local governments in the SCAG region for their information and voluntary use in developing local plans and addressing local issues of regional significance. However, as indicated by SCAG, because of its advisory nature, the Regional Comprehensive Plan is not used in SCAG's Intergovernmental Review process. Rather, SCAG reviews new regional projects based on consistency with the 2012–2035 RTP/SCS and Compass Growth Vision.[8]

The Project's consistency with applicable goals and policies of the RCP is analyzed in Table IV.H-4 on page IV.H-40 in the impact analysis below.

(d) SCAQMD Air Quality Management Plan

The SCAQMD was established in 1977 pursuant to the Lewis-Presley Air Quality Management Act. The SCAQMD is responsible for bringing air quality in the South Coast Air Basin into conformity with federal and State air pollution standards. The SCAQMD is also responsible for monitoring ambient air pollution levels throughout the Basin and for developing and implementing attainment strategies to ensure that future emissions will be within federal and State standards. The 2012 Air Quality Management Plan incorporates the latest scientific and technological information and planning assumptions, including SCAG's 2012–2035 RTP/SCS and updated emission inventory methodologies for various source categories. The 2012 Air Quality Management Plan also includes the new and changing federal requirements, implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches. The Air Quality Management Plan provides policies and measures to guide responsible agencies in

[8] *Prior to publication of the 2008 Regional Transportation Plan, projects considered to be regionally significant based on the SCAG criteria were required to provide an analysis of consistency with the 1996 Regional Comprehensive Plan and Guide goals and policies. However, SCAG now considers the Regional Comprehensive Plan and Guide superseded by the 2012–2035 RTP/SCS.*

achieving federal standards for healthful air quality in the Air Basin and incorporates a comprehensive strategy aimed at controlling pollution from all sources. Further discussion of the Air Quality Management Plan can be found in Section IV.B, Air Quality, of this Draft EIR.

(e) Metro Congestion Management Program

The Los Angeles County Metropolitan Transportation Authority administers the Congestion Management Program, a State-mandated program designed to provide comprehensive long-range traffic planning on a regional basis. Adopted by the Metro Board on October 28, 2010, the 2010 Congestion Management Program includes a hierarchy of highways and roadways with minimum level of service standards, transit standards, a trip reduction and travel demand management element, a program to analyze the impacts of local land use decisions on the regional transportation system, a seven-year capital improvement program, and a County-wide computer model used to evaluate traffic congestion and recommend relief strategies and actions. The Congestion Management Program guidelines call for evaluation of designated roadway intersections to which a project could add 50 or more trips during either the A.M. or P.M. peak hour. The guidelines also require evaluation of freeway segments to which a project could add 150 or more trips in each direction during peak hours. Refer to Section IV.K, Traffic, Access, and Parking, of this Draft EIR for further discussion regarding the Congestion Management Program.

b. Existing Conditions

(1) Project Site

As provided in Section II, Project Description, of this Draft EIR, 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 and to the rear of 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, and the Los Angeles Philharmonic.

The Project Site also includes one cell tower and associated structures along the northwest portion of the Project Site and an additional cell tower along the northwestern property boundary. Other facility support spaces, such as storage and maintenance areas and restrooms, are also located throughout the Project Site. 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. Overall, approximately 3.5 acres of the 32-acre Project Site comprises developed area, including the existing structures described above and asphalt-paved surface parking areas. The remaining areas (approximately 28.5 acres) are comprised of 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.

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).

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 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. During events, approximately 350 to 380 stacked parking spaces are available within the Project Site. 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.

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. 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. Of the improvements proposed, the removal of the exterior paint to provide water-resistant surfaces is currently underway.

(2) Surrounding Area

As shown in the aerial photograph provided in Figure II-X in Section II, Project Description, of this Draft EIR, the area surrounding the Project Site includes a mix of residential uses and open space. The Project Site is specifically bounded by 4-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 uses surrounding the Project Site to the north, east, and south are separated from the developed areas of the Project Site by open space areas and steep intervening ridgelines, with no direct line of sight to or from the developed areas of the Project Site. The Hollywood Bowl, also a County-owned historically significant cultural destination, is located southwest of the Project Site across Cahuenga Boulevard and the Hollywood Freeway.

3. Environmental Impacts

a. Methodology

The analysis of potential land use impacts considers the consistency of the Project with adopted plans, policies, and ordinances that regulate land use on the Project Site. The determination of consistency with relevant land use policies and ordinances is based upon a review of the previously identified planning documents that regulate land use or guide land use decisions pertaining to the Project Site. CEQA Guidelines, Title 14 California Code of Regulations (CEQA Guidelines) Section 15125(d) requires an EIR to discuss inconsistencies with applicable plans and evaluate whether a project is inconsistent with such plans. Projects are considered consistent with General Plan provisions and general SCAG policies if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals.

b. Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, Project impacts associated with land use and planning would be significant if the Project would:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or

- Conflict with any applicable habitat conservation plan or natural community conservation plan.

As discussed in the Initial Study prepared for the Project, provided in Appendix A of this Draft EIR, implementation of the Project would not physically divide an established community. Specifically, as described above, the residential uses surrounding the Project Site to the north, east, and south are separated from the developed areas of the Project Site by open space areas and steep intervening ridgelines, with no direct line of sight to or from the developed areas of the Project Site. As illustrated in the conceptual site plans provided in Section II, Project Description, of this Draft EIR, the Project would develop new structures and landscaping that would be primarily concentrated along the northwest and southwest portions of the Project Site, within areas of the Project Site that are primarily developed. As such, with implementation of the Project, the uses surrounding the Project Site to the north, east, and south would continue to be separated from the developed areas of the Project Site by open space areas and steep intervening ridgelines. In addition, the proposed hiking trail would be a continuation of the Project Site's natural, open space areas and, as shown in the conceptual site plans provided in Section II, Project Description, of this Draft EIR, would also be separated from the surrounding uses by intervening open space. Furthermore, 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. The Project would also not physically divide an established community by creating new streets or by blocking or changing the existing street grid pattern. The Project has been designed to contain vehicle and shuttle queuing within the Project Site and expand on-site parking to better accommodate parking demand. As also discussed in the Initial Study, 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. As such, no further analysis of these issues is necessary.

c. Project Design Features

A complete description of the Project and associated development characteristics is provided in Section II, Project Description, of this Draft EIR. No specific project design features beyond the project improvements discussed in Section II, Project Description, of this Draft EIR are proposed with regard to land use.

d. Analysis of Project Impacts

(1) Consistency with Local Plans and Applicable Policies

(a) County of Los Angeles General Plan

General Plan goals and policies that are applicable to the Project and an analysis of the Project's consistency with these policies are provided in Table IV.H-1 on page IV.H-15.

As detailed in Table IV.H-1, the Project would support policies of the County's General Plan, General Goals and Policies Chapter regarding the preservation of open space areas and cultural resources, encouraging cultural and social diversity, and environmental sustainability. Specifically, by rehabilitating the existing Amphitheatre and providing additional performing arts facilities and restaurant and recreational uses, the Project would continue the County's mission to operate the Ford Theatres as a center that fosters the excellence, diversity, vitality, understanding, appreciation and accessibility of the performing arts in Los Angeles County. In addition, as the proposed improvements would be integrated within the topography of the Project Site and grading would be designed to retain the integrity and natural grade elevations of the landforms that influence the visual quality of the Project Site, the Project Site would continue to comprise mostly undeveloped open space upon implementation of the Project. Specifically, with Project implementation, approximately 27.7 acres of the 32-acre Project Site would comprise undeveloped open space. Further, the Project is designed to complement the existing historic character of the Ford Theatres and would not involve the removal of any primary character-defining features of the Ford Theatres. Project development would also involve the use of renewable and recyclable construction materials and, with implementation of the Project, on-site recycling would be enhanced.

The Project would also support various policies of the Conservation and Open Space Element by incorporating a variety of sustainability features, including LEED Certification, and maximizing the preservation of the Project Site's existing open space areas, thus maintaining the natural and scenic character of the area. In addition, as the Project Site currently does not have structural BMPs for the filtration and treatment of stormwater runoff, implementation of the BMPs proposed as part of the Project would result in an improvement in surface water quality runoff from the Project Site, thereby preserving water quality. The Project would further coordinate with the County and City Fire Departments and implement recommended guidelines regarding wildland fire prevention. Additionally, the Project would support policies regarding the establishment of recreational opportunities within the County's open space areas by providing a hiking trail within the Project Site.

Table IV.H-1
Project Consistency with the Los Angeles County General Plan

Goal/Objective/Policy	Analysis of Project Consistency
General Goals and Policies	
Policy 4: Encourage cultural and social diversity and the preservation of the cultural heritage of Los Angeles County.	**Consistent.** As described in Section II, Project Description, of this Draft EIR, the mission of the Los Angeles County Arts Commission is to operate 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.
Policy 9: Direct urban development and revitalization efforts to protect natural and man-made amenities and to avoid severe hazard areas, such as flood prone areas, active fault zones, steep hillsides, landslide areas and fire hazard areas.	**Consistent.** The Project would preserve the Project Site's natural elements by integrating new buildings within the topography of the Project Site. In addition, Project grading would be designed to retain the integrity and natural grade elevations of the landforms that influence the visual quality of the Project Site. Upon implementation of the Project, approximately 27.7 acres of the 32-acre Project Site would comprise undeveloped open space. The Project would also incorporate measures to address the Project Site's location within a landslide hazard area, liquefaction susceptibility zone, and a fire hazard zone in accordance with existing regulatory requirements.
Policy 10: Protect areas that have significant natural resources and scenic values, including significant ecological areas, the coastal zone and prime agricultural lands.	**Consistent.** The Project would preserve the Project Site's natural elements by integrating new buildings within the topography of the Project Site. In addition, Project grading would be designed to retain the integrity and natural grade elevations of the landforms that influence the visual quality of the Project Site. Upon implementation of the Project, approximately 27.7 acres of the 32-acre Project Site would comprise undeveloped open space.
Policy 11: Protect cultural heritage resources.	**Consistent.** The Project is designed to complement the existing historic character of the Ford Theatres and 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. In addition, as discussed in Section IV.E, Cultural Resources, of this Draft EIR, the Project would not involve the removal of any primary character-defining features of the historic Amphitheatre. Further, in the event archaeological and paleontological resources are discovered, work in the area would cease and deposits would be treated in accordance with regulatory requirements.
Policy 13: Conserve the available supply of	**Consistent.** As discussed in Section IV.G, Hydrology and

Table IV.H-1 (Continued)
Project Consistency with the Los Angeles County General Plan

Goal/Objective/Policy	Analysis of Project Consistency
water and protect water quality.	Water Quality, of this Draft EIR, implementation of the Storm Water Pollution Prevention Plan (SWPPP), Low Impact Development Plan, and associated best management practices (BMPs) would reduce or eliminate the discharge of potential pollutants from stormwater runoff to the maximum extent practicable during the construction and operation phases of the Project. In addition, as discussed in Section IV.L.1, Utilities and Service Systems—Water, of this Draft EIR, the Project will implement a variety of water conservation features to reduce the Project's water demand.
Policy 14: Restore and protect air quality through the control of industrial and vehicular emissions, improved land use management, energy conservation and transportation planning.	**Consistent.** As discussed in Section IV.K, Traffic, Access, and Parking, of this Draft EIR, development of the Project would implement project design features that would reduce vehicular trips, reduce vehicle miles traveled, and encourage use of alternative modes of transportation, including the continued use of shuttles to and from the Universal City/Studio City Metro Red Line Station. The Project Site is also conveniently located adjacent to a Metro bus stop and a major thoroughfare, Cahuenga Boulevard, and the Hollywood Freeway, thereby reducing vehicle miles traveled and associated vehicular emissions. The Project would also minimize regional air quality impacts from new development by conserving energy through the use of highly efficient electric and HVAC equipment (housed in the proposed central plant) and introducing building design and construction that achieve LEED Certification for the proposed buildings.
Policy 15: Promote more effective recycling and reuse of resources, especially those that are nonrenewable.	**Consistent.** Project development would involve the use of renewable and recyclable construction materials. In addition, with implementation of the Project, on-site recycling would be enhanced.
Policy 16: Stress the development of community parks particularly in areas of the greatest deficiency, and take advantage of opportunities to preserve large natural and scenic areas.	**Consistent.** Refer to General Goals and Policies, Policy 9 above.
Policy 29: Encourage the development of ethnic community theme centers that would preserve and enhance cultural diversity.	**Consistent.** Refer to General Goals and Policies, Policy 4 above.
Policy 37: Promote the preservation and enhancement of landmarks, sites, and areas of cultural, historical, archaeological and urban design significance.	**Consistent.** Refer to General Goals and Policies, Policy 4 and Policy 11 above.
Policy 38: Protect and enhance the visual uniqueness of natural edges and encourage	**Consistent.** As discussed above, the Project would preserve the Project Site's natural elements by integrating new

Table IV.H-1 (Continued)
Project Consistency with the Los Angeles County General Plan

Goal/Objective/Policy	Analysis of Project Consistency
superior design of major entryways.	buildings with the topography of the Project Site. In addition, Project grading would be designed to retain the integrity and natural grade elevations of the landforms that influence the visual quality of the Project Site. The Project would also enhance the main entryway to the Ford Theatres by relocating the existing primary Ford Theatres sign along Cahuenga Boulevard East to the main entryway 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.
Conservation and Open Space Element	
Policy 1: Actively support strict air quality regulations for mobile and stationary sources, and continued research to improve air quality. Promote vanpooling and improved public transportation.	**Consistent.** The Project would support air quality regulations by reducing emissions to the maximum extent practicable. The Project would also promote the use of alternative modes of transportation.
Policy 2: Support the conservation of energy and encourage the development and utilization of new energy sources including geothermal, thermal waste, solar, wind and ocean-related sources.	**Consistent.** The Project would incorporate a variety of sustainability features that would reduce energy usage. Such features would include introducing a sustainable building design and construction that achieve LEED Certification for the new buildings. The Project would also incorporate relevant sustainability features set forth in the County's Green Building, Low Impact Development, and Drought-Tolerant Landscaping ordinances.
Policy 4: Protect groundwater recharge and watershed areas, conserve storm and reclaimed water, and promote water conservation programs.	**Consistent.** As discussed in Section IV.G, Hydrology, Water Quality, and Groundwater, of this Draft EIR, the soils underlying the Project Site are not conducive to infiltration as they are underlain by bedrock. Notwithstanding, surface water infiltration would be promoted within the Project Site through a variety of BMPs, including the installation of catch basins and planter drains. The Project will also implement a variety of water conservation features to reduce the Project's water demand, including use of high-efficiency toilets, high-efficiency urinals or waterless urinals, and low-flow restroom faucets. In addition, the Project would incorporate drought-tolerant landscaping.
Policy 5: Encourage the maintenance, management and improvement of the quality of imported domestic water, groundwater supplies, natural runoff and ocean water.	**Consistent.** As discussed in Section IV.G, Hydrology, Water Quality, and Groundwater of this Draft EIR, implementation of the SWPPP, Low Impact Development Plan, and associated BMPs would reduce or eliminate the discharge of potential pollutants from stormwater runoff to the maximum extent practicable during the construction and operation phases of the Project. More specifically, implementation of the BMPs would ensure the quality of stormwater runoff leaving the

Table IV.H-1 (Continued)
Project Consistency with the Los Angeles County General Plan

Goal/Objective/Policy	Analysis of Project Consistency
	Project Site would meet all regulatory standards.
Policy 13: Encourage open space easements and dedications as a means of meeting scenic, recreational, and conservation needs.	**Consistent.** While the Project would not include an open space easement, the Project would establish a natural, public hiking trail to enhance passive recreational opportunities within the Project Site and experience the natural landscape and views of surrounding iconic landmarks. In addition, the Project has been intentionally designed to minimize building footprints to maximize the preservation of the open space areas of the Project Site, and upon implementation of the Project, approximately 27.7 acres of the 32-acre Project Site would comprise undeveloped open space.
Policy 16: Substantially retain the integrity and natural grade elevations of significant natural ridgelines and prominent landforms that form the Valley's skyline backdrop.	**Consistent.** Project grading would be designed to retain the integrity and natural grade elevations of the landforms that influence the visual quality of the Ford Theatres. No designated significant ridgelines are identified within the Project Site. Also, upon implementation of the Project, approximately 27.7 acres of the 32-acre Project Site would comprise undeveloped open space.
Policy 17: Protect cultural heritage resources, including historical, archaeological, paleontological and geological sites, and significant architectural structures.	**Consistent.** Refer to General Goals and Policies, Policy 11 above.
Policy 21: Restrict urban development in areas subject to seismic and geologic hazards.	**Consistent.** As discussed in Section IV.F, Geology and Soils, of this Draft EIR, the Project Site does not contain any known active faults and is not within an Alquist-Priolo Earthquake Fault Zone. In addition, the Project would be designed and constructed in accordance with California and Los Angeles County Building Code requirements, as well as the project design features and recommendations set forth in the Geotechnical Report to address other potential geologic hazards within the Project Site including liquefaction and landslides.
Policy 22: Restrict urban development in flood prone areas, and thus avoid major new flood control works. Maintain natural watershed processes by regulating development in tributary watersheds. Minimize increased runoff, erosion, and siltation of streambeds that would limit the uses of streams and water bodies for recreation and other beneficial water-related uses.	**Consistent.** As discussed in Section IV.G, Hydrology, Water Quality, and Groundwater, of this Draft EIR, the Project Site is not within a flood hazard area. Furthermore, in accordance with National Pollutant Discharge Elimination System (NPDES) permit requirements, the Project would have a Low Impact Development Plan in place during the operational life of the Project. The Low Impact Development Plan would include BMPs to promote bioretention or other functions to detain water onsite that would serve to manage post-construction stormwater runoff associated with a 0.75-inch, 24-hour storm event. In addition, the design runoff would be managed so as not to exceed the recommended and allowable runoff flows determined by the Los Angeles County

Table IV.H-1 (Continued)
Project Consistency with the Los Angeles County General Plan

Goal/Objective/Policy	Analysis of Project Consistency
	Department of Public Works.
Policy 24: Manage development in hillside areas to protect their natural and scenic character and to reduce risks from fire, flood, mudslides, erosion, and landslides.	**Consistent.** With respect to the protection of the natural and scenic character of the Project Site, see General Goals and Policies, Policy 9 above. With respect to reducing erosion, see Conservation and Open Space Policy 22 above. To reduce risks from fire, a Fuel Modification Plan would be implemented, as detailed in Section IV.J.1, Public Services—Fire Protection. All plantings would be in accordance with the County's Fuel Modification Plan Guidelines. Appropriate Fire Department access would also be provided throughout the Project Site during both construction and operation. Additionally, the Project would comply with the County Fire Department's adopted programs directed at wildland fire prevention. In addition, as described in Section IV.F, Geology and Soils, of this Draft EIR, the Project would include slope reinforcement measures such as the removal of loose slope materials and installation of retaining walls and flexible barriers to manage potential landslides.
Policy 27: Provide low intensity outdoor recreation in areas of scenic and ecological value compatible with protection of these natural resources.	**Consistent.** Refer to Conservation and Open Space, Policy 13 above.
Policy 30: Develop a system of bikeways, scenic highways, and riding and hiking trails; link recreational facilities where possible.	**Consistent.** Refer to Conservation and Open Space, Policy 13 above.
Land Use Element	
Objective 1: To foster compatible land use arrangements that contribute to reduced energy consumption and improved air quality.	**Consistent.** Refer to General Goals and Policies, Policy 14 above.
Policy 7: Assure that new development is compatible with the natural and manmade environment by implementing appropriate locational controls and high quality design standards.	**Consistent.** As described in Section II, Project Description, of this Draft EIR, the proposed improvements would be designed to complement the existing historic character of the Ford Theatres and 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. The Project 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. New buildings would also be integrated with the topography of the Project Site. In addition, a variety of native and drought-tolerant plant material would be used to enhance and complement the existing plant material on the hillside.

Table IV.H-1 (Continued)
Project Consistency with the Los Angeles County General Plan

Goal/Objective/Policy	Analysis of Project Consistency
Policy 8: Protect the character of residential neighborhoods by preventing the intrusion of incompatible uses that would cause environmental degradation such as excessive noise, noxious fumes, glare, shadowing, and traffic.	**Consistent.** With Project implementation, off-site residential uses would continue to be buffered from proposed on-site development by existing intervening undeveloped open space. As discussed in this Draft EIR, Project operations would have little impact in terms of noise or light spillover onto off-site areas. Similarly, all traffic impacts would be less than significant. For further discussion refer to Section IV.I, Noise; Section IV.B, Air Quality; Section IV.A, Aesthetics, Views, Light, and Glare; and Section IV.K, Traffic, Access and Parking, of this Draft EIR.
Policy 14: Establish and implement regulatory controls that ensure compatibility of development adjacent to or within major public open space and recreation areas including National Forests, the National Recreation Area, and State and regional parks.	**Consistent.** Refer to General Goals and Policies, Policy 9 and Land Use Policy 7 above.
Policy 20: Establish land use controls that afford effective protection for significant ecological and habitat resources, and lands of major scenic value.	**Consistent.** Refer to General Goals and Policies, Policy 9 above.
Policy 24: Promote compatible land use arrangements that reduce reliance on the private automobile in order to minimize related social, economic and environmental costs.	**Consistent.** Refer to General Goals and Policies, Policy 14, above.
Policy 25: Promote land use arrangements that will maximize energy conservation.	**Consistent.** Refer to Conservation and Open Space Policy 2 above.
Policy 27: Provide a land use mix at the countywide, areawide and community levels based on projected need and supported by evaluation of social, economic and environmental impacts.	**Consistent.** The Project would include a mix of uses within the Project Site, including additional performing arts and rehearsal spaces that would be supported by office and restaurant uses. The Project would also expand recreational opportunities within the Project Site by providing a hiking trail. Implementation of the Project would meet existing critical program needs of the regional arts ecosystem and would provide additional passive recreational opportunities within the region. With the proposed improvements, the County would further support the work of County artists and arts organizations and would expand opportunities for diverse County residents to come together by creating new spaces and programs that better serve the community. In addition, as evaluated throughout this Draft EIR, implementation of the Project would not result in impacts which would be significant and unavoidable.
Policy 28: Ensure continuing opportunity for	**Consistent.** As part of the environmental review process, a

Table IV.H-1 (Continued)
Project Consistency with the Los Angeles County General Plan

Goal/Objective/Policy	Analysis of Project Consistency
citizen involvement in the land-use decision making process.	public Scoping Meeting was held regarding the Project on February 18, 2014 in order to solicit public input regarding the Project and its potential impacts. This Draft EIR is being circulated for a 45-day public review and comment period as mandated by CEQA (State CEQA Guidelines Section 15105). During the public review period, written comments concerning the adequacy of the document may be submitted by interested public agencies and members of the public to the County of Los Angeles.
Policy 29: Improve the land use decision-making process by closely monitoring and evaluating the cumulative impacts of individual projects and by modernizing development regulations.	**Consistent.** The cumulative impacts of the Project combined with 27 related projects, or known development projects that are either proposed, approved, or under construction in the vicinity of the Project Site, are analyzed within each of the environmental impact sections throughout this Draft EIR.
Transportation Element	
Policy 19: Support traffic-operation improvements for improved flow of vehicles.	**Consistent.** The Project proposes a new signal at the southern driveway that would provide egress from the south parking structure to allow for safer left turns from the driveway to Cahuenga Boulevard East. In addition, to facilitate access and circulation within the proposed Transit Center, the Project includes one new driveway between the northernmost driveway and the main entrance at the intersection of 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.
Policy 20: Encourage greater use of public transit to special-purpose centers and recreational facilities.	**Consistent.** With implementation of the Project, use of public transit would be encouraged by continuing to promote parking at the Universal City/Studio City Metro Red Line Station where a shuttle would continue to be provided to and from the Ford Theatres during evening events.
Policy 22: Avoid or minimize the adverse impacts upon people, businesses and communities caused by development of transportation facilities.	**Consistent.** As discussed in Section IV.K, Traffic, Access, and Parking, of this Draft EIR, appropriate project design features would be implemented to reduce traffic impacts to a less than significant level.
Policy 26: Encourage the efficient use and conservation of energy used in transportation.	**Consistent.** As discussed in Section IV.K, Traffic, Access, and Parking, the Project would include a number of project design features designed to encourage efficiency and conservation, including the provision of information on transportation alternatives in event-related marketing/media

Table IV.H-1 (Continued)
Project Consistency with the Los Angeles County General Plan

Goal/Objective/Policy	Analysis of Project Consistency
	information and managing the use of all parking spaces onsite to maximize parking efficiency and avoid underutilization of parking spaces. In addition, the Project would include an on-site circulation system design that reduces vehicle idling and queuing.
Policy 30: Provide transportation facilities that will improve the safety, security and dependability of all transportation modes, provide for seismic safety and be effective in emergency situations.	**Consistent.** Included in the Project are vehicular circulation and queuing improvements, including a Transit Center that would provide on-site queuing for vehicles and shuttles. In addition, 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. As part of the Project, on-site pedestrian circulation would also be improved by eliminating the pedestrian-vehicular conflicts associated with stacked parking within the existing surface parking areas.
Water and Waste Management Element	
Policy 8: Promote solid waste technology, including source reduction, to reduce dependence on sanitary landfills.	**Consistent.** Refer to General Goals and Policies, Policy 15 above.
Policy 13: Program water and sewer service extensions to be consistent with General Plan policies and to mitigate situations that pose immediate health and safety hazards.	**Consistent.** The proposed off-site water and sewer line improvements would meet all applicable regulatory requirements set forth by the County and the City.
Policy 17: Protect public health and prevent pollution of groundwater through the use of whatever alternative is necessary.	**Consistent.** Refer to Conservation and Open Space Policy 5, above.
Policy 18: Provide protection for groundwater recharge areas to ensure water quality and quantity.	**Consistent.** Refer to Conservation and Open Space Policy 4 and Policy 5, above.
Policy 19: Avoid or mitigate threats to pollution of the ocean, drainage ways, lakes, and groundwater reserves.	**Consistent.** Refer to Conservation and Open Space Policy 5, above.
Policy 22: Design water and waste management systems which enhance the appearance of the neighborhoods in which they are located and minimize negative environmental impacts.	**Consistent.** The proposed off-site utility improvements would be located within existing road rights-of-way where conditions are either developed or disturbed by paved streets and/or existing development. Other than limited aboveground infrastructure such as a booster pump, the utility improvements would involve underground pipelines that would not be visible following installation and repaving of the roadways.
Policy 23: Facilitate the recycling of wastes such as metal, glass, paper, and textiles.	**Consistent.** As part of the Project, readily accessible areas around the Project Site for the deposit, storage, and collection of non-hazardous materials for recycling would be provided.

Table IV.H-1 (Continued)
Project Consistency with the Los Angeles County General Plan

Goal/Objective/Policy	Analysis of Project Consistency
Policy 25: Encourage development and application of water conservation, including recovery and reuse of storm and waste water.	**Consistent.** See Conservation and Open Space Policy 4, above.
Safety Element	
Policy 17: Continue efforts to reduce all fire hazards, with special emphasis on reducing hazards associated with older buildings, multistory structures, and fire-prone industrial facilities; and maintain an adequate fire prevention capability in all areas.	**Consistent.** Refer to Conservation and Open Space Policy 24, above.
Policy 18: Expand and improve vegetation management efforts in wildland fire hazard areas.	**Consistent.** Refer to Conservation and Open Space Policy 24, above.
Policy 19: Promote improved watershed management practices to reduce the risk of damaging runoff and debris movement into urban areas.	**Consistent.** Refer to Conservation and Open Space Policy 22, above.
Policy 21: Promote the safe transportation of hazardous materials.	**Consistent.** As discussed in the Initial Study prepared for the Project, included as Appendix A of this Draft EIR, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations.
Policy 25: Promote greater public awareness and understanding of safety hazards and emergency preparedness and response procedures.	**Consistent.** In accordance with regulatory requirements, the Applicant would submit to the County and City Fire Departments, as applicable, an emergency response and/or evacuation plan, as appropriate, for operation of the Project. The emergency response plan could include, but not be limited to, the following: mapping of evacuation routes for vehicles and pedestrians, and the location of the nearest hospital and fire departments.
Policy 26: Promote the development of community/neighborhood and workplace self-help and disaster relief groups to improve the effectiveness of local emergency response, light search and rescue, and emergency medical care.	**Consistent.** Refer to Safety Policy 25, above.
Source: Los Angeles County General Plan, November 1980; Matrix Environmental, 2014.	

With regards to the Land Use Element, the Project would support compatibility with the existing development of the Project Site and the preservation of surrounding uses and

open space. Specifically, the proposed improvements would be designed to complement the existing historic character of the Ford Theatres and would be compatible with the massing, size, scale, and architectural features of the existing Amphitheatre, thereby protecting its historic integrity. Also, as previously described, new buildings would be integrated within the topography of the Project Site, primarily within already developed areas, thereby maximizing the preservation of the open space areas of the Project Site. In addition, with implementation of the Project, off-site residential uses would continue to be buffered from proposed on-site development by existing intervening undeveloped open space.

The Project would further support policies of the Transportation Element. In particular, the Project would provide a new traffic signal to allow for safer left turns from the southern (egress) driveway to Cahuenga Boulevard East; provide one new driveway between the northernmost driveway and the main entrance to facilitate access and circulation with the proposed Transit Center; and reconfigure the northernmost driveway to provide vehicles with direct access to the proposed maintenance facility and allow egress from the north parking structure, thereby improving the flow of vehicles within and adjacent to the Project Site. The Project would also encourage use of public transit by continuing to promote parking at the Universal City/Studio City Metro Red Line Station where a shuttle would continue to be provided to and from the Ford Theatres during evening events.

Additionally, with the implementation of the sustainability features proposed as part of the Project, including design features to achieve LEED Certification, and the provision of necessary utility improvements, the Project would support applicable policies of the Water and Waste Management Element.

The Project would also support policies of the Safety Element. Specifically, the Project would coordinate with the County and City Fire Departments and implement recommended guidelines regarding wildland fire prevention to reduce fire hazards. In addition, the County would coordinate with the County and City Fire Departments to develop an emergency response and/or evacuation plan, as appropriate. Further, as described in the Geotechnical Report provided in Appendix H of this Draft EIR, the Project would include improvements to prevent potential damage resulting from runoff and debris movement from hillside areas.

Overall, as summarized above and detailed in Table IV.H-1 on page IV.H-15, the Project would be generally consistent with the intent and applicable policies of the County General Plan.

(b) Los Angeles County Code

The Los Angeles County Planning and Zoning Code regulates development of unincorporated areas of the County through land use designations and development standards regarding allowable uses, density, height, and design. As the Project Site is not located within an unincorporated area of the County, land use and zoning designations have not been established by the County for the Project Site. However, since the Project Site is owned and operated by the County, the Project would be built in accordance with Los Angeles County Code building design requirements. The Project Site is located within the City of Los Angeles and is zoned per the City of Los Angeles Municipal Code. While not required, a discussion of the City of Los Angeles Municipal Code, as it relates to the Project Site, is provided below.

(c) City of Los Angeles General Plan

As previously described, development of the Project Site is governed by the County General Plan and the Los Angeles County Code. Notwithstanding, in accordance with City consultation procedures, a consistency analysis with relevant policies of the City General Plan is provided herein. City General Plan goals and policies that are relevant to the Project and an analysis of the Project's consistency with these policies are provided in Table IV.H-2 on page IV.H-26.

As described in Table IV.H-2, with the creation of a 0.75-mile hiking trail within the Project Site, the Project would support policies of the General Plan Framework Land Use Chapter regarding the establishment of new open space opportunities to serve the needs of existing and future residents. In addition, as off-site residential uses would continue to be buffered from proposed on-site development by existing intervening undeveloped open space, the Project would be consistent with the goals, objectives, and policies of the General Plan Framework's Land Use Chapter regarding preservation of and compatibility with the scale and character of the City's residential neighborhoods. The Project would further promote and enhance pedestrian activity through the creation of 45,000 square feet of plaza areas that could be used as picnic and community space.

The Project would also be consistent with the relevant objectives and policies of the General Plan Framework's Urban Form and Neighborhood Design Chapter. Specifically, the Project would contribute to the development and improvement of community facilities by providing new and enhanced performing arts facilities and a hiking trail, which would serve to meet the performing arts and recreational needs at a City- and County-wide level. The Project would also incorporate various elements to promote individual and community safety including coordinating with the County of Los Angeles Sheriff's Department and the Los Angeles Police Department, as appropriate, regarding crime prevention features to be

Table IV.H-2
Project Consistency with the City of Los Angeles General Plan

Goal/Objective/Policy	Analysis of Project Consistency
General Plan Framework	
Land Use Chapter	
Policy 3.1.3: Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include a citywide linear network of parklands and trails, neighborhood parks, and urban open spaces.	**Consistent.** The Project would establish a natural, public hiking trail to enhance passive recreational opportunities within the Project Site and create an opportunity to experience the natural landscape and views of surrounding iconic landmarks. In addition, the Project has been intentionally designed to minimize building footprints to maximize the preservation of the open space areas of the Project Site, and upon implementation of the Project, approximately 27.7 acres of the 32-acre Project Site would comprise undeveloped open space.
Objective 3.3: Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.	**Consistent.** The Project Site is located in an urbanized portion of the City on a site that is currently developed. As such, the Project would be served by the existing utility and transportation infrastructure currently serving the on-site uses, with upgrades and extensions as necessary. In addition, the Project would be served by existing fire and police stations.
Goal 3B: Preservation of the City's stable single-family residential neighborhoods. **Objective 3.5:** Ensure that the character and scale of stable single-family residential neighborhoods is maintained, allowing for infill development provided that it is compatible with and maintains the scale and character of existing development.	**Consistent.** With Project implementation, off-site residential uses would continue to be buffered from proposed on-site development by existing intervening undeveloped open space.
Goal 3L: Districts that promote pedestrian activity and provide a quality experience for the City's residents. **Objective 3.16:** Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.	**Consistent.** Within the Ford Plaza, the Project would provide a plaza deck that would serve as the primary gathering space for the Ford Theatres. 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. In addition, landscaping proposed along Cahuenga Boulevard East 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. The various components of the Project would also be connected via pedestrian walkways throughout the Project Site.
Urban Form and Neighborhood Design Chapter	
Objective 5.4: Encourage the development of community facilities and improvements that are based on need within the centers and reinforce or define those centers and the neighborhoods they	**Consistent.** The Project would contribute to the development and improvement of community facilities through the development of new performing arts facilities and a hiking trail that would serve to meet

Table IV.H-2 (Continued)
Project Consistency with the City of Los Angeles General Plan

Goal/Objective/Policy	Analysis of Project Consistency
serve.	performing arts and recreational needs on a City- and County-wide basis.
Policy 5.8.4: Encourage that signage be designed to be integrated with the architectural character of the buildings and convey a visually attractive character.	**Consistent.** 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. Wayfinding signs would also be located throughout the Project Site, including at parking structure entrances and elevators. As such, the signage proposed would be designed to be integrated with the architecture of the buildings and would be compatible with the character of the surrounding uses.
Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day. **Policy 5.9.1:** Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.	**Consistent.** Per consultation with the County of Los Angeles Sheriff's Department and Los Angeles Police Department, the Project would incorporate various elements to promote individual and community safety as set forth in the project design features included in Section IV.J.2, Public Services—Police Protection, of this Draft EIR. Such features could include surveillance cameras, adequate lighting within parking areas, and signage.
Open Space and Conservation Chapter	
Objective 6.1: Protect the City's natural settings from the encroachment of urban development,	**Consistent.** The Project would preserve the Project Site's natural elements by integrating new buildings with

Table IV.H-2 (Continued)
Project Consistency with the City of Los Angeles General Plan

Goal/Objective/Policy	Analysis of Project Consistency
allowing for the development, use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region.	the topography of the Project Site. In addition, Project grading would be designed to retain the integrity and natural grade elevations of the landforms that influence the visual quality of the Project Site. Upon implementation of the Project, approximately 27.7 acres of the 32-acre Project Site would comprise undeveloped open space.
Objective 6.2: Maximize the use of the City's existing open space network and recreation facilities by enhancing those facilities and providing connections, particularly from targeted growth areas, to the existing regional and community open space system.	**Consistent.** Refer to General Plan Framework Policy 3.1.3 above.
Objective 6.3: Ensure that open space is managed to minimize environmental risks to the public.	**Consistent.** As discussed in Section IV.G, Hydrology, Water Quality, and Groundwater, of this Draft EIR, the Project Site is not within a flood hazard area. In addition, as described in Section IV.F, Geology and Soils, of this Draft EIR, the Project would be designed and constructed in accordance with California and Los Angeles County Building Code requirements, as well as the project design features and recommendations set forth in the Geotechnical Report to address potential geologic hazards within the Project Site including liquefaction and landslides. Further, to reduce risks from fire, a Fuel Modification Plan would be implemented, as detailed in Section IV.J.1, Public Services—Fire Protection, of this Draft EIR. Appropriate Fire Department access would also be provided throughout the Project site during both construction and operation. Additionally, the Project would comply with the County Fire Department's adopted programs directed at wildland fire prevention.
Policy 6.3.1: Preserve flood plains, landslide areas, and steep terrain areas as open space, wherever possible, to minimize the risk to public safety.	**Consistent.** As discussed in Section IV.G, Hydrology and Water Quality, of this Draft EIR, the Project Site is not within a flood hazard area. In addition, the majority of the open space areas designated within a landslide hazard area would remain as open space with implementation of the Project.
Policy 6.4.1: Encourage and seek to provide for usable open space and recreational facilities that are distributed throughout the City.	**Consistent.** Refer to General Plan Framework Policy 3.1.3 above.
Policy 6.4.8: Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.	**Consistent.** Refer to General Plan Framework Policy 3.1.3 above.

Table IV.H-2 (Continued)
Project Consistency with the City of Los Angeles General Plan

Goal/Objective/Policy	Analysis of Project Consistency
b. Encourage the improvement of open space, both on public and private property, as opportunities arise. Such places may include the dedication of "unbuildable" areas or sites that may serve as green space, or pathways and connections that may be improved to serve as neighborhood landscape and recreation amenities.	
Infrastructure and Public Services Chapter	
Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.	**Consistent.** As discussed in Section IV.G, Hydrology, Water Quality, and Groundwater, of this Draft EIR, implementation of the SWPPP, Low Impact Development Plan, and associated BMPs would reduce or eliminate the discharge of potential pollutants from stormwater runoff to the maximum extent practicable during the construction and operation phases of the Project. In addition, in accordance with County NPDES permit requirements, the Project would be required to have a Low Impact Development Plan in place during the operational life of the Project. The Low Impact Development Plan would include BMPs to promote bioretention or other functions to detain water onsite that would serve to manage post-construction stormwater runoff associated with a 0.75-inch, 24-hour storm event. In addition, the design runoff would be managed so as not to exceed the recommended and allowable runoff flows determined by the Los Angeles County Department of Public Works.
Goal 9B: A stormwater management program that minimizes flood hazards and protects water quality by employing watershed-based approaches that balance environmental, economic and engineering considerations.	**Consistent.** As discussed in Section IV.G, Hydrology, Water Quality, and Groundwater, of this Draft EIR, the Project Site is not within a flood hazard area. As previously described, implementation of the SWPPP, Low Impact Development Plan, and associated BMPs would reduce or eliminate the discharge of potential pollutants from stormwater runoff to the maximum extent practicable during the construction and operation phases of the Project.
Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	**Consistent.** Refer to General Plan Framework Policy 9.3.1, above.
Policy 9.9.8: Design projects located in hillside areas so as to maintain the City's ability to suppress wildfires.	**Consistent.** To reduce risks from fire, a Fuel Modification Plan would be implemented, as detailed in Section IV.J.1, Public Services—Fire Protection, of this Draft EIR. All plantings would be in accordance with the County's Fuel Modification Plan Guidelines. Appropriate Fire Department access would also be provided throughout the Project Site during both construction and

Table IV.H-2 (Continued)
Project Consistency with the City of Los Angeles General Plan

Goal/Objective/Policy	Analysis of Project Consistency
	operation. Additionally, the Project would comply with the County Fire Department's adopted programs directed at wildland fire prevention.
GOAL 9P: Appropriate lighting required to (1) provide for nighttime vision, visibility, and safety needs on streets, sidewalks, parking lots, transportation, recreation, security, ornamental, and other outdoor locations; (2) provide appropriate and desirable regulation of architectural and informational lighting such as building facade lighting or advertising lighting; and (3) protect and preserve the nighttime environment, views, driver visibility, and otherwise minimize or prevent light pollution, light trespass, and glare.	**Consistent.** 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. The Project would also include lighting throughout the plaza areas. Further, the Project would include new theatrical lighting within the Amphitheatre. As discussed in Section IV.A, Aesthetics, Views, Light, and Glare, of this Draft EIR, in accordance with Project Design Feature A-3 included therein, Project lighting, where applicable, would incorporate shielding and aiming to prevent glare and light spill and the upward emition of light and Project lighting would not exceed 2 foot-candles outside of the Project Site boundary. In addition, there are no residential properties or other sensitive uses immediately surrounding the Project Site, and any light emanating from the proposed Project lighting would likely be contained within the Project Site. Also, lighting associated with the proposed theatrical lighting would be consistent with the existing lighting within the Amphitheatre.
Hollywood Community Plan	
Objective 7: To encourage the preservation of open space consistent with property rights when privately owned and to promote the preservation of views, natural, character and topography of mountainous parts of the Community for the enjoyment of both local residents and persons throughout the Los Angeles region.	**Consistent.** Refer to General Plan Framework Objective 6.1 above.
Recreation and Parks	
Policy 3: That existing recreational sites and facilities be upgraded through site improvements, rehabilitation and reuse of sound structures, and replacement of obsolete structures, as funds become available.	**Consistent.** As described in Section II, Project Description, of this Draft EIR, the Project would involve the rehabilitation of portions of the existing Amphitheatre and the development of new facilities and outdoor plaza areas to enhance the existing Ford Theatres.
Conservation Element	
Protect important cultural and historical sites and resources for historical, cultural, research, and	**Consistent.** The Project is designed to complement the existing historic character of the Ford Theatres and to

Table IV.H-2 (Continued)
Project Consistency with the City of Los Angeles General Plan

Goal/Objective/Policy	Analysis of Project Consistency
community educational purposes.	be consistent with the Secretary of the Interior Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings. In addition, as discussed in Section IV.E, Cultural Resources, of this Draft EIR, the Project would not involve the removal of any primary character-defining features of the Ford Theatres. Further, in the event archaeological and paleontological resources are discovered, work in the area would cease and deposits would be treated in accordance with regulatory requirements.
Protect and promote the restoration, to the greatest extent practical, of sensitive plant and animal species and their habitats.	**Consistent.** As discussed in Section IV.D, Biological Resources, of this Draft EIR, a variety of sensitive plant and wildlife species were observed within the Project Site. With implementation of mitigation measures promoting the protection of these species within the Project Site, potential impacts to onsite sensitive plant and wildlife species would be less than significant.
Continue to identify significant habitat areas, corridors and buffers and to take measures to protect, enhance and/or restore them. Continue to protect, restore and/or enhance habitat areas, linkages and corridor segments, to the greatest extent practical, within city owned or managed sites.	**Consistent.** As described in Section IV.D, Biological Resources, of this Draft EIR, there are no regional wildlife movement corridors within or near the Project Site. In addition, the Project Site is not within a designated regional wildlife linkage area. Notwithstanding, Project development would occur primarily within the already developed portions of the Project Site and, upon implementation of the Project, approximately 27.7 acres of the 32-acre Project Site would comprise undeveloped open space. In addition, the proposed trail alignment would utilize some existing user-created informal trails to minimize disturbance of the natural hillsides.
Protect important natural habitats and scenic sites outside the city which are owned by the city or are impacted by city facilities.	**Consistent.** The Project would preserve the Project Site's natural elements by integrating new buildings with the topography of the Project Site. In addition, Project grading would be designed to retain the integrity and natural grade elevations of the landforms that influence the visual quality of the Project Site. Upon implementation of the Project, approximately 27.7 acres of the 32-acre Project Site would comprise undeveloped open space.
Protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.	**Consistent.** The Project would preserve the Project Site's natural elements by integrating new buildings with the topography of the Project Site. In addition, Project grading would be designed to retain the integrity and natural grade elevations of the landforms that influence the visual quality of the Project Site. Upon implementation of the Project, approximately 27.7 acres

Table IV.H-2 (Continued)
Project Consistency with the City of Los Angeles General Plan

Goal/Objective/Policy	Analysis of Project Consistency
	of the 32-acre Project Site would comprise undeveloped open space.
Open Space Element	
To conserve unique natural features, scenic areas, cultural and appropriate historical monuments for the benefit and enjoyment of the public.	**Consistent.** The Project would preserve the Project Site's natural elements by integrating new buildings with the topography of the Project Site. In addition, Project grading would be designed to retain the integrity and natural grade elevations of the landforms that influence the visual quality of the Project Site. Further, as discussed in Section IV.E, Cultural Resources, of this Draft EIR, the Project would not involve the removal of any primary character-defining features of the Ford Theatres. The Project would also 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.
To provide access, where appropriate, to open space lands.	**Consistent.** As part of the Project, an approximately 0.75-mile hiking trail would be provided with trail terminations at the north and south parking structures within the Transit Center and the Ford Plaza, respectively. The hours of operation for use of the trail would observe standard park hours of sunrise to sunset. In addition, within the Ford Plaza, the Project would provide a plaza deck that would serve as the primary gathering space for the Ford Theatres. 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.
To emphasize the importance of, and to preserve open space and natural features in private and public development.	**Consistent.** The Project would preserve the Project Site's natural elements by integrating new buildings with the topography of the Project Site. In addition, Project grading would be designed to retain the integrity and natural grade elevations of the landforms that influence the visual quality of the Project Site. Upon implementation of the Project, approximately 27.7 acres of the 32-acre Project Site would comprise undeveloped open space.
Alteration of drainage patterns shall be minimized in the development of any land in mountain areas.	**Consistent.** As discussed in Section IV.G, Hydrology, Water Quality, and Groundwater, of this Draft EIR, since Project development would primarily occur within the areas of the Project Site already disturbed, the Project would not alter drainage patterns within the open space areas of the Project Site.
Cultural and historical monuments located on	**Consistent.** As discussed in Section IV.E, Cultural

Table IV.H-2 (Continued)
Project Consistency with the City of Los Angeles General Plan

Goal/Objective/Policy	Analysis of Project Consistency
open space lands shall be preserved.	Resources, of this Draft EIR, the Project would not involve the removal of any primary character-defining features of the Amphitheatre. The Project would also 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.

Source: City of Los Angeles General Plan; Matrix Environmental, 2014.

incorporated into the design of the Project such as providing proper lighting within the parking structures to reduce areas of concealment and lighting of building entries and pedestrian walkways to provide for pedestrian orientation.

Additionally, the Project would be consistent with the goals, objectives, and policies of the General Plan Framework's Open Space and Conservation Chapter, which guides the provision, management, and conservation of the City's public open space resources. In particular, with Project implementation, approximately 27.7 acres of the 32-acre Project Site would comprise undeveloped open space. In addition, the Project has been designed to maximize the preservation of the Project Site's natural elements by integrating new buildings within the topography of the Project. Further, as detailed in Section IV.F, Geology and Soils and Section IV.J.1, Public Services—Fire Protection, of this Draft EIR, the Project would include various project design features to reduce potential hazards associated with the Project Site's location, thereby supporting the objective to manage open space to minimize environmental risks to the public.

The Project would also be generally consistent with the relevant goals, objectives, and policies of the General Plan Framework's Infrastructure and Public Services Chapter, which calls for monitoring service demands and forecasting the future need for infrastructure improvements, maintaining an adequate system/service to support the needs of population and employment, and implementing techniques that reduce demands on utility infrastructure or services, where appropriate. As discussed in Section IV.L, Utilities and Service Systems, of this Draft EIR, there would be adequate supplies and infrastructure capacity to serve the water and energy demands of the Project. In addition, as discussed in Section IV.J, Public Services, of this Draft EIR, fire and police protection services and facilities would be able to adequately serve the Project's demand for these services. Further, with the implementation of BMPs such as installation of catch basins

and planter drains throughout the Project Site to collect roof and site runoff, the Project would support the objective to pursue effective and efficient approaches to reducing stormwater runoff and protect water quality.

As previously discussed, the Hollywood Community Plan and Hollywood Community Plan Update designates the Project Site for Public Facilities. Continued use of the Project Site as a public regional park and performing arts center would be consistent with this land use designation. The Project would also be consistent with the general intent of the Hollywood Community Plan and Hollywood Community Plan Update to preserve open space and enhance existing recreational sites. Specifically, as previously described, the Project would preserve the Project Site's natural elements by integrating new buildings with the topography of the Project Site. In addition, Project grading would be designed to retain the integrity and natural grade elevations of the landforms that influence the visual quality of the Project Site and, upon implementation of the Project, the Project Site would comprise mostly undeveloped open space. Further, the Project would involve the rehabilitation of portions of the existing Amphitheatre and the development of new performing arts and recreational facilities and outdoor plaza areas to enhance the existing Ford Theatres.

Lastly, with the preservation of the existing historic character of the Ford Theatres as well as the Project Site's natural elements and undeveloped open space areas, the Project would support the goals, objectives, and policies of the City General Plan Conservation and Open Space Elements to protect cultural and historical sites and scenic areas.

In summary, the Project would be generally consistent with relevant policies of the City General Plan.

(d) Los Angeles Municipal Code

As previously noted, since the Project Site is owned and operated by the County, the Project would be built in accordance with Los Angeles County Code building design requirements and compliance with City land use and zoning designations would not be required. Notwithstanding, with implementation of the Project, the Project Site would continue to be used as a public regional park and performing arts center. As such, the Project would be consistent with the zoning of the Project Site for Public Facilities. In addition, while some of the proposed buildings and structures would exceed 30 feet in height, the Project has been intentionally designed to be compatible with the massing, size, and scale of the existing structures.

(2) Consistency with Regional Plans

(a) SCAG Regional Transportation Plan/Sustainable Communities Strategy and Growth Vision Report

A detailed discussion of the Project's consistency with the applicable goals of SCAG's 2012–2035 RTP/SCS and Growth Vision Report is provided in Table IV.H-3 on page IV.H-36.

As described in Table IV.H-3, the Project would concentrate new development and employment opportunities near the Hollywood Freeway and the Cahuenga Pass transportation corridor, thereby minimizing vehicle trips and vehicle miles traveled. In addition, use of shuttles to transport patrons to and from the Universal City/Studio City Metro Red Line Station and the Ford Theatres during evening events would continue with implementation of the Project. The Project would also incorporate features to support and promote environmental sustainability by including design elements such as drought-tolerant landscapes, best management practices for water management on-site, high efficiency utilities and infrastructure, and continued and enhanced solid waste management policies.

The Project would also be designed to be environmentally sustainable and to achieve LEED Certification or equivalent green building standards. Therefore, as demonstrated in Table IV.H-3, the Project would be generally consistent with SCAG's 2012–2035 RTP/SCS.

As provided in Table IV.H-3, the four principles within the Growth Vision Report are intended to promote and maximize regional mobility, livability, prosperity, and sustainability. As detailed in Table IV.H-3, the Project would focus development in an urbanized city within an established roadway network, adjacent to the Hollywood Freeway and the Cahuenga Pass. Furthermore, the Project would support and enhance the continued operation of the Ford Theatres as a center that fosters the excellence, diversity, vitality, understanding, appreciation and accessibility of the performing arts in Los Angeles County. In addition, with operation of the Ford Theatres, 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. As described above, the Project would also incorporate features to support and promote environmental sustainability. Therefore, as demonstrated in Table IV.H-3, the Project would be generally consistent with SCAG's Growth Vision Report.

Table IV.H-3
Project Consistency with Applicable Goals of the Southern California Association of Governments' Regional Transportation Plan/Sustainable Communities Strategy and Compass Growth Vision

Goals and Principles	Project Consistency
Regional Transportation Plan/Sustainable Communities Strategy Goals	
Maximize mobility and accessibility for all people and goods in the region.	**Consistent.** The Project would enhance existing and provide new performing arts facilities and restaurant and recreational uses with convenient regional access via the Cahuenga Pass and the Hollywood Freeway. In addition, use of shuttles to transport patrons to and from the Universal City/Studio City Metro Red Line Station and the Ford Theatres during evening events would continue with implementation of the Project. Further, the Project would include circulation improvements to facilitate mobility and access within the Project Site.
Ensure travel safety and reliability for all people and goods in the region.	**Consistent.** The Project does not include any hazardous design features that could pose safety issues to travelers.
Preserve and ensure a sustainable regional transportation system.	**Consistent.** As discussed in Section IV.K, Traffic, Access, and Parking, of this Draft EIR, Project impacts related to the Los Angeles County Congestion Management Plan, which serves as the monitoring and analytical basis for regional transportation funding decisions, would be less than significant.
Maximize the productivity of our transportation system.	**Consistent.** The Project would enhance existing and provide new performing arts facilities and restaurant and recreational uses adjacent to the Cahuenga Pass and the Hollywood Freeway. In addition, use of shuttles to transport patrons to and from the Universal City/Studio City Metro Red Line Station and the Ford Theatres during evening events would continue with implementation of the Project, thus facilitating access and mobility and improving the productivity of the transportation system.
Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	**Consistent.** The Project would combine proposed performing arts facilities and restaurant and recreational uses with existing performing arts facilities, which would serve to reduce vehicle trips and vehicle miles travelled, thus contributing to a reduction in air pollutant emissions. The Project would also incorporate a variety of sustainability features that would reduce energy and water usage such as drought-tolerant landscapes, best management practices for water management on-site, and high efficiency utilities and infrastructure.
Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	**Consistent.** The Project would enhance existing and provide new performing arts facilities and restaurant and recreational uses within the existing Ford Theatres, thereby concentrating a variety of uses within one site. In addition, use of shuttles to transport patrons to and

Table IV.H-3 (Continued)
Project Consistency with Applicable Goals of the Southern California Association of Governments' Regional Transportation Plan/Sustainable Communities Strategy and Compass Growth Vision

Goals and Principles	Project Consistency
	from the Universal City/Studio City Metro Red Line Station and the Ford Theatres during evening events would continue with implementation of the Project, thus encouraging use of transit.
Compass Growth Vision Principles	
Principle 1: Improve mobility for all residents	
Encourage transportation investments and land use decisions that are mutually supportive. Encourage transit-oriented development. Promote a variety of travel choices.	**Consistent.** The Project would enhance existing and provide new performing arts facilities and restaurant and recreational uses within the existing Ford Theatres, thereby concentrating a variety of uses within one site and in close proximity to regional access via the Cahuenga Pass and the Hollywood Freeway. In addition, use of shuttles to transport patrons to and from the Universal City/Studio City Metro Red Line Station and the Ford Theatres during evening events would continue with implementation of the Project, thus encouraging use of transit.
Locate new housing near existing jobs and new jobs near existing housing.	**Consistent.** Implementation of the Project would make available additional employment opportunities. Such opportunities would be provided within an existing urbanized area that contains a mix of uses including housing.
Principle 2: Foster livability in all communities	
Promote infill development and redevelopment to revitalize existing communities.	**Consistent.** The Project includes development of new performing arts facilities and restaurant and recreational uses within the existing Ford Theatres. 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.
Promote developments that provide a mix of uses.	**Consistent.** The Project would enhance existing and provide new performing arts facilities and restaurant and recreational uses within the existing Ford Theatres, thereby concentrating a variety of uses within one site
Promote "people scaled," pedestrian-friendly (walkable) communities.	**Consistent.** With Project implementation, on-site pedestrian activity would be improved by providing a plaza deck that would serve as the primary gathering space for the Ford Theatres. 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. On-

Table IV.H-3 (Continued)
Project Consistency with Applicable Goals of the Southern California Association of Governments' Regional Transportation Plan/Sustainable Communities Strategy and Compass Growth Vision

Goals and Principles	Project Consistency
	site pedestrian activity would be further improved by enhancing existing parking operations with two new parking structures that would include pedestrian walkways to and from the parking structures and the various components of the Project. In addition, the Project would include a designated area for shuttles.
Support the preservation of stable, single-family neighborhoods.	**Consistent.** With Project implementation, off-site residential uses would continue to be buffered from proposed on-site development by existing intervening undeveloped open space.
Principle 3: Enable prosperity for all people	
Support educational opportunities that promote balanced growth.	**Consistent.** The Project would support and enhance the continued operation of the Ford Theatres as a center that fosters the excellence, diversity, vitality, understanding, appreciation and accessibility of the performing arts in Los Angeles County. In addition, with operation of the Ford Theatres, 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.
Ensure environmental justice regardless of race, ethnicity or income class.	**Consistent.** No aspect of Project development would result in a disproportionate impact to populations that are related to environmental justice issues.
Encourage civic engagement.	**Consistent.** The County's commitment to civic engagement is embedded in its mission to operate the Ford Theatres as a center that fosters the excellence, diversity, vitality, understanding, appreciation and accessibility of the performing arts in Los Angeles County. In addition, with operation of the Ford Theatres, 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 Project would further the Ford Theatres' mission by providing new performing arts facilities that would be available to diverse communities throughout the region.

Table IV.H-3 (Continued)
Project Consistency with Applicable Goals of the Southern California Association of Governments' Regional Transportation Plan/Sustainable Communities Strategy and Compass Growth Vision

Goals and Principles	Project Consistency
Principle 4: Promote sustainability for future generations	
Preserve rural, agricultural, recreational and environmentally sensitive areas.	**Consistent.** The Project would preserve the Project Site's natural elements by integrating new buildings with the topography of the Project Site. In addition, Project grading would be designed to retain the integrity and natural grade elevations of the landforms that influence the visual quality of the Project Site. Upon implementation of the Project, approximately 27.7 acres of the 32-acre Project Site would comprise undeveloped open space. In addition, as part of the Project, an approximately 0.75-mile hiking trail would be provided with trail terminations at the north and south parking structures within the Transit Center and the Ford Plaza, respectively.
Focus development in urban centers and existing cities.	**Consistent.** The Project would focus development in an urbanized city.
Develop strategies to accommodate growth that uses resources efficiently, eliminates pollution and significantly reduces waste. Utilize "green" development techniques.	**Consistent.** The Project would incorporate features to support and promote environmental sustainability. Specifically, the new buildings and infrastructure would be designed to be environmentally sustainable and to achieve LEED Certification or equivalent green building standards. The Project would also be designed to comply with all applicable state and local codes, including the County's Green Building Ordinance. The Project would feature sustainable design elements such as drought-tolerant landscapes, best management practices for water management on-site, high efficiency utilities and infrastructure, and continued and enhanced solid waste management policies.

Source: Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy and Growth Vision Report; Matrix Environmental, 2014.

(b) Regional Comprehensive Plan

A detailed discussion of the Project's consistency with the applicable goals of the Regional Comprehensive Plan is provided in Table IV.H-4 on page IV.H-40. As shown therein, the Project would be generally consistent with and would help to support the applicable goals and policies of the Regional Comprehensive Plan. In particular, the Project would promote goals of the Regional Comprehensive Plan by providing a mix of uses within one site conveniently situated adjacent to the Cahuenga Pass and the Hollywood Freeway. In addition, the Project would enhance pedestrian accessibility

Table IV.H-4
Project Consistency with the Southern California Association of Governments' Regional Comprehensive Plan

Goals and Policies	Project Consistency
Land Use and Housing	
Goal: Successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2% Strategy:[9] • Focusing growth in existing and emerging centers and along major transportation corridors. • Creating significant areas of mixed-use development and walkable, "people-scaled" communities. • Providing new housing opportunities, with building types and locations that respond to the region's changing demographics. • Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations. • Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots. • Preserving existing, stable, single-family neighborhoods. • Protecting important open space, environmentally sensitive areas and agricultural lands from development.	**Consistent.** The Project would enhance existing and provide new performing arts facilities and restaurant and recreational uses within the existing Ford Theatres, thereby providing a mix of uses within one site conveniently situated adjacent to the Cahuenga Pass and the Hollywood Freeway. In addition, use of shuttles to transport patrons to and from the Universal City/Studio City Metro Red Line Station and the Ford Theatres during evening events would continue with implementation of the Project. Further, the Project is designed to enhance pedestrian accessibility throughout the Project Site by creating 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. On-site pedestrian activity would be further improved by enhancing existing parking operations with two new parking structures that would include pedestrian walkways to and from the parking structures and the various components of the Project. The Project would also support the preservation of open space and the existing residential uses by maintaining the undeveloped hillsides, which buffer the surrounding residential uses from the developed areas of the Project Site.
Policy LU-6.2: Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program.	**Consistent.** The Project would incorporate features to support and promote environmental sustainability. Specifically, the new buildings and infrastructure would be designed to be environmentally sustainable and to achieve LEED Certification or equivalent green building standards. The Project would also be designed to comply with all applicable state and local codes, including the County's Green Building Ordinance. The Project would feature sustainable design elements such as drought-tolerant landscapes, best management practices for water management on-site, high efficiency

[9] *SCAG's 2004 Growth Vision Report identified 2% Strategy Opportunity Areas, which represented areas of the region that were targeted for growth, where projects, plans, and policies consistent with the Compass Blueprint principles would best serve the goals of the Growth Vision. According to SCAG staff, the 2% Strategy Opportunity Areas were superseded by the High-Quality Transit Areas identified in the 2012–2035 RTP/SCS. (Source: telephone communication with Ping Chang, Program Manager at SCAG, September 17, 2013.) The Project Site is not located within a designated High-Quality Transit Area.*

Table IV.H-4 (Continued)
Project Consistency with the Southern California Association of Governments' Regional Comprehensive Plan

Goals and Policies	Project Consistency
	utilities and infrastructure, and continued and enhanced solid waste management policies.
Open Space and Habitat	
Goal: Enhance the region's parks, trails and community open space infrastructure to support the aesthetic, recreational and quality-of-life needs, providing the highest level of service to our growing region by: • Creating new community open space that is interconnected, accessible, equitably distributed, provides public health benefits, and meets the changing and diverse needs of communities; • Improving existing community open space through urban forestry and other programs that provide environmental benefits.	**Consistent.** The Project would preserve the Project Site's natural elements by integrating new buildings with the topography of the Project Site. In addition, Project grading would be designed to retain the integrity and natural grade elevations of the landforms that influence the visual quality of the Project Site. Upon implementation of the Project, approximately 27.7 acres of the 32-acre Project Site would comprise undeveloped open space. In addition, as part of the Project, an approximately 0.75-mile hiking trail would be provided. The proposed trail would observe standard park hours of sunrise to sunset.
Policy OSC-10: Developers and local governments should promote infill development and redevelopment to revitalize existing communities.	**Consistent.** The Project represents both infill development and redevelopment. The Project includes rehabilitation of the Amphitheatre and the development of new performing arts, restaurant, and recreational uses within the existing Project Site. The proposed improvements would provide additional performing arts and recreational opportunities to the local community and the region.
Policy OSC-11: Developers should incorporate and local governments should include land use principles, such as green building, that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms.	**Consistent.** The new buildings and infrastructure would be designed to be environmentally sustainable and to achieve LEED Certification or equivalent green building standards. The Project would also be designed to comply with all applicable state and local codes, including the County's Green Building Ordinance. New construction would feature sustainable design elements such as drought-tolerant landscapes, best management practices for water management on-site, and high efficiency utilities and infrastructures. Construction of the Project would utilize recyclable materials to the extent feasible and, with implementation of the Project, on-site recycling would also be enhanced.
Policy OSC-12: Developers and local governments should promote water-efficient land use and development.	**Consistent.** The Project would implement a variety of water conservation features including, but not limited to, the use of high efficiency irrigation systems, centralized and weather-responsive irrigation controls, water efficient landscaping, and high efficiency plumbing fixtures.

Table IV.H-4 (Continued)
Project Consistency with the Southern California Association of Governments' Regional Comprehensive Plan

Goals and Policies	Project Consistency
Water	
Policy WA-11: Developers and local governments should encourage urban development and land uses to make greater use of existing and upgraded facilities prior to incurring new infrastructure costs.	**Consistent.** As discussed in Section IV.L.1, Utilities and Service Systems—Water, of this Draft EIR, in consultation with the City of Los Angeles Department of Water and Power, it was determined that the existing water infrastructure would not be able to accommodate the Project. As such, as part of the Project, two new connections would be provided to the high pressure water main in Cahuenga Boulevard East.
Policy WA-12: Developers and local governments should reduce exterior uses of water in public areas, and should promote reduced use in private homes and businesses, by shifting to drought-tolerant native landscape plants (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.	**Consistent.** The Project would implement a variety of water conservation features including, but not limited to, the use of high efficiency irrigation systems, centralized and weather-responsive irrigation controls, water efficient landscaping, and high efficiency plumbing fixtures.
Policy WA-27: Developers and local governments should maximize pervious surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. New impervious surfaces should be minimized to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.	**Consistent.** The Project has been designed to minimize building footprints and maximize the preservation of the open space areas of the Project Site. Accordingly, the Project would result in a minimal increase in impervious surfaces (from 11 percent to 13 percent). In addition, as discussed in Section IV.G, Hydrology, Water Quality, and Groundwater, of this Draft EIR, the Project would implement BMPs to promote biorentention through the use of catch basins and planter drains to detain water onsite.
Policy WA-32: Developers and local governments should pursue water management practices that avoid energy waste and create energy savings/supplies.	**Consistent.** The Project would implement a variety of water conservation features including, but not limited to, the use of high efficiency irrigation systems, centralized and weather-responsive irrigation controls, water efficient landscaping, and high efficiency plumbing fixtures.
Energy	
Policy EN-8: Developers should incorporate and local governments should include the following land use principles that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms: • Mixed-use residential and commercial development that is connected with public transportation and utilizes existing infrastructure. • Land use and planning strategies to increase	**Consistent.** The Project would concentrate new development and employment opportunities with convenient regional access via the Cahuenga Pass and the Hollywood Freeway. In addition, with implementation of the Project, use of transit would be encouraged through the continued operation of shuttles to and from the Universal City/Studio City Metro Red Line Station. Further, the Project would use existing utility infrastructure maintained by the Los Angeles Department of Water and Power, the Southern California Gas Company, and the Los Angeles Department of Public Works.

Table IV.H-4 (Continued)
Project Consistency with the Southern California Association of Governments' Regional Comprehensive Plan

Goals and Policies	Project Consistency
biking and walking trips.	
Policy EN-10: Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Energy saving measures that should be explored for new and remodeled buildings include: • Using energy efficient materials in building design, construction, rehabilitation, and retrofit • Encouraging new development to exceed Title 24 energy efficiency requirements. • Developing Cool Communities measures including tree planting and light-colored roofs. These measures focus on reducing ambient heat, which reduces energy consumption related to air conditioning and other cooling equipment. • Utilizing efficient commercial/residential space and water heaters: This could include the advertisement of existing and/or development of additional incentives for energy efficient appliance purchases to reduce excess energy use and save money. Federal tax incentives are provided online at www.energystar.gov/index.cfm?c=Products.pr_tax_credits. • Encouraging landscaping that requires no additional irrigation: utilizing native, drought-tolerant plants can reduce water usage up to 60 percent compared to traditional lawns. • Encouraging combined heat and power (CHP), also known as cogeneration, in all buildings. • Encouraging neighborhood energy systems, which allow communities to generate their own electricity • Orienting streets and buildings for best solar access. • Encouraging buildings to obtain at least 20 percent of their electric load from renewable energy.	**Consistent.** Green building measures are implemented at the local level via the County's Green Building Ordinance. As previously described, the new buildings and infrastructure would be designed to be environmentally sustainable and to achieve LEED Certification or equivalent green building standards. The Project would also be designed to comply with all applicable state and local codes, including the County's Green Building Ordinance and Title 24. The Project would feature sustainable design elements such as drought-tolerant landscapes, best management practices for water management on-site, and high efficiency utilities and infrastructures.

Table IV.H-4 (Continued)
Project Consistency with the Southern California Association of Governments' Regional Comprehensive Plan

Goals and Policies	Project Consistency
Policy EN-11: Developers and local governments should submit projected electricity and natural gas demand calculations to the local electricity or natural gas provider, for any project anticipated to require substantial utility consumption. Any infrastructure improvements necessary for project construction should be completed according to the specifications of the energy provider.	**Consistent.** The LADWP and the Southern California Gas Company were consulted during the preparation of this Draft EIR. The estimated electricity and natural gas demands submitted to LADWP and the Southern California Gas Company are provided in Appendix N of this Draft EIR. All infrastructure improvements necessary for Project construction would be completed in accordance with the specifications of the LADWP and the Southern California Gas Company.
Policy EN-14: Developers and local governments should explore programs to reduce single occupancy vehicle trips such as telecommuting, ridesharing, alternative work schedules, and parking cash-outs.	**Consistent.** As discussed in Section IV.K, Traffic, Access, and Parking, of this Draft EIR, development of the Project would implement project design features that would reduce vehicular trips, reduce vehicle miles traveled, and encourage use of alternative modes of transportation, including the continued use of shuttles to and from the Universal City/Studio City Metro Red Line Station. The Project Site is also conveniently located adjacent to a Metro bus stop and a major thoroughfare, Cahuenga Boulevard, and the Hollywood Freeway, thereby reducing vehicle miles traveled and associated vehicular emissions.
Air Quality	
Goal: Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable.	**Consistent.** As discussed in Section IV.B, Air Quality, of this Draft EIR, Project development would not have a significant long-term impact on the region's ability to meet State and federal air quality standards. The Project would comply with SCAQMD Rule 403 and would be consistent with the goals and policies of the AQMP for the control of fugitive dust.
Goal: Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas.	**Consistent.** The Project would incorporate sustainability design features to reduce vehicle miles traveled and to reduce potential impacts with respect to greenhouse gas emissions such as drought-tolerant landscapes, best management practices for water management on-site, and high efficiency utilities and infrastructures. Implementation of the project design features would result in a net decrease in greenhouse gas emissions that represents a substantial break from "business as usual."
Goal: Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM_{10}, $PM_{2.5}$, ultrafine), and carbon monoxide.	**Consistent.** As discussed in Section IV.B, Air Quality, of this Draft EIR, the Project would not result in significant air quality impacts with regard to regional and localized emissions during construction and operation of the Project.
Goal: Expand green building practices to reduce	**Consistent.** As previously described, the Project would

Table IV.H-4 (Continued)
Project Consistency with the Southern California Association of Governments' Regional Comprehensive Plan

Goals and Policies	Project Consistency
energy-related emissions from developments to increase economic benefits to business and residents.	be designed to be environmentally sustainable and to achieve LEED Certification or equivalent green building standards. The Project would also be designed to comply with all applicable state and local codes, including the County's Green Building Ordinance. New construction would feature sustainable design elements such as drought-tolerant landscapes, best management practices for water management on-site, and high efficiency utilities and infrastructures.
Solid Waste	
Policy SW-14: Developers and local governments should integrate green building measures into project design and zoning including, but not limited to, those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Construction reduction measures to be explored for new and remodeled buildings include: • Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. • An ordinance that requires the inclusion of a waste management plan that promotes maximum C&D diversion. • Source reduction through: (1) use of building materials that are more durable and easier to repair and maintain; (2) design to generate less scrap material through dimensional planning; (3) increased recycled content; (4) use of reclaimed building materials; and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.). • Reuse of existing building structure and shell in renovation projects. • Building lifetime waste reduction measures that should be explored for new and remodeled buildings include: • Development of indoor recycling program and space. • Design for deconstruction. • Design for flexibility through use of moveable walls, raised floors, modular furniture, moveable	**Consistent.** As described above, new buildings and infrastructure would be designed to be environmentally sustainable and to achieve LEED Certification or equivalent green building standards. The Project would also be designed to comply with all applicable state and local codes, including the County's Green Building Ordinance. New construction would feature sustainable design elements such as drought-tolerant landscapes, best management practices for water management on-site, and high efficiency utilities and infrastructures. Non-hazardous demolition and construction debris generated from the construction of new Project buildings would also be recycled and/or salvaged for reuse. In addition, the County would continue and enhance existing solid waste features within the Project Site, such as recycling, to reduce the volume of waste to landfill during operation.

Table IV.H-4 (Continued)
Project Consistency with the Southern California Association of Governments' Regional Comprehensive Plan

Goals and Policies	Project Consistency
task lighting and other reusable components.	
Transportation	
Goal: A more efficient transportation system that reduces and better manages vehicle activity.	**Consistent.** As discussed in Section IV.K, Traffic, Access, and Parking, of this Draft EIR, development of the Project would implement project design features that would reduce vehicular trips, reduce vehicle miles traveled, and encourage use of alternative modes of transportation, including the continued use of shuttles to and from the Universal City/Studio City Metro Red Line Station. The Project Site is also conveniently located adjacent to a Metro bus stop and a major thoroughfare, Cahuenga Boulevard, and the Hollywood Freeway, thereby reducing vehicle miles traveled and associated vehicular emissions. As discussed in Section IV.K, Traffic, Access, and Parking, of this Draft EIR, with implementation of project design features, traffic impacts would be less than significant.
Security and Emergency Preparedness	
Goal: Prevent, protect, respond to, and recover from major human-caused or natural events in order to minimize the threat and impact to lives, property, the transportation network and the regional economy.	**Consistent.** Existing emergency response and evacuation plans would be updated and/or new plans created, as appropriate, to address operation of the Project. Therefore, no adverse impacts to emergency response or emergency evacuation plans are anticipated.

Source: Southern California Association of Governments Regional Comprehensive Plan; Matrix Environmental, 2014.

would not have a significant long-term impact on the region's ability to meet State and federal air quality standards. The Project would comply with SCAQMD Rule 403 and would implement all feasible mitigation measures for control of respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and nitrogen oxides (NO_X). Also, the Project would be consistent with the goals and policies of the Air Quality Management Plan for control of fugitive dust. The Project's long-term influence would also be consistent with the goals and policies of the Air Quality Management Plan and is, therefore, considered consistent with the SCAQMD's Air Quality Management Plan.

(d) Metro Congestion Management Program

As discussed in Section IV.K, Traffic, Access, and Parking, of this Draft EIR, the Project would not conflict with the Congestion Management Program as it would not result

throughout the Project Site by creating outdoor plaza areas that would be used as picnic and community space and provide visitors with views of the surrounding hillsides. On-site pedestrian activity would be further improved by enhancing existing parking operations with two new parking structures that would include pedestrian walkways to and from the parking structures and the various components of the Project. The Project would also support the preservation of open space and the existing residential uses by maintaining the undeveloped hillsides, which buffer the surrounding residential uses from the developed areas of the Project Site. Further, the Project would promote environmental sustainability. Therefore, as the Project would be consistent the general intent of the Regional Comprehensive Plan, the Project's impact regarding consistency with the Regional Comprehensive Plan would be less than significant.

(c) South Coast Air Quality Management District Air Quality Management Plan

Section IV.B, Air Quality, of this Draft EIR, provides an analysis of the Project's consistency with the Air Quality Management Plan. As discussed therein, the determination of Air Quality Management Plan consistency is primarily concerned with the long-term influence of the Project on air quality in the Air Basin. Project development in significant impacts to the nearby Congestion Management Program intersections or freeway monitoring locations.

(3) Conclusion Regarding Impacts Relative to Land Use Consistency

Based on the analysis provided above, the Project would be generally consistent with the adopted County and City General Plans and with relevant environmental policies in other applicable plans. As such, the Project's impacts related to land use consistency would be less than significant.

4. Cumulative Impacts

Future growth through 2020 (the Project's buildout year) as a result of related projects and general ambient growth would have the potential to alter the existing land use environment due to infill development at increased densities, conversions of vacant land to new development, and/or conversions of land uses. However, future development projects would be subject to existing zoning and land use designations as well as environmental review by the County or City. Therefore, such future projects are not expected to fundamentally alter the existing land use relationships in the community.

As described in Section III, Environmental Setting, of this Draft EIR, a total of 27 related projects were identified within the Project area. The related projects consist of

residential, office, mixed-use, commercial, retail, and institutional uses within areas that, on a general basis, are already developed with such uses. As such, these related projects would occur as urban infill within the context of existing land use patterns and would not be expected to substantially alter those patterns. As illustrated in Figure III-1 in Section III, Environmental Setting, of this Draft EIR, the closest related project to the Project Site is Related Project No. 22, located approximately 0.8-mile southwest of the Project Site. Related Project No. 22 involves the development of a new 100-room hotel. Given its distance from the Project Site and intervening land uses, Related Project No. 22 would not combine with the Project to create any incompatibility with surrounding land uses. Additionally, as the Project would be compatible with existing surrounding land uses and would be generally consistent with applicable land use plans and policies, the Project would not contribute to significant cumulative land use compatibility or consistency impacts. The balance of the related projects would not cause cumulative land use impacts due to distance and/or existing intervening development. As such, cumulative impacts with regard to land use would be less than significant.

5. Mitigation Measures

Based on the above analysis, the Project would be generally consistent with applicable land use plans, policies, and regulations. Thus, no mitigation measures would be required.

6. Conclusion

Impacts related to land use would be less than significant.

IV. Environmental Impact Analysis

I. Noise

1. Introduction

This section analyzes the potential noise and vibration impacts associated with the Project. Specifically, the analysis describes the existing noise environment within the Project area, estimates future noise and vibration levels at surrounding sensitive land uses resulting from construction and operation of the Project, identifies the potential for significant impacts, and provides mitigation measures to address significant impacts. In addition, an analysis of potential cumulative noise and vibration impacts is also provided. Noise calculation worksheets prepared by Acoustical Engineering Services (AES) are included in Appendix J of this Draft EIR.

2. Environmental Setting

a. Noise and Vibration Fundamentals

(1) Noise

(a) Fundamentals of Sound and Environmental Noise

Noise is commonly defined as sound that is undesirable because it interferes with speech communication and hearing, causes sleep disturbance, or is otherwise annoying (unwanted sound). The decibel (dB) is a conventional unit for measuring the amplitude of sound as it accounts for the large variations in sound pressure amplitude and reflects the way people perceive changes in sound amplitude.[1] Human hearing is not equally sensitive to sound at all frequencies. Therefore, to approximate this human frequency-dependent response, the A-weighted filtering system is used to adjust measured sound levels (dBA). The term "A-weighted" refers to filtering the noise signal in a manner that corresponds to the way the human ear perceives sound. Examples of various sound levels in different environments are shown in Table IV.I-1 on page IV.I-2.

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[1] *All sound levels measured in decibel (dB) in this study are relative to $2x10^{-5}$ N/m^2.*

Table IV.I-1
Typical Noise Levels

Common Outdoor Activities	Noise Levels (dBA)	Common Indoor Activities
	110	Rock Band
Jet Fly-Over at 1000 feet		
	100	
Gas Lawn Mower at 3 feet		
	90	
Diesel Truck at 50 feet at 50 mph		Food Blender at 3 feet
	80	Garbage Disposal at 3 feet
Noisy Urban Area, Daytime		
Gas Lawn Mower at 100 feet	**70**	Vacuum Cleaner at 10 feet
Commercial Area		Normal Speech at 3 feet
Heavy Traffic at 300 feet	**60**	
		Large Business Office
Quiet Urban Daytime	**50**	Dishwasher Next Room
Quiet Urban Nighttime	**40**	Theater, Large Conference Room (background)
Quiet Suburban Nighttime		
	30	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (background)
	20	
		Broadcast/Recording Studio
	10	
	0	

Source: Caltrans, Technical Noise Supplement (TeNS), Table 2-5, 2009.

People commonly judge the relative magnitude of sound sensation using subjective terms such as "loudness" or "noisiness." A change in sound level of 3 dB is considered "just perceptible," a change in sound level of 5 dB is considered "clearly noticeable," and a change (increase) of 10 dB is typically recognized as "twice as loud."[2]

(b) Outdoor Sound Propagation

In an outdoor environment, sound energy attenuates through the air as a function of distance. Such attenuation is called "distance loss" or "geometric spreading," and is based on the type of source configuration (i.e., a point source, or a line source). The rate of sound attenuation for a point source, such as a piece of mechanical or electrical equipment

[2] *Bies & Hansen, Engineering Noise Control, Table 2.1, 1988.*

(e.g., air conditioner or bull dozer), is 6 dBA per doubling of distance from the noise source to the receptor at acoustically "hard" sites and at a rate of 7.5 dBA at acoustically "soft" sites.[3] For example, an outdoor condenser fan that generates a sound level of 60 dBA at a distance of 50 feet from a point source at an acoustically hard site would attenuate to 54 dBA at a distance of 100 feet from the point source and attenuate to 48 dBA at 200 feet from the point source. The rate of sound attenuation for a line source, such as a constant flow of traffic on a roadway, is 3 dBA and 4.5 dBA per doubling of distance from the point source to the receptor for hard and soft sites, respectively.[4]

In addition, structures (e.g., buildings and solid walls) and natural topography (e.g., hills and berms) that obstruct the line of sight between a noise source and a receptor further reduce the noise level if the receptor is located within the "shadow" of the obstruction, such as behind a sound wall. This type of sound attenuation is known as "barrier insertion loss." If a receptor is located behind the wall but still has a view of the source (i.e., the line of sight is not fully blocked), some barrier insertion loss would still occur, but to a lesser extent. Additionally, a receptor located on the same side of the wall as a noise source may actually experience an increase in the perceived noise level as the wall reflects noise back to the receptor, thereby compounding the noise. Noise barriers can provide noise level reductions ranging from approximately 5 dBA (where the barrier just breaks the line of sight between the source and receiver) to an upper range of 20 dBA with a more substantial barrier.[5] Additionally, structures with closed windows can further attenuate exterior noise by a minimum of 25 dBA to 30 dBA.[6]

(c) Environmental Noise Descriptors

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise is dependent upon the total acoustical energy content, as well as the time and duration of occurrence. The most frequently used noise descriptors are summarized below.

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[3] *U.S. Department of Transportation, Federal Highway Administration, Highway Noise Fundamentals, (Springfield, Virginia: U.S. Department of Transportation, Federal Highway Administration, September 1980), p. 97. A "hard" or reflective site does not provide any excess ground-effect attenuation and is characteristic of asphalt, concrete, and very hard packed soils. An acoustically "soft" or absorptive site is characteristic of normal earth and most ground with vegetation.*

[4] *Caltrans, Technical Noise Supplement (TeNS), Chapter 2.1.4.1, 2009.*

[5] *Ibid.*

[6] *Transportation Research Board, National Research Council, Highway Noise: A Design Guide for Highway Engineers, National Cooperative Highway Research Program Report 117.*

Equivalent Sound Level (L_{eq}). L_{eq} is a measurement of the acoustic energy content of noise averaged over a specified time period. Thus, the L_{eq} of a time-varying sound and that of a steady sound are the same if they deliver the same amount of energy to the receptor's ear during exposure. L_{eq} for one-hour periods, during the daytime or nighttime hours, and 24-hour periods are commonly used in environmental assessments. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during day or night.

Maximum Sound Level (L_{max}). L_{max} represents the maximum sound level measured during a measurement period.

Statistical Sound Level (L_n). L_n is a statistical description of the sound level that is exceeded over some fraction of a given period of time. For example, the L_{50} noise level represents the noise level that is exceeded 50 percent of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. This level is also representative of the level that is exceeded 30 minutes in an hour. Similarly, the L_8 and L_{25} represent the noise levels that are exceeded 8 and 25 percent of the time, respectively, or for 5 and 15 minutes during a 1-hour period, respectively. The County of Los Angeles noise limits are provided in terms of statistical sound levels.

Community Noise Equivalent Level (CNEL). CNEL is the time average of all A-weighted sound levels for a 24-hour period with a 10 dBA adjustment (upward) added to the sound levels that occur between the hours of 10:00 P.M. and 7:00 A.M. (nighttime), and a 5 dBA adjustment (upward) added to the sound levels which occur between the hours of 7:00 P.M. and 10:00 P.M. (evening). These penalties attempt to account for increased human sensitivity to noise during the nighttime and evening periods, particularly where sleep is the most probable activity. CNEL has been adopted by the State of California to define the community noise environment for development of the community noise element of a General Plan and is also used by the City for land use planning and to describe noise impacts in the *L.A. CEQA Thresholds Guide*.[7]

(2) Ground-Borne Vibration

Vibration is commonly defined as an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. The peak particle velocity (PPV) or the root-mean square (RMS) velocity is usually used to describe vibration amplitudes. PPV is defined as the maximum instantaneous peak of the vibration signal and is typically used for evaluating potential

[7] *State of California, General Plan Guidelines, 2003.*

building damage.[8] The RMS velocity is defined as the square-root of the average of the squared amplitude of the vibration signal and is typically more suitable for evaluating human response to ground-borne vibration.[9] The RMS vibration velocity level can be presented in inch per second or in VdB (a decibel unit referenced to 1 micro-inch per second).[10] Ground-borne vibration generated by man-made activities (e.g., road traffic, construction operations) typically weakens with greater horizontal distance away from the source of the vibration.

b. Regulatory Framework

Various government agencies have established noise regulations and policies to protect citizens from potential hearing damage and other adverse effects associated with noise and ground-borne vibration. An overview of the State, County and City regulations and policies that are relevant to construction and operation of the Project is provided below.

While the Project Site is located within the City of Los Angeles, the Ford Theatres are owned and operated by the County of Los Angeles. Accordingly, development of the Project Site is governed by the Los Angeles County Code. Noise-sensitive receptors adjacent to the Project Site, however, are within the City of Los Angeles. This analysis reviews both County and City regulations and assesses Project noise impacts in light of whichever is the more restrictive of the applicable policies and regulations from the County of Los Angeles and the City of Los Angeles. This means that noise impacts will be determined to be less than significant only if both County and City methodology determine impacts to be less than significant.

(1) Applicable State Noise Standards

The State of California has adopted noise compatibility guidelines for general land use planning. The types of land uses addressed by the State standards and the acceptable noise categories for each land use are included in the *State of California General Plan Guidelines,* which is published and updated by the *Governor's Office of Planning and Research*. The level of acceptability of the noise environment is dependent

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[8] *Vibration levels used in this study are described in terms peak particle velocity level in the unit of inches per second.*

[9] *Federal Transit Administration (FTA), "Transit Noise and Vibration Impact Assessment," Section 7.1.2, May 2006.*

[10] *VdB (velocity level in decibel) = 20 x Log (V / V_{ref}), where V is the RMS velocity amplitude in micro-inch per second and V_{ref} is the reference velocity amplitude of $1x10^{-6}$ inch per second (1 micro-inch per second). All vibration levels described in decibel (VdB) in this study are RMS and referenced to 1 micro-inch per second.*

upon the activity associated with the particular land use. Table IV.I-2 on page IV.I-7 provides the exterior noise standard associated with various land uses, as described by the State of California land use compatibility for community noise environment.

(2) County of Los Angeles Noise Standards

(a) Los Angeles County General Plan

Refer to Section IV.H, Land Use, of this Draft EIR for a listing of the General Plan policies that are applicable to noise. As discussed in the General Plan policy consistency analysis provided therein, the Project would be consistent with the applicable General Plan polices related to noise.

(b) County of Los Angeles Noise Control Ordinance

The Noise Control Ordinance of the County of Los Angeles (County Noise Ordinance Section 12.08.010, *et seq.*, of the Los Angeles County Code) identifies exterior noise standards for any source of sound, as well as specific exemptions for exterior noise sources. The primary components of the County Noise Ordinance are described below.

The County Noise Ordinance provides maximum exterior noise level standards for four general noise zones and establishes maximum exterior noise levels for each zone. These noise zones are:

1. Noise-Sensitive Areas—Noise-sensitive zones are designated by the County Health Officer.

2. Residential Properties—This category includes all types of residential developments and properties subject to residential zoning.

3. Commercial Properties—This category includes all types of commercial developments and also includes properties subject to commercial zoning classifications.

4. Industrial Properties—This category includes all properties developed with manufacturing uses and industrial zoning.

For each of these zones, the County Noise Ordinance states that exterior operational noise levels caused by Project-related on-site fixed sources (i.e., point noise sources) shall not exceed the levels identified in Table IV.I-3 on page IV.I-8, or the ambient noise level, whichever is greater, when the ambient noise level is determined

Table IV.I-2
Land Use Compatibility for Community Noise Exposure

Land Use	Community Exposure Level, CNEL (dBA)			
	Normally Acceptable	**Conditionally Acceptable**	**Normally Unacceptable**	**Clearly Unacceptable**
Residential: Low-Density Single-Family, Duplex, Mobile Homes	50 to 60	55 to 70	70 to 75	Above 75
Residential: Multi-Family	50 to 65	60 to 70	70 to 75	Above 75
Transient Lodging: Motels, Hotels	50 to 65	60 to 70	70 to 80	Above 80
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 to 70	60 to 70	70 to 80	Above 80
Auditoriums, Concert Halls, Amphitheaters	—	50 to 70	—	Above 65
Sports Arena, Outdoor Spectator Sports	—	50 to 75	—	Above 70
Playgrounds, Neighborhood Parks	50 to 70	—	67 to 75	Above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 to 75	—	70 to 80	Above 80
Office Buildings, Business Commercial and Professional	50 to 70	67 to 77	Above 75	—
Industrial, Manufacturing, Utilities, Agriculture	50 to 75	70 to 80	Above 75	—

Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: Office of Planning and Research, State of California General Plan Guidelines, October 2003.

without the noise source operating.[11] These standards are based on the duration of the noise. Thus, the louder the noise, the shorter the duration that such noise can last. To define these specific durations of noise, the noise metrics used include L_{50}, L_{25}, $L_{8.3}$, $L_{1.7}$, and L_{max}. These metrics are based upon a 1-hour timeframe and indicate exceedances of

[11] *Ambient noise level is the existing background noise level at the time of measurement or prediction.*

Table IV.I-3
County of Los Angeles Exterior Noise Standards

Noise Zone	Designated Noise Zone Land Use (Receptor Property)	Time Interval	Exterior Noise Levels,[a] dBA
I	Noise-Sensitive Area[b]	Anytime	45
II	Residential Properties	10:00 P.M. to 7:00 A.M. 7:00 A.M. to 10:00 P.M.	45 50
III	Commercial Properties	10:00 P.M. to 7:00 A.M. 7:00 A.M. to 10:00 P.M.	55 60
IV	Industrial Properties	Anytime	70

[a] *This Table is used by the County to develop noise standards based on the duration of the noise source. These standards are described below.*

***Standard No. 1** shall be the exterior noise level which may not be exceeded for a cumulative period of more than 30 minutes in any hour. Standard No. 1 shall be the applicable noise level; or, if the ambient L_{50} exceeds the forgoing level, then the ambient L_{50} becomes the exterior noise level for Standard No. 1.*

***Standard No. 2** shall be the exterior noise level which may not be exceeded for a cumulative period of more than 15 minutes in any hour. Standard No. 2 shall be the applicable noise level from Standard 1 plus 5 dBA; or, if the ambient L_{25} exceeds the forgoing level, then the ambient L_{25} becomes the exterior noise level for Standard No. 2*

***Standard No. 3** shall be the exterior noise level which may not be exceeded for a cumulative period of more than five minutes in any hour. Standard No. 3 shall be the applicable noise level from Standard 1 plus 10 dBA; or, if the ambient $LB_{8.3}$ exceeds the forgoing level, then the ambient $L_{8.3}$ becomes the exterior noise level for Standard No. 3.*

***Standard No. 4** shall be the exterior noise level which may not be exceeded for a cumulative period of more than one minute in any hour. Standard No. 4 shall be the applicable noise level from Standard 1 plus 15 dBA, or, if the ambient $L_{1.7}$ exceeds the forgoing level, then the ambient $L_{1.7}$ becomes the exterior noise level for Standard No. 4.*

***Standard No. 5** shall be the exterior noise level which may not be exceeded for any period of time. Standard No. 4 shall be the applicable noise level from Standard 1 plus 20 dBA; or, if the ambient L_0 exceeds the forgoing level, then the ambient L_0 becomes the exterior noise level for Standard No. 4.*

[b] *Not defined in the County Noise ordinance. To be designated by the County Health Officer.*

Source: County of Los Angeles Ordinance No. 11743, Section 12.08.390

50, 25, 8.3, and 1.7 percent of the time, plus the maximum sound level during that time period.

The County Noise Ordinance identifies specific restrictions regarding construction noise. Pursuant to the County Noise Ordinance, the operation of equipment used in construction, drilling, repair, alteration or demolition work is prohibited between the hours of 7:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, and anytime on Sundays or legal holidays if such noise would create a noise

disturbance across a residential or commercial real-property line.[12] The County Noise Ordinance further states the contractor must conduct construction activities in such a manner that the maximum noise levels at the affected buildings will not exceed those listed in Table IV.I-4 on page IV.I-10. All mobile and stationary internal-combustion-powered equipment and machinery are also required to be equipped with suitable exhaust and air-intake silencers in proper working order.

The Los Angeles County Code also provides exemptions from the construction standards set forth under Chapter 12.12 of the County Code. Specifically, Section 12.12.050 of the Los Angeles County Code provides an exemption for construction work performed with the County Engineer's permission if the County Engineer can make the finding that: 1) the work proposed to be done is effected with a public interest; 2) that hardship, injustice or unreasonable delay would result from the interruption of construction activities; or 3) that the building or structure involved is devoted or intended to be devoted to a use immediately incident to public defense. In addition, Section 12.12.060 of the Los Angeles County Code exempts construction work by public utilities that are subject to the jurisdiction of the Public Utilities Commission where such work is necessary for the preservation of life or property, and where such necessity makes it necessary to construct, repair or excavate during prohibited hours.

(3) City of Los Angeles Noise Regulations

Chapter XI of the LAMC (Noise Regulation) establishes acceptable ambient sound levels to regulate intrusive noises (e.g., stationary mechanical equipment and vehicles other than those traveling on public streets) within specific land use zones and provides procedures and criteria for the measurement of the sound level of noise sources. These procedures recognize and account for differences in the perceived level of different types of noise and/or noise sources. In accordance with the Noise Regulation, a noise level increase from certain regulated noise sources of 5 dBA over the existing or presumed ambient noise level at an adjacent property line is considered a violation of the Noise Regulation. The 5-dBA increase above ambient is applicable to City-regulated noise sources (e.g., mechanical equipment) and it is applicable any time of the day.[13]

The Noise Regulation states that the baseline ambient noise shall be the actual measured ambient noise level or the City's presumed ambient noise level, whichever is

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[12] *County of Los Angeles Ordinance No. 11743, codified in Los Angeles County Code Section 12.08.440. Noise disturbance is defined in Los Angeles County Code Section 12.08.230 as "an alleged intrusive noise which violates an applicable noise standard as set forth in this chapter." The County Health Officer has the authority to define and determine the extent of a noise disturbance on a case-by-case basis.*

[13] *Los Angeles Municipal Code, Chapter XI, Section 112.02.*

Table IV.I-4
County of Los Angeles Construction Noise Limits

	Noise Limits, dBA (L_{eq})		
	Single-Family Residential	**Multi-Family Residential**	**Commercial**[a]
Residential Structures			
Mobile Equipment: Maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment			
Daily, except Sundays and legal holidays, 7:00 A.M. to 8:00 P.M.	75	80	85
Daily, 8:00 P.M. to 7:00 A.M. and all day Sunday and legal holidays	60	64	70
Stationary Equipment: Maximum noise levels for repetitively scheduled and relatively long-term operation (periods of 10 days or more) of stationary equipment			
Daily, except Sundays and legal holidays, 7:00 A.M. to 8:00 P.M.	60	65	70
Daily, 8:00 P.M. to 7:00 A.M. and all day Sunday and legal holidays	50	55	60
		All Structures	
Business Structures			
Mobile Equipment: Maximum noise levels for nonscheduled, intermittent, short-term operation of mobile equipment			
Daily, including Sundays and legal holidays, all hours		85	

[a] *Refers to residential structures within a commercial area. This standard does not apply to commercial structures.*

Source: County of Los Angeles Ordinance No. 11743, Section 12.08.390

greater. The actual ambient noise level is the measured noise level averaged over a period of at least 15 minutes, L_{eq} (15-minute). The Noise Regulation indicates that in cases where the actual measured ambient conditions are not known, the City's presumed daytime (7:00 A.M. to 10:00 P.M.) and nighttime (10:00 P.M. to 7:00 A.M.) ambient noise levels defined in Section 111.03 of the LAMC should be used. The City's presumed ambient noise levels for specific land use zones are set forth in the LAMC Section 111.03 and are provided in Table IV.I-5 on page IV.I-11. As indicated therein, for residential-zoned areas,

Table IV.I-5
City of Los Angeles Presumed Ambient Noise Levels

Zone	Daytime (7 A.M. to 10 P.M.) dBA (L_{eq})	Nighttime (10 P.M. to 7 A.M.) dBA (L_{eq})
Residential, School, Hospitals, Hotels	50	40
Commercial	60	55
Manufacturing (M1, MR1 and MR2)	60	55
Heavy Manufacturing (M2 and M3)	65	65

Source: City of Los Angeles Municipal Code, Section 111.03.

the presumed ambient noise level is 50 dBA during the daytime and 40 dBA during the nighttime. As further discussed below, the measured existing ambient noise levels in the vicinity of the Project Site exceed these presumed ambient noise levels.

To account for people's increased tolerance for short-duration noise events, the Noise Regulation provides a 5 dBA allowance for noise sources occurring more than 5 minutes but less than 15 minutes in any one-hour period (for a total of 10 dBA above the ambient), and an additional 5 dBA allowance (total of 15 dBA above the ambient) for noise sources occurring 5 minutes or less in any 1-hour period. These additional allowances for short-duration noise sources are applicable to noise sources occurring between the hours of 7:00 A.M. and 10:00 P.M. (daytime hours). Furthermore, the Noise Regulation provides a reduction of 5 dBA for steady high-pitched noise or repeated impulsive noises.[14, 15]

In addition, the City's Noise Regulation Section 112.05 sets a maximum noise level from construction equipment (powered equipment or powered hand tools) operating between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, of 75 dBA, measured at a distance of 50 feet from the source, unless compliance with this limitation is technically infeasible.[16] Section 41.40 of the LAMC prohibits construction noise that disturbs persons occupying sleeping quarters in any

[14] *Los Angeles Municipal Code, Chapter XI, Article I, Section 111.02-(b).*

[15] *Impulsive sound as defined in the LAMC Section 111.01-(e) is sound of short duration, usually less than one second, with an abrupt onset and rapid decay. Examples of impulsive sound shall include, but are not limited to, explosion, musical base drum beats, or the discharge of firearms.*

[16] *In accordance with the City of Los Angeles Noise Ordinances, "technically feasible" means that the established noise limitations can be complied with at a project site, with the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques employed during the operation of equipment.*

dwelling, hotel, or apartment or other place of residence between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. and after 6:00 P.M. on Saturday, and at any time on Sunday or City-observed holidays. Construction hours may be extended with approval from the Executive Director of the Board of Police Commissioners.

4) Ground-Borne Vibration

Available guidelines from the FTA are utilized to assess impacts due to ground-borne vibration. The FTA has published a technical manual titled, "Transit Noise and Vibration Impacts Assessment," which provides ground-borne vibration impact criteria with respect to building damage during construction activities.[17] As discussed above, building vibration damage is measured in PPV described in the unit of inches per second. Table IV.I-6 on page IV.I-13 provides the FTA vibration criteria applicable to construction activities. According to FTA guidelines, a vibration criterion of 0.20 PPV should be considered as the significant impact level for non-engineered timber and masonry buildings. Structures or buildings constructed of reinforced concrete, steel, or timber, have a vibration damage criterion of 0.50 PPV pursuant to the FTA guidelines.

In addition to the FTA Construction Vibration Impact Criteria for Building Damage, the FTA guidance manual also provides vibration criteria for human annoyance for various uses. These criteria were established primarily for rapid transit (rail) projects and, as indicated in Table IV.I-7 on page IV.I-14, are based on the frequency of vibration events. Specific criteria are provided for three land use categories: (1) Vibration Category 1—High Sensitivity; (2) Vibration Category 2—Residential; and (3) Vibration Category 3—Institutional.

c. Existing Conditions

The predominant source of noise in the vicinity of the Project Site is vehicular traffic on adjacent roadways, particularly Cahuenga Boulevard and the nearby U.S. 101 Freeway. Within the Project Site, noise sources include operation of the Amphitheatre and outdoor plaza areas as well as use of the surface parking areas.

(1) Noise-Sensitive Receptors

Some land uses are considered more sensitive to intrusive noise than others based on the types of activities typically involved at the receptor location. The *L.A. CEQA Thresholds Guide* states that residences, transient lodgings, schools, libraries, churches,

[17] *FTA, "Transit Noise and Vibration Impact Assessment," May 2006*

Table IV.I-6
Federal Transit Administration Construction Vibration Impact Criteria for Building Damage

Building Category	PPV (in/sec)
I. Reinforced-concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

Source: Federal Transit Administration, 2006.

hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks are generally more sensitive to noise than are commercial and industrial land uses.[18]

Based on a review of the land uses in the Project area, a total of four off-site noise receptor locations were selected to represent noise sensitive uses in the Project area. As discussed below, noise measurements were conducted at these locations, in addition to one on-site location, to establish baseline noise conditions in the Project area. The five noise measurement locations are shown on Figure IV.I-1 on page IV.I-15 and described in Table IV.I-8 on page IV.I-16.

(2) Ambient Noise Levels

To establish baseline noise conditions, existing ambient noise levels were monitored at the four representative off-site receptor locations in the vicinity of the Project Site and the one on-site location, as shown on Figure IV.I-1. The baseline noise monitoring program was conducted on February 19 to February 20, 2014 using a Quest Technologies Model 2900 Integrating/Logging Sound Level Meter.[19] Two 15-minute measurements were conducted at three of the off-site receptor locations during daytime and nighttime hours. A 24-hour measurement was conducted at the off-site receptor location R3 (the Hollywood Bowl) and at the Project Site (receptor R5). Furthermore, a 15-minute measurement is a reasonable duration for sampling ambient noise levels where street traffic is the dominant source (typical of urban environments), as traffic noise generally does not vary significantly within an hour.

[18] *City of Los Angeles, L.A. CEQA Thresholds Guide, p. I.1-3.*

[19] *This sound meter meets and exceeds the minimum industry standard performance requirements for "Type 2" standard instruments as defined in the American National Standard Institute (ANSI) S1.4. It also meets the requirement specified in Section 111.01(l) of the LAMC that instruments be "Type S2A" standard instruments or better. The sound meter was calibrated and operated according to the manufacturer's written specifications.*

Table IV.I-7
Federal Transit Administration Vibration Impact Criteria for Human Annoyance

Land Use Category	Ground-Borne Vibration Impacts Levels, VdB		
	Frequent Events[a]	Occasional Events[a]	Infrequent Events[c]
Category 1: Building where vibration would interfere with interior operations	65[d]	65[d]	65[d]
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime uses	75	78	83

[a] *"Frequent Events" are defined as more than 70 vibration events of the same source per day.*

[b] *"Occasional Events" are defined as between 30 and 70 vibration events of the same source per day.*

[c] *"Infrequent Events" are defined as fewer than 30 vibration events of the same source per day.*

[d] *This criterion limit is based on the levels that are acceptable for most moderately sensitive equipment such as optical microscopes.*

Source: Federal Transit Administration, 2006.

Table IV.I-9 on page IV.I-17 provides a summary of the ambient noise measurements taken at the five receptor locations. Based on field observations, the ambient noise at the measurement locations is dominated by local traffic and other typical urban noises. As indicated in Table IV.I-9, the existing daytime ambient noise levels at the four off-site locations ranged from 50.0 dBA (L_{eq}) at Location R3 to 75.9 dBA (L_{eq}) at Location R4, while the measured nighttime ambient noise levels ranged from 46.7 dBA (L_{eq}) at Location R3 to 75.9 dBA (L_{eq}) at Location R4. The existing ambient noise levels at off-site residential locations are above the City's presumed daytime and nighttime ambient noise standards of 50 dBA (L_{eq}) and 45 dBA (L_{eq}) for residential uses, respectively, as presented above in Table IV.I-5 on page IV.I-11. Therefore, the measured existing ambient noise levels are used as the baseline conditions for the purposes of determining Project impacts. The measured existing ambient noise level at the Project Site ranged from 65.1 dBA (L_{eq}) to 70.9 dBA (L_{eq}), with a 24-hour average sound level of 74.8 dBA CNEL.

In addition to the ambient noise measurements in the vicinity of the Project Site, the existing traffic noise on local roadways in the surrounding areas were calculated to quantify the 24-hour CNEL noise levels using information provided by the Project's traffic study.[20] Eleven (11) roadway segments were selected for the existing noise analysis, based on

[20] *Gibson Transportation Consulting, Inc., Transportation Study for the Ford Theatres Project, March 2014. See Appendix L of this Draft EIR.*

Figure IV.I-1
Noise Monitoring Locations

Source: AES, 2014; Google Earth, 2013.

Table IV.I-8
Description of Noise Measurement Locations

Receptor Location	Description	Approximate Distance from Measurement Location to Nearest Project Site Boundary[a]	Nearest Noise-Sensitive Land Use(s)
R1	Single-family residence on San Marcos Drive, southeast of the Project Site	25 feet	Single-Family Residential
R2	Single-family residence on Cahuenga Terrace, south of the Project Site	50 feet	Single-Family Residential
R3	The Hollywood Bowl, west of the Project Site	1,200 feet	Amphitheater
R4	Multi-family residence on the east side of Cahuenga Boulevard East, north of the Project Site	325 feet	Multi-Family Residential
R5	Project Site (noise meter was placed at the existing entrance gate).	0 feet	Project Site

[a] *Distances are estimated using Google Earth.*

Source: Acoustical Engineering Services (AES), 2014.

proximity to noise sensitive uses along the roadway segments and potential increases in traffic volume from the Project. Traffic noise levels were calculated using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) and traffic volume data from the Project's Transportation Study.[21] The TNM traffic noise prediction model calculates the hourly L_{eq} noise levels based on specific information including the hourly traffic volume, vehicle type mix, vehicle speed, and lateral distance between the noise receptor and the roadway. To calculate the 24-hour CNEL levels, the hourly L_{eq} levels were calculated during daytime hours (7:00 A.M. to 7:00 P.M.), evening hours (7:00 P.M. to 10:00 P.M.), and nighttime hours (10:00 P.M. to 7:00 A.M.).

The traffic noise prediction model calculates the 24-hour CNEL noise levels based on specific information including Average Daily Traffic Volume (ADT); percentages of day, evening, and nighttime traffic volumes relative to ADT; vehicle speed; and distance between the noise receptor and the roadway. Vehicle mix/distribution information used in the noise calculations is shown in Table IV.I-10 on page IV.I-18.

Table IV.I-11 on page IV.I-19 provides the calculated traffic noise levels for the analyzed local roadway segments based on existing traffic volumes. Traffic noise levels were calculated for the commuter peak hour, the peak hour preceding an on-site event,

[21] *Ibid.*

Table IV.I-9
Existing Ambient Noise Levels

Receptor Location	Noise-Sensitive Land Use	Measured Noise Levels, L_{eq} (dBA)		CNEL (24-Hour)
		Daytime Hours (7:00 A.M.–10:00 P.M.)	Nighttime Hours (10:00 P.M.–7:00 A.M.)	
R1	Residential	51.3	50.9	55.7[a]
R2	Residential	75.3	75.3	80.0[a]
R3	Amphitheater	50.0–57.3	46.7–55.1	59.3
R4	Residential	75.9	75.9	80.6[a]
R5	Project Site	66.9–70.2	65.1–70.9	74.8

[a] *Estimated based on short-term (15-minute) noise measurement based on FTA procedures.*
Source: AES, 2014.

and a 24-hour period for both a weekday and weekend. As shown therein, the existing CNEL due to surface street traffic volumes ranges from 65.6 dBA CNEL along Odin Avenue (south of Cahuenga Boulevard North) to 75.6 dBA CNEL along Highland Boulevard (south of Odin Avenue) during a weekday. The existing traffic noise levels during a weekend day ranges from 63.6 dBA CNEL along Odin Avenue (south of Cahuenga Boulevard North) to 74.8 dBA CNEL along Highland Boulevard (south of Odin Avenue). Currently, the existing traffic related noise levels along Odin Avenue fall within the conditionally acceptable noise levels for multi-family residential uses (i.e., 60 to 70 dBA CNEL). The existing traffic noise levels along Cahuenga Boulevard North, Cahuenga Boulevard East, Barham Boulevard, and Highland Boulevard (between Hollywood Bowl Road and Odin Avenue) fall within the normally unacceptable noise levels for residential uses (i.e., between 70 and 75 dBA CNEL).

(3) Existing Ground-Borne Vibration Levels

Based on field observations, the primary source of existing ground-borne vibration in the Project vicinity is vehicular travel (i.e., automobiles, refuse trucks, delivery trucks, construction trucks, school buses, and transit buses) on local roadways. According to the FTA technical study "Federal Transit Administration: Transit Noise and Vibration Impacts Assessments," typical road traffic-induced vibration levels are unlikely to be perceptible by people. Specifically, the FTA study reports that "[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads."[22] Trucks and buses typically generate ground-borne vibration velocity levels of approximately

[22] *Federal Transit Administration (FTA), "Transit Noise and Vibration Impact Assessment," Page 7-1, 2006.*

Table IV.I-10
Vehicle Mix for Traffic Noise Model

Vehicle Type	Percent of Average Daily Traffic (ADT), %			Total Percent of ADT per Vehicle Type
	Daytime Hours (7 A.M.–7 P.M.)	Evening Hours (7 P.M.–10 P.M.)	Nighttime Hours (10 P.M.–7 A.M.)	
Automobile	77.6	9.7	9.7	97.0
Medium Truck[a]	1.6	0.2	0.2	2.0
Heavy Truck[b]	0.8	0.1	0.1	1.0
Total	80.0	10.0	10.0	100.0

[a] *Medium Truck—Trucks with 2 axles.*

[b] *Heavy Truck—Trucks with 3 or more axles.*

Source: AES, 2014.

63 VdB at a distance of 50 feet, and these levels could reach 72 VdB when trucks and buses pass over bumps in the road. Per FTA, 75 VdB is the dividing line between barely perceptible and distinctly perceptible.[23] Therefore, it is expected that the existing ground vibration environment in the vicinity of the Project Site would be below the perceptible level.

3. Project Impacts

a. Methodology

(1) On-Site Construction Activities

Construction noise impacts due to on-site construction activities were evaluated by calculating the Project's construction-related noise level at representative sensitive receptor locations and comparing these Project construction-related noise levels to the existing ambient noise levels (i.e., noise levels without construction noise from the Project). Construction noise associated with the Project was analyzed based on the Project's potential construction equipment inventory, construction durations, and construction schedule. The construction noise model for the Project is based on construction equipment noise levels as published by Federal Highway Administration (FHWA) "Roadway Construction Noise Model (FHWA 2006)."[24] The ambient noise levels at surrounding

[23] *FTA, "Transit Noise and Vibration Impact Assessment," Figure 10-1, May 2006.*

[24] *The reference noise levels for construction equipment from the FHWA are based on measurements of newer construction equipment (published in 2006), rather than the noise levels from the Environmental Protection Agency report referenced in the* L.A. CEQA Thresholds Guide *(published in 1971).*

Table IV.I-11
Existing Roadway Traffic Noise Levels

Roadway Segment	Adjacent Land Use	Distance to Roadway Center Line (feet)	Calculated Traffic Noise Levels,[a] (dBA)						Noise-Sensitive Land Uses	Existing Noise Exposure Compatibility Category[b]
			Weekday			Weekend				
			Peak Hour[c] L_{eq}	Evening Peak Hour w/ Event[d] L_{eq}	24-Hour CNEL	Midday Peak Hour w/ Event[e] L_{eq}	Evening Peak Hour w/ Event[f] L_{eq}	24-Hour CNEL		
Barham Boulevard										
– East of Cahuenga Blvd. East	Multi-Residential	40	76.0	75.0	75.0	73.5	73.8	72.5	Yes	Normally Unacceptable
Cahuenga Boulevard East										
– Between Barham Blvd. and Pilgrimage Bridge	Multi-Residential	30	75.1	74.3	74.1	71.1	71.6	70.1	Yes	Normally Unacceptable
– Between Pilgrimage Bridge and US 101 NB off–ramp	Residential	30	75.3	75.0	74.3	71.7	73.7	70.8	Yes	Normally Unacceptable
Cahuenga Boulevard West										
– South of Barham Blvd.	Residential, School	70	71.9	71.1	71.0	69.3	69.7	68.3	Yes	Normally Unacceptable
– North of Pilgrimage Bridge	Multi-Residential	70	73.3	71.7	72.3	71.8	71.4	70.8	Yes	Normally Unacceptable
– Between Pilgrimage Bridge and Hollywood Bowl Rd.	Park	70	73.3	71.9	72.3	72.2	71.1	71.2	Yes	Normally Unacceptable
Cahuenga Boulevard North										
– Between US 101 NB off–ramp and Odin Ave.	Park	35	75.9	74.1	74.9	71.1	72.7	70.1	Yes	Normally Unacceptable
– South of Odin Ave.	Park	40	76.0	73.5	75.0	70.2	72.4	69.2	Yes	Normally Unacceptable

Table IV.I-11 (Continued)
Existing Roadway Traffic Noise Levels

Roadway Segment	Adjacent Land Use	Distance to Roadway Center Line (feet)	Calculated Traffic Noise Levels,[a] (dBA)						Noise-Sensitive Land Uses	Existing Noise Exposure Compatibility Category[b]
			Weekday			Weekend				
			Peak Hour[c] L_{eq}	Evening Peak Hour w/ Event[d] L_{eq}	24-Hour CNEL	Midday Peak Hour w/ Event[e] L_{eq}	Evening Peak Hour w/ Event[f] L_{eq}	24-Hour CNEL		
Odin Avenue										
– South of Cahuenga Blvd. N	Multi-Residential	35	66.5	67.3	65.6	64.5	67.6	63.6	Yes	Conditionally Acceptable
Highland Avenue										
– Between Hollywood Bowl Rd. and Odin Ave.	Park	90	73.4	72.5	72.5	72.4	71.7	71.4	Yes	Normally Unacceptable
– South of Odin Ave.	Multi-Residential, Hotel, Commercial	45	76.6	75.5	75.6	75.8	74.6	74.8	Yes	Clearly Unacceptable

[a] *Detailed calculation worksheets are included in Appendix J.*

[b] *Noise compatibility is based on the most stringent land use, per City's land use compatibility as provided in Table IV.I-2 on page IV.I-7 and the higher of the calculated CNEL during weekday and weekend days.*

[c] *Representing the commuter peak-hour period (i.e., the busiest one hour during the A.M. peak period between 7:00 A.M. and 10:00 A.M. or the P.M. peak hour between 4:00 P.M. and 6:00 P.M.)*

[d] *Representing the one hour period preceding a weekday evening event (i.e., 7:00 P.M. to 8:00 P.M. for an 8:00 P.M. event).*

[e] *Representing the one hour period preceding a weekend midday event (11:00 A.M. to 12:00 P.M. for a 12:00 P.M. event).*

[f] *Representing the one hour period preceding a weekend peak-hour event (7:00 P.M. to 8:00 P.M. for an 8:00 P.M. event).*

Source: AES, 2014.

sensitive receptor locations were based on field measurement data (see Table IV.I-9 on page IV.I-17). The construction noise levels were then calculated for sensitive receptor locations based on the standard point source noise-distance attenuation factor of 6.0 dBA for each doubling of distance. Additional noise attenuations were assigned to receptor locations where the line of sight to the Project Site was interrupted by the presence of intervening structures.

(2) Off-Site Construction Haul Trucks

Project-related off-site construction haul trucks noise impacts were analyzed using the FHWA's TNM computer noise model. The TNM is the current Caltrans standard computer noise model for traffic noise studies. The model allows for the input of roadway, noise receivers, and sound barriers, if applicable. The construction-related off-site truck volumes were obtained from the Project's construction traffic analysis (refer to Section IV.K, Traffic, Access, and Parking, of this Draft EIR). The TNM noise model calculates the hourly L_{eq} noise levels generated by construction-related haul trucks. Noise impacts were determined by comparing the predicted noise level with that of the existing ambient noise levels along the Project's haul route.

(3) On-Site Stationary Noise Sources (Operation)

On-site stationary point-source noise impacts were evaluated by identifying the noise levels that would be generated by the Project, calculating the noise level from each noise source at the surrounding sensitive receptor property line locations, and comparing such noise levels to ambient noise levels to determine significance. The maximum allowable noise emission level from the on-site noise sources (e.g., outdoor mechanical equipment, amplified sound system, outdoor spaces, and parking facilities) was calculated based on typical sources levels and the maximum sound level permitted by the County.

(4) Off-Site Roadway Noise (Operation)

As discussed in Section 2.c, Existing Conditions, above, off-site roadway noise was analyzed using the FHWA TNM model and traffic data from the Project's traffic study. Roadway noise conditions without the Project were calculated and compared to noise levels that would occur with implementation of the Project to determine Project noise impacts.

(5) Construction Vibration

Ground-borne vibration impacts due to Project construction activities were evaluated by identifying potential vibration sources (i.e., construction equipment), estimating the

vibration levels at the potentially affected receptor, and comparing with the Project significance thresholds, as described below.

(6) Operational Vibration

The primary sources of vibration associated with operation of the Project would include passenger vehicle circulation within the proposed parking structures, which would be similar to the existing vibration levels at the existing surface parking lots. The Project would also include a new central plant, emergency generator, and typical commercial-grade air ventilation system (mounted at the roof level), which would incorporate vibration attenuation mounts (to reduce the vibration transmission to the building). Typically, ground-borne vibration attenuates rapidly as a function of distance from the vibration source. Therefore, Project operations would not increase the existing vibration levels in the immediate vicinity of the Project Site, and as such, vibration impacts associated with Project operations would be less than significant. Accordingly, the ground-borne vibration analysis presented in this report is limited to Project-related construction activities.

b. Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, Project impactswith regard to noise would be significant if the Project would result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels;
- A substantial permanent increase in ambient noise levels in the vicinity of the project above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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; or
- 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.

(1) Construction Noise

The analysis of construction noise was conducted based on the use of the more restrictive thresholds or limitations established between the City of Los Angeles *L.A. CEQA Thresholds Guide* and the County's Noise Ordinance. The City's threshold for construction noise lasting more than 10 days is 5 dBA above the ambient, whereas the County's construction noise limit is 60 dBA at residential uses. Thus, the more restrictive threshold or limit would depend on the existing ambient noise levels. Specifically, if the existing ambient noise level at the sensitive receptor is higher than 60 dBA, the County's noise limit (i.e., 60 dBA) would be more restrictive than the City's limit (ambient plus 5 dBA). However, if the existing ambient noise level at the sensitive receptor is less than 55 dBA, the City's limit (e.g., ambient of 54 dBA plus 5 dBA is equal to 59 dBA) is more restrictive than the County's limit (60 dBA). In addition to the allowable construction noise levels, the City and County also have limitations regarding hours for construction activities. The City limits construction activities between the hours of 7 A.M. to 9 P.M. (within 500 feet of a residential use), while the County limits daytime construction limits from 7 A.M. to 8 P.M. Based on these facts, the following thresholds have been utilized in determining significant impacts associated with construction activities:

- Construction activities would exceed the ambient noise levels by 5 dBA at noise-sensitive receptors with an existing ambient noise level of less than 55 dBA (L_{eq}); or

- Construction activities would exceed 60 dBA (L_{eq}) at noise-sensitive receptors with an existing ambient level between 55 and 65 dBA (L_{eq}); or

- Construction activities would exceed the ambient noise levels at noise-sensitive receptors with an existing ambient level greater than 65 dBA (L_{eq}).

(2) Construction Vibration

Neither the City nor the County has a significance threshold to assess vibration impacts with respect to building damage during construction. Thus, based on FTA guidance, impacts relative to ground-borne vibration associated with potential building damage would be considered significant if any of the following future events were to occur:

- Project construction activities cause ground-borne vibration levels to exceed 0.5 PPV at the nearest off-site reinforced-concrete, steel or timber building.

- Project construction activities cause ground-borne vibration levels to exceed 0.3 PPV at the nearest off-site engineered concrete and masonry building.

- Project construction activities cause ground-borne vibration levels to exceed 0.2 PPV at the nearest off-site non-engineered timber and masonry building.

- Project construction activities cause ground-borne vibration levels to exceed 0.12 PPV at buildings that are extremely susceptible to vibration damage, such as historic buildings.

With respect to human annoyance, the County has a vibration limit of 0.01 inch/second, which is equal to 80 VdB. However, the vibration limit as provided by the FTA guidelines is 72 VdB, which is more stringent than the County's limit. Therefore, using the more stringent limit, construction vibration impacts associated with human annoyance would be significant if the following were to occur:

- Project construction activities cause ground-borne vibration levels to exceed 72 VdB at the off-site sensitive uses.

(3) Operational Noise

In the context of the above questions from Appendix G of the CEQA Guidelines, the thresholds of significance for the Project's on-site operational noise sources are based on the County's Noise Ordinance (i.e., not to exceed the ambient), which are more stringent than the City's Noise Ordinance (i.e., increase the ambient by 5 dBA). Neither the City nor the County Noise Ordinances are applicable to the off-site traffic traveling on public roads. Therefore the following thresholds provided in the *L.A. CEQA Threshold Guides*, are used for off-site roadway noise impacts:

- Project off-site noise sources (i.e., roadway traffic noise) cause the ambient noise levels measured at the property line of affected noise-sensitive uses to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category (see Table IV.I-2 on page IV.I-7 for a description of these categories); or

- Project off-site noise sources cause the ambient noise levels measured at the property line of affected noise-sensitive uses to increase by 5 dBA in CNEL or greater; or

- Project on-site (i.e., non-roadway) noise sources such as outdoor building mechanical/electrical equipment, outdoor activities, or parking facilities generate noise levels that would exceed the ambient noise level (L_{eq}) at noise sensitive receptors.

As discussed in the Initial Study prepared for the Project, which is included in Appendix A of this Draft EIR, the Project is not located within an airport land use plan or

within 2 miles of a public or private airport, or within the vicinity of a private airstrip. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels associated with a public or private airport or a private airstrip. As such, no further analysis of airport operation-related noise is necessary.

c. Project Design Features

The Project includes the following Project Design Features related to Project operations:

Project Design Feature I-1: Project-related outdoor mechanical equipment shall be designed to meet the County's Noise Ordinance.

Project Design Feature I-2: The design of the project amplified sound system for the Amphitheater shall include the sound level regulator programmed to a maximum sound level of 95 dBA, as measured in "slow" response, at the house mixer locations.

Project Design Feature I-3: The building structure for the 299-seat theatre and the Flex Space shall provide a minimum 25 dBA indoor to outdoor noise reduction.

d. Analysis of Project Impacts

(1) Construction Noise

Project construction is anticipated to occur over several phases and may be completed as early as 2020. Construction of the Project would include demolition of several existing structures and surface parking areas, grading and excavation, and construction of new structures and related infrastructure. It is estimated that approximately 107,094 cubic yards of export would be required for the Project.

(a) On-Site Construction Noise

Noise impacts from Project construction activities occurring within the Project Site would be a function of the noise generated by construction equipment, the location of the equipment, the timing and duration of the noise-generating construction activities, and the relative distance to noise sensitive receptors. Construction activities would generally include demolition, grading and excavation, and building construction. Each stage of construction would involve the use of various types of construction equipment and would, therefore, have its own distinct noise characteristics. Demolition generally involves the use of backhoes, front-end loaders, and heavy-duty trucks. Grading and excavation typically requires the use of earth moving equipment, such as excavators, front-end loaders, and heavy-duty trucks. Building construction typically involves the use of cranes, forklifts,

concrete trucks, and delivery trucks. Noise from construction equipment would generate both steady-state and episodic noise that could be heard within and adjacent to the Project Site.

Individual pieces of construction equipment that would be used for Project construction produce maximum noise levels (L_{max}) of 74 dBA to 90 dBA at a reference distance of 50 feet from the noise source, as shown in Table IV.I-12 on page IV.I-27. These maximum noise levels would occur when equipment is operating under full power conditions (i.e., the equipment engine at maximum speed). However, equipment used on construction sites often operates under less than full power conditions, or part power. To more accurately characterize construction-period noise levels, the average (Hourly L_{eq}) noise level associated with each construction stage is calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage.[25] These noise levels are typically associated with multiple pieces of equipment operating simultaneously.

Table IV.I-13 on page IV.I-28 provides the estimated construction noise levels for various construction stages at the off-site noise sensitive receptors. The estimated noise levels represent the worst-case scenario in which all construction equipment was assumed to operate simultaneously and was assumed to be located at the construction area nearest to the affected receptors. These assumptions represent the worst-case noise scenario as construction activities would typically be spread out throughout the entire site further away from the affected receptors. As indicated in Table IV.I-13, the estimated construction noise levels at the nearest off-site receptors R1, R2 and R4 would be well below the existing daytime ambient noise levels. At receptor R3, the estimated construction-related noise levels would be consistent with the lowest measured ambient noise levels. The estimated construction-related noise levels would be below the Project significance threshold. Therefore, noise impacts associated with the Project's on-site construction activities would be less than significant.

(b) Off-Site Construction Noise

In addition to on-site construction noise sources, materials delivery, concrete mix, haul trucks, and construction worker vehicles would require access to the Project Site during the construction phase. The major noise sources associated with off-site construction trucks would be associated with haul and delivery trucks. Construction trucks

[25] *Pursuant to the FHWA Roadway Construction Noise Model User's Guide, 2005, the usage factor is the percentage of time during a construction noise operation that a piece of construction is operating at full power.*

Table IV.I-12
Construction Equipment Noise Levels

Equipment	Estimated Usage Factor[a] %	Typical Noise Level at 50 feet from Equipment, dBA (L_{max})
Air Compressor	40	78
Cement and Mortar Mixer	50	80
Concrete Mixer Truck	40	79
Concrete Saw	20	90
Crane	16	81
Drill Rig	20	84
Forklift	10	75
Generator	50	81
Grader	40	85
Dump/Haul Truck	40	76
Excavator	40	81
Paver	50	77
Pump	50	81
Roller	20	80
Rubber Tired Loader	40	79
Tractor/Loader/Backhoe	40	80
Delivery Truck	40	74
Welders	40	74

[a] *Usage factor represents the percentage of time the equipment would be operating at full speed.*
Source: FHWA Roadway Construction Noise Model User's Guide, 2006.

would generally access the Project Site from the US-101. Inbound traffic would travel northbound on Cahuenga Boulevard East from the US-101 to the Project Site. Outbound traffic would travel northbound on Cahuenga Boulevard East to the US-101.

The peak period with the highest number of construction trucks (haul and delivery trucks) would occur during the combined site grading/excavation/building construction phase. During this peak period, there would be a maximum of 64 haul and 28 delivery coming to and leaving the Project Site (equal to 92 haul truck trips) per day. There would also be haul trucks and delivery trucks during other construction phases of the Project. However, the level of construction-related truck activity during the other phases would be lower with a maximum of 6 to 16 delivery/haul trucks per day. Therefore, to present a worst-case analysis, the analysis of off-site construction truck traffic noise impacts is based on the haul truck trips during a maximum worst-case day during the peak construction

Table IV.I-13
Construction Noise Impacts

Off-Site Receptor Location	Approximate Linear Distance from Receptor to Project Construction Area (feet)	Estimated Construction Noise Levels by Construction Phases L_{eq} (dBA)				Measured Ambient Noise Levels, L_{eq} (dBA)	Significance Threshold,[a] L_{eq} (dBA)	Significant Impact?
		Demolition	Grading/ Excavation	Building Foundation/ Construction	Landscape			
R1	675	43.4	40.9	40.9	39.1	51.3	56.3	No
R2	240	62.4	59.9	59.8	58.1	75.2	75.2	No
R3	1000	50.0	47.5	47.4	45.7	50.0	55.0	No
R4	325	54.8	52.3	52.2	50.5	75.9	75.9	No

[a] *Significance thresholds are equivalent to the measured daytime ambient noise levels plus 5 dBA where the ambient noise level is less than 55 dBA and equal to the ambient where the ambient noise level is greater than 65 dBA.*

Source: AES, 2014.

phase. Based on an eight-hour workday and a uniform distribution of trips, there would be a maximum of 12 truck trips per hour during the peak construction period. Table IV.I-14 on page IV.I-30 presents the estimated construction-related haul truck noise levels along the proposed haul routes with noise sensitive receptors. As indicated on Table IV.I-14, the noise level generated by haul trucks would be well below the existing daytime ambient noise level at the noise sensitive receptors along the haul routes. Therefore, noise impacts from off-site construction traffic would be less than significant.

(2) Construction Vibration

Construction activities can generate varying degrees of ground vibration, depending on the construction procedures and the type of construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receptor buildings. The results from vibration can range from no perceptible effects at the lowest vibration levels to low rumbling sounds and perceptible vibration at moderate levels. However, ground-borne vibrations from construction activities rarely reach levels that damage structures. Project construction activities would generate ground-borne vibration during site demolition and excavation/ grading activities when heavy construction equipment, such as large bulldozers, would be used. The FTA has published standard vibration velocities for various construction equipment operations. The typical vibration levels (in terms of inch-per-second Peak Particle Velocity, PPV) at a reference distance of 25 feet for construction equipment anticipated to be used during Project construction are listed in Table IV.I-15 on page IV.I-30.[26] Also included in Table IV.I-15 are the estimated vibration velocity levels at the nearest off-site structures to the Project construction area. As indicated in Table IV.I-15, vibration velocities from typical heavy construction equipment operations that would be used during construction of the Project would range from 0.003 to 0.210 PPV at 25 feet from the equipment. The estimated vibration velocity levels (from all construction equipment) would be well below the Project significance thresholds. Therefore, vibration impacts associated with potential building damage to off-site building structures during construction activities would be less than significant.

The existing on-site Amphitheatre is a historic structure. As discussed above, the appropriate significance threshold for older buildings that are susceptible to building damage is 0.12 PPV. Vibration velocities from typical heavy construction equipment operations that would be used during construction of the Project would range from 0.003 to

[26] *FTA, "Transit Noise and Vibration Impact Assessment," May 2006.*

Table IV.I-14
Off-Site Construction Haul Truck Noise Impacts

Haul Routes with Noise Sensitive Receptor	Maximum Number of Haul Truck Trips per Hour	Estimated Noise Levels from Haul Trucks, L_{eq} (dBA)	Measured Ambient Noise Levels,[a] L_{eq} (dBA)	Significance Threshold,[b] L_{eq} (dBA)	Significant Impact?
Cahuenga Boulevard East—South of Project Site (receptor R2)	12	64.8	75.2	75.2	No
Cahuenga Boulevard East—North of Project Site (receptor R4)	12	54.6	75.9	75.9	No

[a] *Measured daytime ambient noise levels. (See Table IV.I-9 on page IV.I-17).*

[b] *Significance thresholds are equivalent to the measured daytime ambient noise levels.*

Source: AES, 2014.

Table IV.I-15
Construction Vibration Impacts—Building Damage

Equipment	Reference Vibration Velocity Levels at 25 ft. inch/second (PPV)	Estimated Vibration Velocity Levels at the Nearest Off-Site Structures from the Project Construction Equipment, inch/second (PPV)			
		240 ft. to the South (residential building)	325 ft. to the North (apartment building)	775 ft. to the East (residential building)	850 ft. to the West (Hollywood Bowl)
Vibratory roller	0.210	0.007	0.005	0.001	0.001
Large bulldozer	0.089	0.003	0.002	0.001	<0.001
Caisson drilling	0.089	0.003	0.002	0.001	<0.001
Loaded trucks	0.076	0.003	0.002	<0.001	<0.001
Jackhammer	0.035	0.001	0.001	<0.001	<0.001
Small bulldozer	0.003	<0.001	<0.001	<0.001	<0.001
Significance Threshold, inch/second (PPV)		**0.2**	**0.2**	**0.2**	**0.2**

Source: FTA, 2006, AES, 2014.

0.210 PPV at 25 feet from the equipment. Therefore, potential vibration impacts from building damage could be significant. With implementation of Mitigation Measure I-3 provided below, which would require that construction activities in close proximity (within approximately 20 feet) of the existing Amphitheatre structure utilize smaller equipment, such as a small bulldozer and handheld compactors, vibration levels would be reduced to

less than 0.12 PPV.. Therefore, with implementation of this mitigation measure, potential vibration impacts with respect to building damage would be reduced to less than significant.

Table IV.I-16 on page IV.I-32 provides the estimated vibration levels relative to human annoyance due to construction equipment at the off-site sensitive uses. As indicated in Table IV.I-16, the estimated ground-borne vibration levels from construction equipment would be below the significance threshold for human annoyance at all off-site sensitive receptors. Therefore, vibration impacts on human annoyance during the construction period would be less than significant.

Haul trucks during construction would generate ground-borne vibration as they travel along the Project designated haul routes. Thus, an analysis of potential vibration impacts associated with building damage from ground-borne vibration along the local haul route was conducted. Based on FTA data, the vibration generated by a typical truck would be approximately 63 VdB (0.006 PPV) at a distance of 50 feet from the truck.[27] At the shortest distance between haul trucks and sensitive receptors, haul/delivery trucks would be approximately 10 feet from nearby sensitive receptors along Cahuenga Boulevard East

(between the 101 Freeway northbound off-ramp and the Project Site). Vibration levels generated by the haul trucks at this distance would be 0.063 PPV, which would be well below the building damage threshold of 0.2 PPV for the residential buildings along Cahuenga Boulevard East. In addition, vibration levels generated by Project construction trucks along the haul routes would be similar to the existing truck traffic (e.g., delivery and trash collection trucks) already traveling on the same roads. Therefore, potential impacts associated with vibration from delivery/haul trucks traveling along the designated haul routes would be less than significant.

(3) Operational Noise

This section provides a discussion of potential operational noise impacts on nearby noise-sensitive receptors. Specific operational noise sources addressed herein include on-site stationary noise sources, which consist of outdoor mechanical equipment (e.g., HVAC ventilation system and exhaust fans), activities associated with the outdoor spaces and parking facilities, and off-site mobile (roadway traffic) noise sources.

[27] *FTA, "Transit Noise and Vibration Impact Assessment," Figure 7-3, May 2006.*

Table IV.I-16
Construction Vibration Impacts—Human Annoyance

Equipment	Reference Vibration Velocity Levels at 25 ft., VdB	Estimated Vibration Velocity Levels at the Off-Site Sensitive Uses, VdB			
		R1 (675 feet from construction site)	R2 (240 feet from construction site)	R3 (1,000 feet from construction site)	R4 (325 feet from construction site)
Vibratory roller	94	51	65	46	61
Large bulldozer	87	44	58	39	54
Caisson drilling	87	44	58	39	54
Loaded trucks	86	43	57	38	53
Jackhammer	79	36	50	31	46
Small bulldozer	58	15	29	10	25
Significance Threshold, VdB		72	72	72	72

Source: FTA, 2006, AES, 2014.

(a) On-Site Stationary Noise Sources

(i) Mechanical Equipment

As part of the Project, new mechanical equipment (e.g., HVAC ventilation equipment and exhaust fans) would be located in various locations throughout the Project Site. Although operation of this equipment would generate noise, Project Design Feature I-1, provided above would ensure compliance with the County's Noise Ordinance, which would limit noise from mechanical equipment from exceeding the ambient noise levels on the premises of other occupied properties. In addition, as the Project's mechanical equipment would be designed to minimize noise to on-site uses and patrons, noise levels to off-site receptors from mechanical equipment would be further reduced. Therefore, noise impacts from mechanical equipment would be less than significant.

(ii) Outdoor Areas

The Project includes three outdoor plazas including the Ford Terrace, the Transit Plaza, and the Ford Plaza. For the noise analysis, it was estimated that up to 200 people could gather at the Ford Terrace, up to 250 people could gather at the Transit Plaza/Flex Space gathering area, and up to 1,200 people could gather at the Ford Plaza. To evaluate noise from these areas, reference noise levels of 75 dBA and 71 dBA L_{eq} at a distance of

3.3 feet were used to represent males and females speaking in a loud voice, respectively.[28] It was assumed that up to 50 percent of the people (half of which would be male and the other half female) would be talking at the same time. In addition, the Project would include a restaurant located at the Ford Plaza that would include an outdoor seating area with an amplified sound system. In order to comply with the County's Noise Ordinance, the amplified sound system at the restaurant outdoor seating area would be designed so as not to exceed a maximum noise level of 90 dBA (L_{eq}) at the restaurant outdoor seating area. Table IV.I-17 on page IV.I-34 presents the estimated noise levels from the outdoor areas at the off-site sensitive receptors. As indicated in Table IV.I-17, the estimated noise levels at all off-site locations would not exceed the existing ambient noise levels. Therefore, noise impacts from outdoor spaces would be less than significant.

(iii) Transportation Facilities

The Project includes 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. Sources of noise within the parking structures would primarily include car movements (i.e., engine noise), doors opening, people talking, and intermittent car alarms. The Project would also introduce a new Transit Center at the north parking structure that would include a staging area for buses to load and unload. It is anticipated that there would be up to 10 buses loading/unloading at the Transit Center at any given time. Table IV.I-18 on page IV.I-35 presents the estimated noise levels from parking and transit areas at the off-site sensitive receptors. As indicated in Table IV.I-18, the estimated noise levels at all off-site locations would be below the existing ambient noise levels. Therefore, noise impacts from the parking structures and the transit center operations would be less than significant.

(iv) Performance Spaces

The proposed improvements to the existing Amphitheatre include a new 800 square-foot projection booth and control room, a new sound wall (up to 48 feet in height) along the rear of the Amphitheatre, and a retractable shade structure that would provide cover for the Amphitheatre during day time performances. The new sound wall would provide shielding of the freeway noise for the Amphitheatre. In addition, the sound wall would also provide shielding of the Amphitheatre sound system to the exterior. Although the proposed sound wall could be as high as 48 feet, which would provide substantial sound attenuation, to provide a conservative analysis, a sound wall height of 27 feet was used as this is the lowest height the sound wall could be. The Project also includes two new performance

[28] *Handbook of Acoustical Measurements and Noise Control, Table 16.1, Cyril M. Harris, Third Edition, 1991.*

Table IV.I-17
Estimated Noise Levels from Outdoor Areas

Receptor Location	Existing Nighttime Ambient Noise Levels, dBA (L_{eq})	Estimated Noise Levels from Outdoor Plazas,[a] dBA (L_{eq})	Estimated Noise Levels from the Restaurant Outdoor Seating Area,[b] dBA (L_{eq})	Significance Threshold[c]	Significant Impact?
R1	50.9	29.8	39.7	50.9	No
R2	75.3	35.0	45.2	75.3	No
R3	50.0[d]	36.8	39.6	50.0	No
R4	75.9	33.7	47.2	75.9	No

[a] *Assumed capacity of up to 200 people at the Ford Terrace, 250 people at the Transit Plaza/Flex Space gathering area, and 1,200 people at the Ford Plaza at any given time.*

[b] *Assumed amplified sound system with maximum sound level of 90 dBA (L_{eq}) at the restaurant outdoor seating area.*

[c] *Significance thresholds are equivalent to the measured ambient noise levels (see Table IV.I-9 on page IV.I-17).*

[d] *Lowest measured existing ambient noise levels recorded between 8:00 A.M. and 11:00 P.M. (Project operational hours).*

Source: AES, 2014.

venues including a 299 seat indoor theater located at the Ford Plaza and a Flex Space that would provide for a 99 seat indoor theater. The analysis for the performance spaces accounted for audience cheering as well as an amplified sound system. For the audience cheering source, noise levels of 88 dBA and 85 dBA (L_{eq} at a distance of 3.3 feet distance for males and females, respectively were used.[29] As specified by Project Design Feature I-2, the proposed amplified sound system for the Amphitheatre would be designed to generate a maximum sound level of 95 dBA (L_{eq}) at as measured in "slow" response at the house mixer location). Similarly, the assumed sound levels generated by the amplified sound system inside the 299 seat theater and the 99 seat Flex Space would be approximately 95 dBA (L_{eq}). In addition, in accordance with Project Design Feature I-3, the building structure of the 299-seat theatre and the Flex Space would be designed to provide a minimum 25 dBA noise reduction.

Table IV.I-19 on page IV.I-36 presents the estimated noise levels from the performance spaces at the off-site sensitive receptors. Noise levels from the Amphitheatre are estimated to be similar to the existing conditions, as the size, types of programs and

[29] *Handbook of Acoustical Measurements and Noise Control, Table 16.1, Cyril M. Harris, Third Edition, 1991.*

Table IV.I-18
Estimated Noise Levels from Parking Structures and Transit Center

Receptor Location	Existing Nighttime Ambient Noise Levels, dBA (L_{eq})	Estimated Noise Levels from Parking Structures, dBA (L_{eq})	Estimated Noise Levels from the Transit Center,[a] dBA (L_{eq})	Significance Threshold[b]	Significant Impact?
R1	50.9	26.2	28.8	50.9	No
R2	75.3	30.6	31.1	75.3	No
R3	50.0[c]	26.4	28.0	50.0	No
R4	75.9	39.0	36.1	75.9	No

[a] *Assumed 10 buses loading/unloading at the Transit Center at any given time.*

[b] *Significance thresholds are equivalent to the measured ambient noise levels (see Table IV.I-9 on page IV.I-17).*

[b] *Lowest measured existing ambient noise levels recorded between 8:00 A.M. and 11:00 P.M. (Project operational hours).*

Source: AES, 2014.

seating capacity would remain similar to existing conditions. In addition, the sound system for the Amphitheatre would be design to limit the sound output from the speakers to 95 dBA at the house mixer location, similar to existing conditions. As indicated in Table IV.I-19 on page IV.I-36, the estimated noise levels from the performance spaces would be well below the ambient noise levels at receptors R2 and R4. The estimated noise levels from the Amphitheatre amplified sound systems at receptors R1 and R3 would be approximately 0.5 dBA and 2.7 dBA higher than the existing ambient noise levels. However, the measured ambient noise levels do not include the existing Amphitheatre operation-related activities, which would result in higher ambient noise levels due to noise generated from performances within the Amphitheatre. It is further noted that the noise levels from the new 299-seat theatre and Flex Space would be contained within the building structures and are estimated to be well below the existing ambient noise levels. Therefore, the noise levels from the performance spaces including the new facilities would be similar to existing conditions with the Amphitheatre being in operation. As such, noise impacts from the performance spaces would be less than significant.

(v) Loading Dock/Trash Collection Areas

The Project would include a new Service Court, which would include a new loading dock and trash/recycling areas. Based on measured noise levels from typical loading dock facilities, delivery trucks (while idling at the loading dock) could generate noise levels of approximately 71 dBA (L_{eq}) at a distance of 50 feet from the noise source. In addition, trash compactors would generate noise levels of approximately 66 dBA (L_{eq}) at a distance

Table IV.I-19
Estimated Noise Levels from Performance Spaces

Receptor Location	Existing Nighttime Ambient Noise Levels, dBA (L_{eq})	Estimated Noise Levels from the Performance Spaces, dBA (L_{eq})				Significance Threshold[b]	Significant Impact?
		Amphitheatre	299-Seat Theatre	Flex Space Theatre	Composite Noise of Three Theatres[a]		
R1	50.9	51.4	21.0	17.5	51.4	50.9	No[d]
R2	75.3	52.3	24.5	19.2	52.3	75.3	No
R3	50.0[c]	52.7	21.6	16.6	52.7	50.0	No[d]
R4	75.9	48.7	22.8	25.5	48.7	75.9	No

[a] *Composite noise levels with all three theatres operating concurrently.*

[b] *Significance thresholds are equivalent to the measured daytime ambient noise levels (see Table IV.I-9 on page IV.I-17).*

[c] *Lowest measured existing ambient noise levels recorded between 8:00 A.M. and 11:00 P.M. (Project operational hours).*

[c] *Although the estimated noise levels from the Amphitheatre are higher than the existing ambient noise levels, noise impacts would be less than significant. This is because the measured existing ambient noise levels do not include the existing Amphitheatre operations, which are expected to remain the same as existing conditions.*

Source: AES, 2014.

of 50 feet. Table IV.I-20 on page IV.I-37 presents the estimated noise levels from the loading dock/trash collection areas at the off-site sensitive receptors. As indicated in Table IV.I-20, the estimated noise levels from the loading dock/trash collection areas at all off-site locations would be well below the existing ambient noise levels. Therefore, noise impacts from loading dock/trash collection operations would be less than significant.

(b) Off-Site Traffic (Mobile Sources)

(i) Future plus Project

Future roadway noise levels were calculated along 11 off-site roadway segments in the vicinity of the Project Site. The off-site roadway noise levels were calculated using the traffic data provided in the Project's traffic study. As discussed in the traffic study, the Project is expected to generate 35 net new trips during the weekday A.M. peak hour, 60 net new trips during the weekday P.M. peak hour, 117 net new trips during the weekday event peak hour, 92 net new trips during the Saturday midday event peak hour, and 92 net new trips during the Saturday evening event peak hour.

Table IV.I-20
Estimated Noise Levels from Loading Dock and Trash Collection Areas

Receptor Location	Existing Daytime Ambient Noise Levels, dBA (L_{eq})	Estimated Noise Levels from Loading Dock/ Trash Collection Areas, dBA (L_{eq})	Significance Threshold[a]	Significant Impact?
R1	51.3	23.5	51.3	No
R2	75.3	23.6	75.3	No
R3	50.0	37.1	50.0	No
R4	75.9	20.4	75.9	No

[a] *Significance thresholds are equivalent to the measured ambient noise levels (see Table IV.I-9 on page IV.I-17).*

Source: AES, 2014.

The off-site traffic noise impacts for a typical weekday and weekend day are presented in Table IV.I-21 and Table IV.I-22 on pages IV.I-38 and IV.I-40), respectively. The calculated CNEL levels overestimate noise levels as they are calculated in front of the roadways and do not account for the presence of any physical sound barriers or intervening structures. As shown therein, the Project would result in a maximum increase of 0.2 dBA (peak-hour L_{eq} and 24-CNEL) in traffic-related noise levels along Odin Avenue during both the weekday and weekend. The estimated noise increase due to Project-related traffic would be well below the 3 dBA significance threshold. Therefore, off-site traffic noise impacts associated with future plus Project conditions would be less than significant.

(ii) Existing plus Project

The analysis of off-site traffic noise impacts above was based on the incremental increase in traffic noise levels attributable to future with Project conditions as compared to future without Project conditions. Additional analysis was made to determine the potential noise impacts based on the increase in noise levels due to Project-related traffic compared with the existing baseline traffic noise conditions.

Table IV.I-23 and Table IV.I-24 on pages IV.I-42 and IV.I-44 present the off-site traffic noise impacts as compared with existing conditions, for a typical weekday and weekend day. As indicated therein, the maximum Project-related traffic noise increase would be 0.2 dBA CNEL along Odin Avenue. The estimated increase in off-site traffic noise levels would be below the 3-dBA CNEL significance threshold. Therefore, off-site traffic noise impacts associated with the existing plus Project traffic conditions would be less than significant.

Table IV.I-21
Roadway Traffic Noise Impacts—Future plus Project, Weekday

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels,[a] (dBA)									Significant Impacts?
		Future Without Project			Future With Project			Noise Increase in Traffic Noise Levels Due to Project			
		Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	
Barham Boulevard											
– East of Cahuenga Blvd. East	Residential	76.3	75.8	75.3	76.3	75.8	75.3	0.0	0.0	0.0	No
Cahuenga Boulevard East											
– Between Barham Blvd. and Pilgrimage Bridge	Residential	75.9	75.0	74.9	75.9	75.0	74.9	0.0	0.0	0.0	No
– Between Pilgrimage Bridge and US 101 NB off-ramp	Residential	76.2	75.9	75.2	76.2	75.9	75.2	0.0	0.0	0.0	No
Cahuenga Boulevard West											
– South of Barham Blvd.	Residential, School	72.6	72.1	71.6	72.6	72.1	71.6	0.0	0.0	0.0	No
– North of Pilgrimage Bridge	Residential	74.1	73.5	73.1	74.1	73.5	73.1	0.0	0.0	0.0	No
– Between Pilgrimage Bridge and Hollywood Bowl Rd.	Park	74.7	73.8	73.7	74.7	73.8	73.7	0.0	0.0	0.0	No
Cahuenga Boulevard North											
– Between US 101 NB off-ramp and Odin Ave.	Park	76.8	75.1	75.9	76.9	75.1	75.9	0.1	0.0	0.0	No
– South of Odin Ave.	Park	77.0	74.5	76.0	77.0	74.5	76.0	0.0	0.0	0.0	No

Table IV.I-21 (Continued)
Roadway Traffic Noise Impacts—Future plus Project, Weekday

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels,[a] (dBA)									Significant Impacts?
		Future Without Project			Future With Project			Noise Increase in Traffic Noise Levels Due to Project			
		Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	
Odin Avenue											
– South of Cahuenga Blvd. N	Residential	66.8	67.6	65.9	67.0	67.6	66.1	0.2	0.0	0.2	No
Highland Avenue											
– Between Hollywood Bowl Rd. and Odin Ave.	Park	74.8	74.1	73.9	74.9	74.1	73.9	0.1	0.0	0.0	No
– South of Odin Ave.	Residential, Hotel, Commercial	78.0	77.1	77.0	78.0	77.1	77.0	0.0	0.0	0.0	No

[a] *Detailed calculation worksheets are included in Appendix J.*

[b] *Representing the busiest one hour during the A.M. peak hours (7:00 A.M. and 10:00 A.M.) or P.M. peak hours (4:00 P.M. and 6:00 P.M.).*

[c] *Representing the one-hour period preceding a weekday event (i.e., 7:00 P.M. to 8:00 P.M. for an 8:00 P.M. event).*

Source: AES, 2014.

Table IV.I-22
Roadway Traffic Noise Impacts—Future plus Project, Weekend

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels,[a] (dBA)									Significant Impacts?
		Future Without Project			Future With Project			Noise Increase in Traffic Noise Levels due to Project			
		Midday Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	Midday Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	Midday Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	
Barham Boulevard											
– East of Cahuenga Blvd. East	Residential	73.8	74.1	72.8	73.8	74.1	72.8	0.0	0.0	0.0	No
Cahuenga Boulevard East											
– Between Barham Blvd. and Pilgrimage Bridge	Residential	72.8	73.2	71.9	72.8	73.2	71.9	0.0	0.0	0.0	No
– Between Pilgrimage Bridge and US 101 NB off-ramp	Residential	73.9	75.3	73.0	74.0	75.3	73.0	0.1	0.0	0.0	No
Cahuenga Boulevard West											
– South of Barham Blvd.	Residential, School	70.8	71.1	69.8	70.8	71.1	69.8	0.0	0.0	0.0	No
– North of Pilgrimage Bridge	Residential	73.6	73.4	72.7	73.7	73.5	72.7	0.1	0.1	0.0	No
– Between Pilgrimage Bridge and Hollywood Bowl Rd.	Park	74.3	73.6	73.3	74.3	73.6	73.3	0.0	0.0	0.0	No
Cahuenga Boulevard North											
– Between US 101 NB off-ramp and Odin Ave.	Park	73.2	74.4	72.3	73.3	74.4	72.3	0.1	0.0	0.0	No
– South of Odin Ave.	Park	72.5	74.0	71.5	72.5	74.0	71.5	0.0	0.0	0.0	No

Table IV.I-22 (Continued)
Roadway Traffic Noise Impacts—Future plus Project, Weekend

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels,[a] (dBA)									Significant Impacts?
		Future Without Project			Future With Project			Noise Increase in Traffic Noise Levels due to Project			
		Midday Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	Midday Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	Midday Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	
Odin Avenue											
– South of Cahuenga Blvd. N	Residential	64.9	67.9	63.9	65.1	68.0	64.1	0.2	0.1	0.2	No
Highland Avenue											
– Between Hollywood Bowl Rd. and Odin Ave.	Park	74.4	73.9	73.4	74.4	73.9	73.4	0.0	0.0	0.0	No
– South of Odin Ave.	Residential, Hotel, Commercial	77.6	76.9	76.7	77.6	76.9	76.7	0.0	0.0	0.0	No

[a] *Detailed calculation worksheets are included in Appendix J.*

[b] *Representing the midday peak hour preceding a weekend event (11:00 A.M. to 12:00 P.M. for a 12:00 P.M. event).*

[c] *Representing the weekend evening peak hour preceding an event (7:00 P.M. to 8:00 P.M. for an 8:00 P.M. event).*

Source: AES, 2014.

Table IV.I-23
Roadway Traffic Noise Impacts—Existing plus Project, Weekday

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels,[a] (dBA)									Significant Impacts?
		Existing Conditions			Existing Plus Project			Noise Increase in Traffic Noise Levels due to Project			
		Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	
Barham Boulevard											
– East of Cahuenga Blvd. East	Residential	76.0	75.5	75.0	76.0	75.5	75.0	0.0	0.0	0.0	No
Cahuenga Boulevard East											
– Between Barham Blvd. and Pilgrimage Bridge	Residential	75.1	74.3	74.1	75.1	74.3	74.2	0.0	0.0	0.1	No
– Between Pilgrimage Bridge and US 101 NB off-ramp	Residential	75.3	75.0	74.3	75.3	75.0	74.4	0.0	0.0	0.1	No
Cahuenga Boulevard West											
– South of Barham Blvd.	Residential, School	71.9	71.1	71.0	72.0	71.2	71.0	0.1	0.1	0.0	No
– North of Pilgrimage Bridge	Residential	73.3	71.7	72.3	73.3	71.7	72.3	0.0	0.0	0.0	No
– Between Pilgrimage Bridge and Hollywood Bowl Rd.	Park	73.3	71.9	72.3	73.3	71.9	72.3	0.0	0.0	0.0	No
Cahuenga Boulevard North											
– Between US 101 NB off-ramp and Odin Ave.	Park	75.9	74.1	74.9	75.9	74.2	74.9	0.0	0.1	0.0	No
– South of Odin Ave.	Park	76.0	73.5	75.0	76.0	73.5	75.0	0.0	0.0	0.0	No

Table IV.I-23 (Continued)
Roadway Traffic Noise Impacts—Existing plus Project, Weekday

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels,[a] (dBA)									Significant Impacts?
		Existing Conditions			Existing Plus Project			Noise Increase in Traffic Noise Levels due to Project			
		Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	
Odin Avenue											
– South of Cahuenga Blvd. N	Residential	66.5	67.3	65.6	66.7	67.3	65.8	0.2	0.0	0.2	No
Highland Avenue											
– Between Hollywood Bowl Rd. and Odin Ave.	Park	73.4	72.5	72.5	73.5	72.5	72.5	0.1	0.0	0.0	No
– South of Odin Ave.	Residential, Hotel, Commercial	76.6	75.5	75.6	76.6	75.5	75.6	0.0	0.0	0.0	No

[a] *Detailed calculation worksheets are included in Appendix J.*

[b] *Representing the busiest one hour during the A.M. peak hours (7:00 A.M. and 10:00 A.M.) or P.M. peak hours (4:00 P.M. and 6:00 P.M.).*

[c] *Representing the one-hour period preceding a weekday event (i.e., 7:00 P.M. to 8:00 P.M. for an 8:00 P.M. event).*

Source: AES, 2014.

Table IV.I-24
Roadway Traffic Noise Impacts—Existing plus Project, Weekend

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels,[a] (dBA)									Significant Impacts?
		Existing Conditions			Existing Plus Project			Noise Increase in Traffic Noise Levels due to Project			
		Midday Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	Midday Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	Midday Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	
Barham Boulevard											
– East of Cahuenga Blvd. East	Residential	76.0	75.5	75.0	76.0	75.5	75.0	0.0	0.0	0.0	No
Cahuenga Boulevard East											
– Between Barham Blvd. and Pilgrimage Bridge	Residential	75.1	74.3	74.1	75.1	74.3	74.2	0.0	0.0	0.1	No
– Between Pilgrimage Bridge and US 101 NB off-ramp	Residential	75.3	75.0	74.3	75.3	75.0	74.4	0.0	0.0	0.1	No
Cahuenga Boulevard West											
– South of Barham Blvd.	Residential, School	71.9	71.1	71.0	72.0	71.2	71.0	0.1	0.1	0.0	No
– North of Pilgrimage Bridge	Residential	73.3	71.7	72.3	73.3	71.7	72.3	0.0	0.0	0.0	No
– Between Pilgrimage Bridge and Hollywood Bowl Rd.	Park	73.3	71.9	72.3	73.3	71.9	72.3	0.0	0.0	0.0	No
Cahuenga Boulevard North											
– Between US 101 NB off-ramp and Odin Ave.	Park	75.9	74.1	74.9	75.9	74.2	74.9	0.0	0.1	0.0	No
– South of Odin Ave.	Park	76.0	73.5	75.0	76.0	73.5	75.0	0.0	0.0	0.0	No

Table IV.I-24 (Continued)
Roadway Traffic Noise Impacts—Existing plus Project, Weekend

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels,[a] (dBA)									Significant Impacts?
		Existing Conditions			Existing Plus Project			Noise Increase in Traffic Noise Levels due to Project			
		Midday Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	Midday Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	Midday Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	
Odin Avenue											
– South of Cahuenga Blvd. N	Residential	66.5	67.3	65.6	66.7	67.3	65.8	0.2	0.0	0.2	No
Highland Avenue											
– Between Hollywood Bowl Rd. and Odin Ave.	Park	73.4	72.5	72.5	73.5	72.5	72.5	0.1	0.0	0.0	No
– South of Odin Ave.	Residential, Hotel, Commercial	76.6	75.5	75.6	76.6	75.5	75.6	0.0	0.0	0.0	No

[a] *Detailed calculation worksheets are included in Appendix J.*

[b] *Representing the midday peak hour preceding a weekend event (11:00 A.M. to 12:00 P.M. for a 12:00 P.M. event).*

[c] *Representing the weekend evening peak hour preceding an event (7:00 P.M. to 8:00 P.M. for an 8:00 P.M. event).*

Source: AES, 2014.

(c) Composite Noise Level Impacts from Project Operations

In addition to considering the potential noise impacts to neighboring noise-sensitive receptors from each specific off-site and on-site noise source (i.e., traffic, mechanical equipment, outdoor areas, performance spaces, and parking facilities), an evaluation of the potential composite noise level increase (i.e., noise levels from all noise sources combined) at the analyzed sensitive receptor locations was also performed. Table IV.I-25 on page IV.I-47 presents the estimated composite noise levels in terms of CNEL at the off-site sensitive receptors. As indicated in Table IV.I-25, the Project would result in an increase of 1.0 dBA (at Location R3) to 1.4 dBA (at Location R1) at the off-site receptors in the vicinity of the Project Site. No noise increase is anticipated at Locations R2 and R4. The estimated increases in noise levels due to Project operation would be below the 3 dBA CNEL significance threshold. Therefore, composite noise level impacts due to the Project operations would be less than significant.

4. Cumulative Impacts

a. Construction Noise and Vibration

A total of 27 related projects have been identified in the vicinity of the Project Site. Noise from construction of development projects is typically localized and has the potential to affect areas within 500 feet from the construction site. Thus, noise from construction activities for two projects within 1,000 feet of each other can contribute to a cumulative noise impact for receptors located midway between the two construction sites. The nearest related project is the Related Project No. 22 (a hotel development at 1841 Highland Avenue), which is approximately 0.8 mile from the Project Site. Other related projects are located further from the Project Site. Due to the distance attenuation and intervening buildings between the related projects, cumulative noise impacts from construction activities would be less than significant.

As previously discussed, ground-borne vibration decreases rapidly with distance. Potential vibration impacts due to construction activities are generally limited to buildings/structures that are located in close proximity of the construction site (i.e., within 50 feet). As indicated above, the nearest related project is approximately 0.8 mile from the Project. Therefore, due to the rapid attenuation characteristics of ground-borne vibration, there is no potential for a cumulative construction impact with respect to ground-borne vibration.

Table IV.I-25
Composite Noise Impacts

Receptor Location	Existing Ambient Noise Levels, CNEL (dBA)	Calculated Project-Related Noise Sources, CNEL (dBA)						Project Composite Noise Levels, CNEL (dBA)	Ambient plus Project Noise Levels, CNEL (dBA)	Increase in Noise Levels due to Project, CNEL (dBA)	Significant Impact?
		Traffic	Mechanical Equipment	Parking/ Transit Center	Outdoor Plazas/ Restaurant	Performance Spaces	Loading/ Trash Collection				
R1	55.7	36.1	32.7	28.4	41.3	50.8	15.1	51.4	57.1	1.4	No
R2	80.0	58.0	35.2	31.2	46.8	51.6	15.2	59.2	80.0	0.0	No
R3	59.3	45.1	32.0	27.9	42.6	52.0	28.1	53.3	60.3	1.0	No
R4	80.6	50.9	36.4	39.2	48.6	48.1	12.5	54.3	80.6	0.0	No

Source: AES, 2014.

b. Long-Term Operations

Due to provisions set forth in the LAMC that limit stationary source noise from items such as roof-top mechanical equipment, noise levels from these sources would be less than significant at the property line for each related project. In addition, with implementation of regulatory requirements and the proposed Project Design Features presented in this section, noise impacts associated with operations within the Project Site would be less than significant. Based on the distance of the related projects from the Project Site and the noise levels associated with the Project, cumulative stationary source noise impacts associated with operation of the Project and related projects would be less than significant.

The Project and other related development in the area would produce traffic volumes (off-site mobile sources) that would generate roadway noise. Cumulative noise impacts due to off-site traffic were analyzed by comparing the projected increase in traffic noise levels from existing conditions to future plus Project conditions to the applicable significance criteria. Future cumulative conditions include traffic volumes from future ambient growth, related projects, and the Project. The calculated traffic noise levels under existing and future plus Project conditions are presented in Table IV.I-26 on page IV.I-49 (for typical weekday) and in Table IV.I-27 on page IV.I-51 (for typical weekend). As shown therein, cumulative traffic volumes during a typical weekday would result in a maximum increase of 1.9 dBA along Cahuenga Boulevard, between Pilgrimage Bridge and Hollywood Bowl Road. During a typical weekend, the maximum cumulative traffic noise increase would be 2.5 dBA (peak hour with event) along Cahuenga Boulevard, between Pilgrimage Bridge and Hollywood Bowl Road. At all other analyzed roadway segments, the increase in cumulative traffic noise would be lower. Thus, the cumulative traffic noise increase would be below the 3 dBA significance threshold. Therefore, cumulative noise impacts due to off-site mobile noise sources associated with the Project, future growth, and related projects would be less than significant.

5. Mitigation Measures

a. Construction

Mitigation Measure I-1: Power construction equipment (including combustion engines), fixed and mobile, shall be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts would be generated.

Table IV.I-26
Cumulative Roadway Traffic Noise Impacts, Weekday

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels,[a] (dBA)									Significant Impacts?
		Existing Conditions			Future Cumulative Plus Project			Noise Increase in Traffic Noise Levels due to Project			
		Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	Peak Hour[B] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	
Barham Boulevard											
– East of Cahuenga Blvd. East	Residential	76.0	75.5	75.0	76.3	75.8	75.3	0.3	0.3	0.3	No
Cahuenga Boulevard East											
– Between Barham Blvd. and Pilgrimage Bridge	Residential	75.1	74.3	74.1	75.9	75.0	74.9	0.8	0.7	0.8	No
– Between Pilgrimage Bridge and US 101 NB off-ramp	Residential	75.3	75.0	74.3	76.2	75.9	75.2	0.9	0.9	0.9	No
Cahuenga Boulevard West											
– South of Barham Blvd.	Residential, School	71.9	71.1	71.0	72.6	72.1	71.6	0.7	1.0	0.6	No
– North of Pilgrimage Bridge	Residential	73.3	71.7	72.3	74.1	73.5	73.1	0.8	1.8	0.8	No
– Between Pilgrimage Bridge and Hollywood Bowl Rd.	Park	73.3	71.9	72.3	74.7	73.8	73.7	1.4	1.9	1.4	No
Cahuenga Boulevard North											
– Between US 101 NB off-ramp and Odin Ave.	Park	75.9	74.1	74.9	76.9	75.1	75.9	1.0	1.0	1.0	No
– South of Odin Ave.	Park	76.0	73.5	75.0	77.0	74.5	76.0	1.0	1.0	1.0	No

Table IV.I-26 (Continued)
Cumulative Roadway Traffic Noise Impacts, Weekday

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels,[a] (dBA)									Significant Impacts?
		Existing Conditions			Future Cumulative Plus Project			Noise Increase in Traffic Noise Levels due to Project			
		Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	Peak Hour[B] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	
Odin Avenue											
– South of Cahuenga Blvd. N	Residential	66.5	67.3	65.6	67.0	67.6	66.1	0.5	0.3	0.5	No
Highland Avenue											
– Between Hollywood Bowl Rd. and Odin Ave.	Park	73.4	72.5	72.5	74.9	74.1	73.9	1.5	1.6	1.4	No
– South of Odin Ave.	Residential, Hotel, Commercial	76.6	75.5	75.6	78.0	77.1	77.0	1.4	1.6	1.4	No

[a] *Detailed calculation worksheets are included in Appendix J.*

[b] *Representing the busiest one hour during the A.M. peak hours (7:00 A.M. and 10:00 A.M.) or P.M. peak hours (4:00 P.M. and 6:00 P.M.).*

[c] *Representing the one-hour period preceding a weekday event (i.e., 7:00 P.M. to 8:00 P.M. for an 8:00 P.M. event).*

Source: AES, 2014.

Table IV.I-27
Cumulative Roadway Traffic Noise Impacts, Weekend

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels,[a] (dBA)									Significant Impacts?
		Existing Conditions			Existing Plus Project			Noise Increase in Traffic Noise Levels due to Project			
		Midday Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	Midday Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	Midday Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	
Barham Boulevard											
– East of Cahuenga Blvd. East	Residential	73.5	73.8	72.5	73.8	74.1	72.8	0.3	0.3	0.3	No
Cahuenga Boulevard East											
– Between Barham Blvd. and Pilgrimage Bridge	Residential	71.1	71.6	70.1	72.8	73.2	71.9	1.7	1.6	1.8	No
– Between Pilgrimage Bridge and US 101 NB off-ramp	Residential	71.7	73.7	70.8	74.0	75.3	73.0	2.3	1.6	2.2	No
Cahuenga Boulevard West											
– South of Barham Blvd.	Residential, School	69.3	69.7	68.3	70.8	71.1	69.8	1.5	1.4	1.5	No
– North of Pilgrimage Bridge	Residential	71.8	71.4	70.8	73.7	73.5	72.7	1.9	2.1	1.9	No
– Between Pilgrimage Bridge and Hollywood Bowl Rd.	Park	72.2	71.1	71.2	74.3	73.6	73.3	2.1	2.5	2.1	No
Cahuenga Boulevard North											
– Between US 101 NB off-ramp and Odin Ave.	Park	71.1	72.7	70.1	73.3	74.4	72.3	2.2	1.7	2.2	No
– South of Odin Ave.	Park	70.2	72.4	69.2	72.5	74.0	71.5	2.3	1.6	2.3	No

Table IV.I-27 (Continued)
Cumulative Roadway Traffic Noise Impacts, Weekend

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels,[a] (dBA)									Significant Impacts?
		Existing Conditions			Existing Plus Project			Noise Increase in Traffic Noise Levels due to Project			
		Midday Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	Midday Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	Midday Peak Hour[b] L_{eq}	Evening Peak Hour w/ Event[c] L_{eq}	24-Hour CNEL	
Odin Avenue											
– South of Cahuenga Blvd. N	Residential	64.5	67.6	63.6	65.1	68.0	64.1	0.6	0.4	0.5	No
Highland Avenue											
– Between Hollywood Bowl Rd. and Odin Ave.	Park	72.4	71.7	71.4	74.4	73.9	73.4	2.0	2.2	2.0	No
– South of Odin Ave.	Residential, Hotel, Commercial	75.8	74.6	74.8	77.6	76.9	76.7	1.8	2.3	1.9	No

[a] *Detailed calculation worksheets are included in Appendix J.*

[b] *Representing the midday peak hour preceding a weekend event (11:00 A.M. to 12:00 P.M. for a 12:00 P.M. event).*

[c] *Representing the weekend evening peak hour, the one hour preceding an event (7:00 P.M. to 8:00 P.M. for an 8:00 P.M. event).*

Source: AES, 2014.

Mitigation Measure I-2: Project construction shall not include the use of driven pile systems.

Mitigation Measure I-3: Contractor shall utilize smaller construction equipment, such as small bulldozer and hand held compactors, when construction occurs within 20 feet of the existing Amphitheatre structure.

b. Operation

As analyzed above, operation of the Project would result in less than significant. Therefore, no mitigation measures required.

6. Conclusion

a. Construction

Compliance with regulatory requirements and Implementation of the mitigation measures above would reduce noise and vibration impacts associated with Project construction to a less than significant level. As discussed above, cumulative construction noise and vibration impacts would also be less than significant.

b. Operation

Project-level and cumulative impacts with regard to operational noise would be less than significant.

IV. Environmental Impact Analysis

J.1 Public Services—Fire Protection

1. Introduction

This section provides an analysis of the Project's potential impacts on fire protection and emergency medical services. As described throughout this Draft EIR, while the Ford Theatres are owned and operated by the County of Los Angeles, the Project Site is located within the City of Los Angeles. Accordingly, the Project would be built in accordance with the County of Los Angeles Fire Department (County Fire Department) requirements and emergency fire protection and medical services for the Project Site would be provided by the City of Los Angeles Fire Department (LAFD). The analysis provided herein describes existing fire protection and emergency medical services in the Project vicinity and addresses service capacity, fire flow requirements, emergency response times, emergency access, and the ability of the LAFD to provide adequate fire protection services based on current equipment and staffing levels. The analysis is based, in part, on information provided by the LAFD, which is included in Appendix K of this Draft EIR, and the County Fire Department as well the *Water System and Supply Study* prepared for the Project by Mollenhauer in March 2014, which is included in Appendix M of this Draft EIR.

2. Environmental Setting

a. Regulatory Framework

(1) State

The California Building Code (California Code of Regulations, Title 24) is a compilation of building standards, including fire safety standards for new buildings, which are provided in the California Fire Code (California Code of Regulations, Title 24, Part 9). California Building Code standards are based on building standards that have been adopted by state agencies without change from a national model code; building standards based on a national model code that have been changed to address particular California conditions; and building standards authorized by the California legislature but not covered by the national model code. The 2013 edition of the California Building Code became effective on January 1, 2014 and incorporates by adoption the 2012 edition of the

International Building Code of the International Code Council, with California amendments.[1] The building standards in the California Building Code apply to all locations in California, except where more stringent standards have been adopted by State agencies and local governing bodies. The 2013 California Fire Code also went into effect on January 1, 2014.[2] Typical fire safety requirements of the California Fire Code include: the installation of fire sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures within wildfire hazard areas. Also addressed are fire flow requirements, fire hydrant spacing, and access road specifications. Specific California Fire Code fire safety regulations have been incorporated by reference in both the Los Angeles County Code and the City of Los Angeles Municipal Code (LAMC), with local amendments.

In addition, Title 19 of the California Code of Regulations addresses public safety and includes State Fire Marshal requirements (California Code of Regulations, Title 19, Division 1), which incorporate general fire and panic safety standards. Included among these are specifications regarding fire department access and egress, fire alarms, emergency planning, and evacuation procedures.

(2) County of Los Angeles

(a) Los Angeles County General Plan

The current General Plan, adopted in 1980, includes relevant policies that focus on the coordination of fire fighting efforts and the reduction of fire hazards. Refer to Section IV.H, Land Use, of this Draft EIR for a listing of the General Plan policies that pertain to fire protection. As discussed in the General Plan policy consistency analysis provided therein, the Project would be consistent with the applicable General Plan polices related to fire protection.

(b) Los Angeles County Fire Code and Building Code

The Los Angeles County Fire Code (County Code, Title 32) and Building Code (County Code, Title 26) establish standards for the construction, design, and distribution of fire suppression facilities. The requirements address such issues as fire flow, minimum

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[1] *California Building Commission, California Building Standards Code (Title 24, California Code of Regulations), http://www.bsc.ca.gov/codes.aspx, accessed March 17, 2014.*

[2] *California Fire Code, Title 24, https://law.resource.org/pub/us/code/bsc.ca.gov/gov.ca.bsc.2013.09.pdf, accessed March 17, 2014.*

distance to fire stations, and public and private fire hydrants. With respect to fire flows, water pressure, and hydrant spacing, the County Fire Code requirements vary based on land use, building size, density, and terrain. In addition, fire prevention issues addressed in the County Fire Code include the provision of access roads, adequate road widths, and clearance of brush around structures located in hillside areas that are considered wildland fire risk areas.

Specific requirements within wildland fire risk areas include preparation and implementation of fuel modification plans, which are required to be submitted to the Forestry Division of the County Fire Department for review and approval prior to the issuance of building permits. According to section 4902.1 of the County Fire Code, a fuel modification plan shall consist of a set of scaled plans that include a plot plan showing fuel modification zone(s) indicated with applicable assessment notes, a detailed landscape plan, and an irrigation plan. The fuel modification plan shall be prepared by a State licensed landscape architect, State licensed landscape contractor, a landscape designer, or an individual with expertise acceptable to the Forestry Division. As part of fuel modification plans, a fuel modification zone shall be identified. A fuel modification zone is a strip of land where combustible native or ornamental vegetation has been modified and/or partially or totally replaced with drought-tolerant, fire resistant plants. Fuel modification zones are strategically placed around developments as a buffer to open space or areas of natural vegetation to provide defensible space necessary for effective fire protection.[3]

(3) City of Los Angeles

(a) City of Los Angeles Charter

Section 520 of the Los Angeles City Charter states that the LAFD's duty is to control and extinguish injurious or dangerous fires and to remove that which is liable to cause those fires. It also requires the LAFD to enforce all ordinances and laws relating to the prevention or spread of fires, fire control, and fire hazards within the City, as well as to conduct fire investigations and protect lives and property in case of disaster or public calamity.

(b) Los Angeles General Plan Framework Element

The City of Los Angeles General Plan Framework Element (General Plan Framework), adopted in December 1996 and readopted in August 2001, sets forth general

[3] *County of Los Angeles Fire Department, Fuel Modification Plan Guidelines, Adopted January 1998, www.fire.lacounty.gov/Forestry/PDF/FuelModificationPlan.pdf, accessed March 17, 2014.*

guidance regarding land use issues for the entire City of Los Angeles and defines citywide policies regarding land use, including infrastructure and public services. Under the General Plan Framework, the City standard for response distance from a fire station is 1.5 miles.[4]

(c) City of Los Angeles General Plan Safety Element

The City's General Plan Safety Element, adopted on November 26, 1996, includes policies related to the City's response to hazards and natural disasters, including fires. In particular, the General Plan Safety Element sets forth requirements, procedures, and standards to facilitate effective fire suppression and emergency response capabilities. For example, Policy 2.1.6 requires the LAFD to revise regulations and procedures to include the establishment of minimum standards for the location and expansion of fire facilities based on fire flow, intensity and type of land use, life hazard, occupancy, and degree of hazard so as to provide adequate fire and emergency medical service response. In addition, the City of Los Angeles General Plan Safety Element designates disaster routes. The nearest designated disaster route to the Project Site is Highland Avenue, located approximately 0.2 mile west of the Project Site.[5]

(d) Los Angeles Municipal Code

The Fire Prevention and Protection Chapter of the City of Los Angeles Municipal Code sets forth regulatory requirements pertaining to the prevention of fires, the investigation of fires and life safety hazards, the elimination of fire and life safety hazards in any building or structure (including buildings under construction), the maintenance of fire protection equipment and systems, and the storage, use, and handling of hazardous materials.[6]

Section 57.507.3.3 of the LAMC states the maximum response distance for industrial and commercial uses, which includes the Project, from fire stations with an engine company is one mile and the maximum response distance from fire stations with a truck company is 1.5 miles. Where a response distance is greater than that which is allowable, all structures must be constructed with automatic fire sprinkler systems.

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[4] *City of Los Angeles General Plan Framework, page 9-5.*

[5] *City of Los Angeles General Plan Safety Element, Exhibit H, adopted by the City Council, November 26, 1996.*

[6] *LAMC Article 7, Chapter V, Former Article 7 Repealed and Replaced by Ordinance Number 182,822, effective January 10, 2014, known as the Los Angeles Fire Code. This updated version of the Los Angeles Fire Code incorporates by reference portions of the 2013 edition of the California Fire Code and the 2012 edition of the International Fire Code.*

b. Existing Conditions

(1) Fire Protection Facilities, Services, and Response Times

As discussed above, fire protection and emergency medical services to the Project Site would be provided by LAFD. The LAFD serves as the City of Los Angeles' life safety agency with approximately 3,586 uniformed fire personnel, providing fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education, and community services. There are 106 neighborhood fire stations strategically located across the LAFD's 471-square-mile jurisdiction. At any given time, a total of 1,104 firefighters, including 242 paramedics, are on 24-hour duty. In addition, the LAFD is supported by 353 technical and administrative personnel.[7]

As shown in Figure IV.J.1-1 on page IV.J.1-6, there are three LAFD fire stations located in the vicinity of the Project Site. The closest station to the Project Site is Fire Station No. 76, which is the designated "first in" station, located at 3111 Cahuenga Boulevard East, approximately one mile north of the Project Site.[8] As shown in Table IV.J.1-1 on page IV.J.1-7, Fire Station No. 76 consists of one fire engine, one basic life support (BLS) paramedic rescue ambulance and houses six full-time firefighters.[9] Secondary fire stations that serve the Project Site include Fire Station No. 27 located at 1327 North Cole Street, approximately 1.7 miles south of the Project Site and Fire Station No. 41 located at 1439 Gardner Street, approximately 2.1 miles southwest of the Project Site. As shown in Table IV.J.1-1, equipment at Fire Station No. 27 consists of one engine, one pump engine, one ladder truck, and two ambulances, and Fire Station No. 27 houses 15 firefighters and a battalion chief. Equipment at Fire Station No. 41 consists of one engine, one advance life support (ALS) ambulance, and one BLS ambulance and Fire Station No. 41 houses eight full-time firefighters.

As shown in Table IV.J.1-2 on page IV.J.1-8, Fire Station No. 76 has an average emergency response time of 6 minutes, 41 seconds. Fire Station No. 27 has an average emergency response time of 5 minutes, 4 seconds, and Fire Station No. 41 has an average emergency response time of 5 minutes, 45 seconds.

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7 *LAFD, Department Overview, http://lafd.org/administration/97-lafd-administration/320-department-overview, accessed March 14, 2014.*

8 *Written correspondence from Luke A. Milick, Captain I, LAFD, March 11, 2014. Refer to Appendix K of this Draft EIR.*

9 *Ibid.*

Figure IV.J.1-1
Loation of Fire Stations in the Project Vicinity

Source: Google Earth Pro, 2014.

Table IV.J.1-1
Los Angeles Fire Department Fire Stations Located in the Project Vicinity

Station No., Location, and Community Served	Distance from Project Site	Equipment	Staffing
Fire Station No. 76 3111 Cahuenga Boulevard East Cahuenga Pass	1 mile	• 1 Engine • 1 BLS Ambulance	• 6 full-time firefighters
Fire Station No. 27 1327 North Cole Avenue Hollywood	1.7 miles	• 1 Pump engine • 1 Engine • 1 Ladder Truck • 2 Ambulances	• 1 Battalion Chief • 15 Firefighters
Fire Station No. 41 1439 North Gardner Avenue Hollywood (Hills and Northwest)	2.1 miles	• 1 Engine • 2 Ambulances (BLS & ALS)	• 8 full-time Firefighters

Source: Email correspondence from Luke A. Milick, Captain I, LAFD, Hydrant and Access Unit, March 11, 2014. See Appendix K of this Draft EIR.

(2) Emergency Access

Access to the Project Site, including emergency access, is currently provided via four driveways along the east side of Cahuenga Boulevard East.

(3) Fire Water Infrastructure

The Los Angeles Department of Water and Power (LADWP) provides water for domestic and firefighting services to the Project Site. Domestic and fire water service to the Project Site is provided from a 4-inch water service lateral line that connects to an 8-inch LADWP water main located in Cahuenga Boulevard East. Based on a Service Advisory Report coordinated between LADWP and the County Fire Department, included in Appendix K of this Draft EIR, the water main has a fire flow of 1,750 gallons per minute (gpm) at a residual pressure of 72 pounds per square inch (psi). The Project Site is served by two existing public fire hydrants located along the public sidewalk of Cahuenga Boulevard, west of the Project Site. Currently, the Project Site does not have a dedicated separate fire service meter, supply line, or on-site fire hydrants.

Table IV.J.1-2
Average Emergency Medical Service and Structure Fire Response Times[a]

Station	Average Response Time to (Minutes:Seconds)
Fire Station No. 76	6:41
Fire Station No. 27	5:04
Fire Station No. 41	5:45

[a] *The average time to respond to an emergency medical service and structure fire emergency call combined.*

Source: Email correspondence from Luke A. Milick, Captain I, LAFD, Hydrant and Access Unit, March 11, 2014. See Appendix K of this Draft EIR.

(4) Wildfire Risk

Due to unique fuel, terrain, and climatic conditions, brush fires are a major threat to life and property throughout the southern California region. Areas in the City and the County that are susceptible to wildfires include areas that lie within the urban/wildland interface. The Project Site is situated within the Hollywood Hills, surrounded by relatively steep, undeveloped hillsides. As such, the Project Site is located within a Very High Fire Hazard Severity Zone as identified by the City of Los Angeles.[10]

(5) Fiscal Year 2011-2012 LAFD Deployment Plan[11]

Economic conditions over the last several years have resulted in greatly reduced revenues for the City, resulting in cutbacks to City services. In Fiscal Year 2009, the City requested that the LAFD cut its budget by 30 percent. In response to this condition, the LAFD operated with reduced services, in a program called the Modified Coverage Plan. This plan was implemented as an urgent method of containing an unexpected and substantial budget shortfall. As of fiscal year 2011–2012, the LAFD replaced the Modified Coverage Plan with the new Deployment Plan. The Deployment Plan reduces the size of the LAFD due to economic conditions with the objective to create a more effective LAFD using modern technology. This realignment allowed the LAFD to suspend staffing for 7 light forces and 11 engines. However, these apparatuses have not been removed from

[10] *City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report, http://zimas.lacity.org/, accessed March 17, 2014*

[11] *LAFD. The New LAFD Deployment Plan, http://lafd.org/community/136-spotlight-articles/416-the-new-lafd-deployment-plan, accessed April 9, 2013.*

service, and the staff from the 18 affected companies has been used to fill other vacant positions within the Department. Under the Deployment Plan, all fire stations have been kept open and since each fire station maintains a minimum of one fire suppression resource and one paramedic unit, response times are not anticipated to change. As such, under the Deployment Plan, LAFD strives to reach all emergency medical service incidents within an estimated 5-minute period ninety percent of the time.

3. Environmental Impacts

a. Methodology

Consultation with the County Fire Department and LAFD was conducted to determine the Project's effect on fire protection and emergency medical services. Fire service needs are dependent on the size of the service population and the geographic area served, the number and types of calls for service, and the characteristics of a project and its surrounding community. Impacts regarding fire services are evaluated by the County Fire Department and LAFD on a project-by project basis, taking into account a project's land use(s), fire protection needs, and whether the project site meets the recommended response time and distance requirements, as well as project design features that would reduce or increase the demand for fire protection services. Additionally, consideration is given to the project size and components, required fire-flow, fire hydrant sizing and placement standards, access, and potential to use or store hazardous materials on-site.

b. Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, Project impacts with regard to fire protection would be significant if the Project would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services.

Additionally, based on Appendix G of the CEQA Guidelines, Project impacts with regard to hazards and hazardous materials associated with wildland fires would be significant if the Project would:

- 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.

c. Project Design Features

The Project would incorporate building design features that comply with County and City of Los Angeles fire safety requirements, as applicable. Fire safety design features may include, but would not be limited to, the following: use of fire-resistant building materials where appropriate, smoke detection and fire alarm systems, automatic sprinkler systems, portable fire extinguishers, emergency exit signage in all buildings, and fuel modification/brush clearance. The following specific project design features would be included as part of the Project:

Project Design Feature J.1-1: A final fuel modification plan shall be prepared for the Project for review and approval by the County of Los Angeles Fire Department Fuel Modification Unit. The fuel modification plan shall include 30 foot and 200 foot buffer zones from all new structures. The 30 foot buffer zone shall provide for replanting of low-growing, irrigated drought-tolerant plant material as a means to prevent erosion and transition to the native character of the Project Site. The 200 foot buffer zone shall provide for seasonal clearing of brush and, as needed, pruning of trees to reduce the amount of potential plant material that could fuel a fire.

Project Design Feature J.1-2: Fire department access shall be provided to within 150 feet of building openings. The final design of the access driveways and internal roadways shall be coordinated with the County Fire Department and LAFD, as applicable. The proposed circular, fire department turn-around shall be a pumper truck-sized turn-around.

Project Design Feature J.1-3: The Project shall provide automatic fire sprinkler systems, approved by the County Fire Department, within all of the new buildings. With installation of fire sprinkler systems within all of the new buildings, the required fire flow shall be 4,000 gallons per minute with a residual pressure of 20 pounds per square inch.

Project Design Feature J.1-4: To accommodate the required fire flow, the Project shall provide two connections to the existing 8-inch high pressure water main in Cahuenga Boulevard East.

Project Design Feature J.1-5: The Project shall provide fire hydrants within the Project Site as coordinated with the County Fire Department and LAFD. Booster pumps shall be provided for all proposed fire

hydrants to meet the minimum fire flow rate and pressure requirements of the Project.

Project Design Feature J.1-6: The proposed fire system shall be a dedicated separate fire service system with no shared connections to the domestic supply lines.

d. Analysis of Project Impacts

(1) Construction

Project construction could temporarily increase the demand for fire protection and emergency medical services within the Project Site as construction activities could potentially expose combustible materials such as wood, plastics, sawdust, covers and coatings, to sources of ignition from machinery and equipment sparks, exposed electrical lines, chemical reactions in combustible materials and coatings, and lighted cigarettes. In compliance with Occupational Safety and Health Administration and Fire and Building Code requirements, construction managers and supervisory personnel would be trained in emergency response and fire safety operations, including the monitoring and management of life safety systems and facilities, and maintaining fire suppression equipment such as fire extinguishers on-site. Additionally, the Project would comply with County requirements to ensure brush clearance and other applicable measures are followed to reduce the likelihood of fire spreading through the surrounding undeveloped hillsides. Therefore, construction impacts on fire protection and emergency medical services would be less than significant.

Emergency access for City Fire Department vehicles within the Project Site and the surrounding vicinity could also be impacted by Project construction activities due to temporary lane closures, utility line construction, and the generation of traffic as a result of construction equipment movement, hauling of soil and construction materials to and from the Project Site, and construction worker traffic. As a result, Project construction activities could increase response time for emergency vehicles along Cahuenga Boulevard East and main connectors. However, as discussed in detail in Section IV.K, Traffic, Access, and Parking, of this Draft EIR, the Project would implement a Construction Management Plan during construction of the Project, wherein traffic management personnel and appropriate signage would be employed as necessary to ensure emergency access to the Project Site and vicinity is maintained. In addition, construction worker and haul truck trips would generally occur outside the typical weekday commuter morning and afternoon peak periods. Further, emergency vehicles would utilize emergency sirens to clear a path of travel or drive in opposing traffic lanes to avoid heavy traffic. As such, impacts related to emergency access would be less than significant.

(2) Operation

(a) Facilities and Equipment

As described in Section II, Project Description, of this Draft EIR, the Project includes the rehabilitation of portions of the existing Amphitheatre and the development of new performance and rehearsal, restaurant, and office uses. The Project does not include the development of any new residential uses and, as such, would not increase the permanent residential population within the service area of Fire Station No. 76. However, the Project would generate an increase in the daytime population associated with employees and users of the hiking trail and restaurant as well as an increase in the population associated with events. As such, the Project's increase in the population within the Project Site would increase the demand for LAFD fire protection and emergency medical services.

As provided in Appendix K of this Draft EIR, in order to adequately identify and assess the full range of the Project's potential impacts on fire protection services, early consultation with the County Fire Department and LAFD was conducted. As indicated by the LAFD, no changes are currently proposed within Battalion 5, which includes the fire station that services the Project Site.[12] In addition, the Project would incorporate building design features that comply with County and City fire safety requirements, as applicable, including, but not limited to, use of fire-resistant building materials where appropriate, smoke detection and fire alarm systems, automatic sprinkler systems, and portable fire extinguishers. Further, as set forth in Project Design Feature J.1-1 above, the Project would implement a fuel modification plan that would identify buffer zones for the planting of specific vegetation and areas where routine landscape maintenance is required. All plantings would be in accordance with the Fuel Modification Plan Guidelines and would require Fire Department approval prior to installation, and undesirable plant species would be avoided except as permitted at specified distances from structures.[13] In addition, the County Fire Department would conduct annual inspections for brush clearance compliance, typically between April and June. A preliminary fuel modification plan has been prepared for the Project and is illustrated in Figure IV.J.1-2 on page IV.J.1-13. The final fuel modification plan would be submitted for review and approval to the County Fire Department Fuel Modification Unit. Implementation of a fuel modification plan would serve to provide adequate defensible space around all potentially combustible structures within a

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[12] *Fire Station No. 76, the "first-in" station for the Project Site is located within Battalion 5. Battalion 5 includes a total of seven fire stations, including the secondary fire stations available to serve the Project Site (Fire Station Nos. 27 and 41).*

[13] *Undesirable plant species include chamise (Adenostoma fasciculatum), California sagebrush (Artemisia californica), buckwheat (Eriogonum fasciculatum), black sage (Salvia mellifera), cypress (Cupressus* *(Footnote continued on next page)*

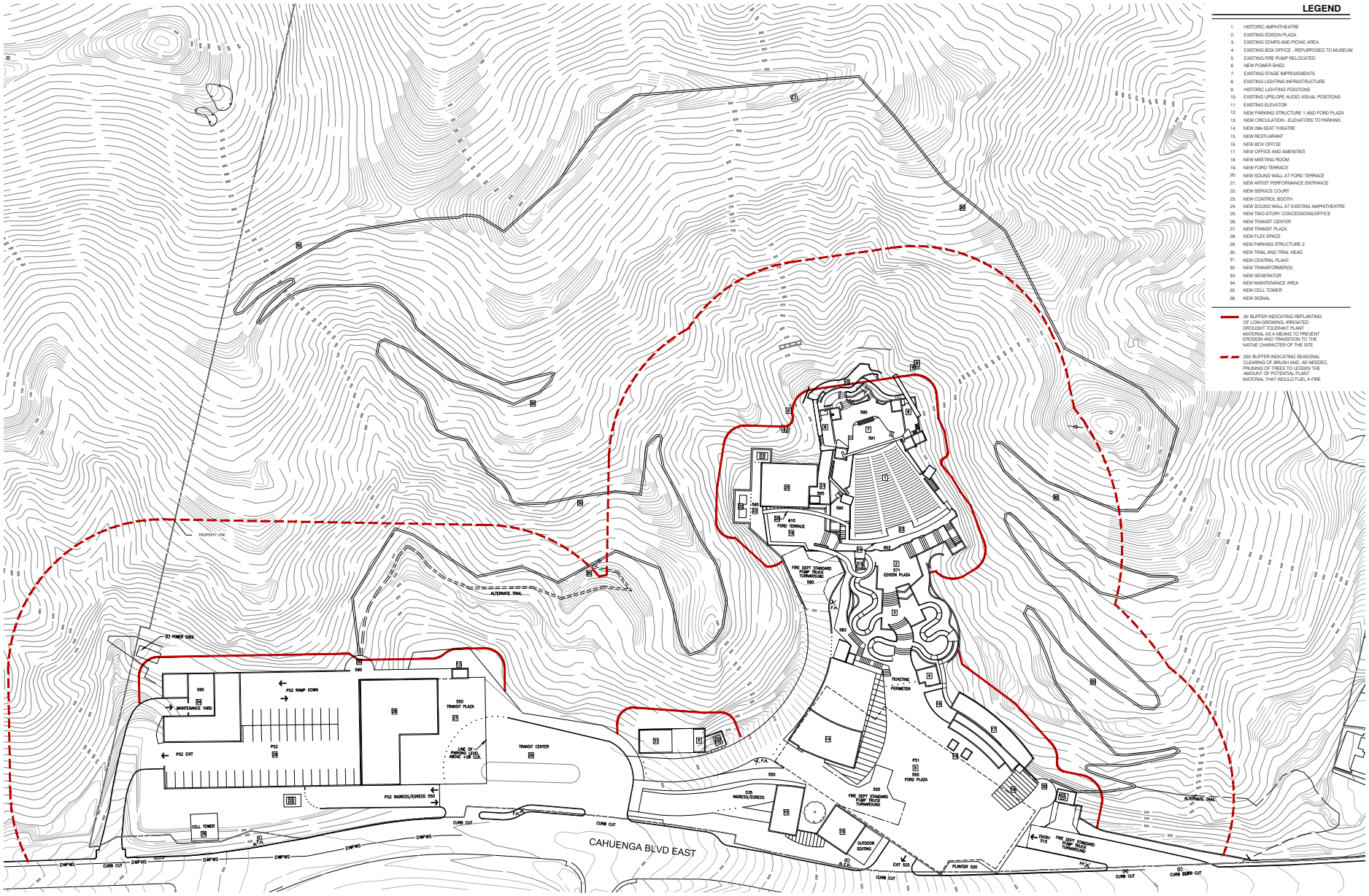


Figure IV.J.1-2
Preliminary Fuel Modification Plan

Source: Levin & Associates Architects, 2014.

fire environment. Compliance with applicable regulatory requirements would ensure that adequate fire prevention features would be provided that would reduce the demand for firefighting services. Therefore, based on the type of development proposed and the availability of existing LAFD facilities, impacts with regard to LAFD facilities and equipment associated with the Project would be less than significant

(b) Response Distance and Emergency Access

Pursuant to Section 57.507.3.3 of the LAMC, the required emergency response distance for industrial and commercial uses is one mile from fire stations with an engine company, and 1.5 miles from fire stations with a truck company. As previously discussed, Fire Station No. 76 is located approximately one mile northwest of the Project Site and is equipped with one engine and one ambulance. Therefore, the Project would be located within the required emergency response distance.

As described in Section II, Project Description, of this Draft EIR, upon implementation of the Project, access to the Project Site would continue to be available via the four existing driveways along the eastside of Cahuenga Boulevard East with improved internal configuration and circular modifications to accommodate the Project. Specifically, to facilitate access and circulation within the proposed Transit Center, the Project includes one new driveway between the northernmost driveway and the main entrance at the intersection of Cahuenga Boulevard East and Pilgrimage Bridge. The existing circular driveway at the upper gate would also 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. In addition, the Project would incorporate specific access recommendations provided by the County Fire Department and LAFD as set forth in Project Design Feature J.1-2 above. Project-related traffic would have the potential to increase emergency vehicle response times to the Project Site and surrounding properties due to travel time delays caused by traffic. However, as discussed in Section IV.K, Traffic, Access, and Parking, of this Draft EIR, traffic generated by the Project would not result in significant impacts to Project area intersections, including intersections along the closest disaster route along Highland Avenue. Further, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. In addition, the Project would be designed in accordance with emergency vehicle access, clearance, and staging recommendations set forth by the County Fire Department and LAFD. Therefore, Project-related traffic is not anticipated to impair the LAFD from responding to emergencies at the Project Site or the surrounding area. Impacts with regard to response distance and emergency access would be less than significant.

(c) Fire Flow

As discussed in Section IV.L.1, Utilities and Service Systems—Water, of this Draft EIR, of this Draft EIR, domestic and fire water service to the Project Site would continue to be supplied by LADWP. As described in Section II, Project Description, of this Draft EIR, infrastructure improvements related to fire service would include installation of four onsite fire hydrants, illustrated in Figure IV.J.1-3 on page IV.J.1-16.

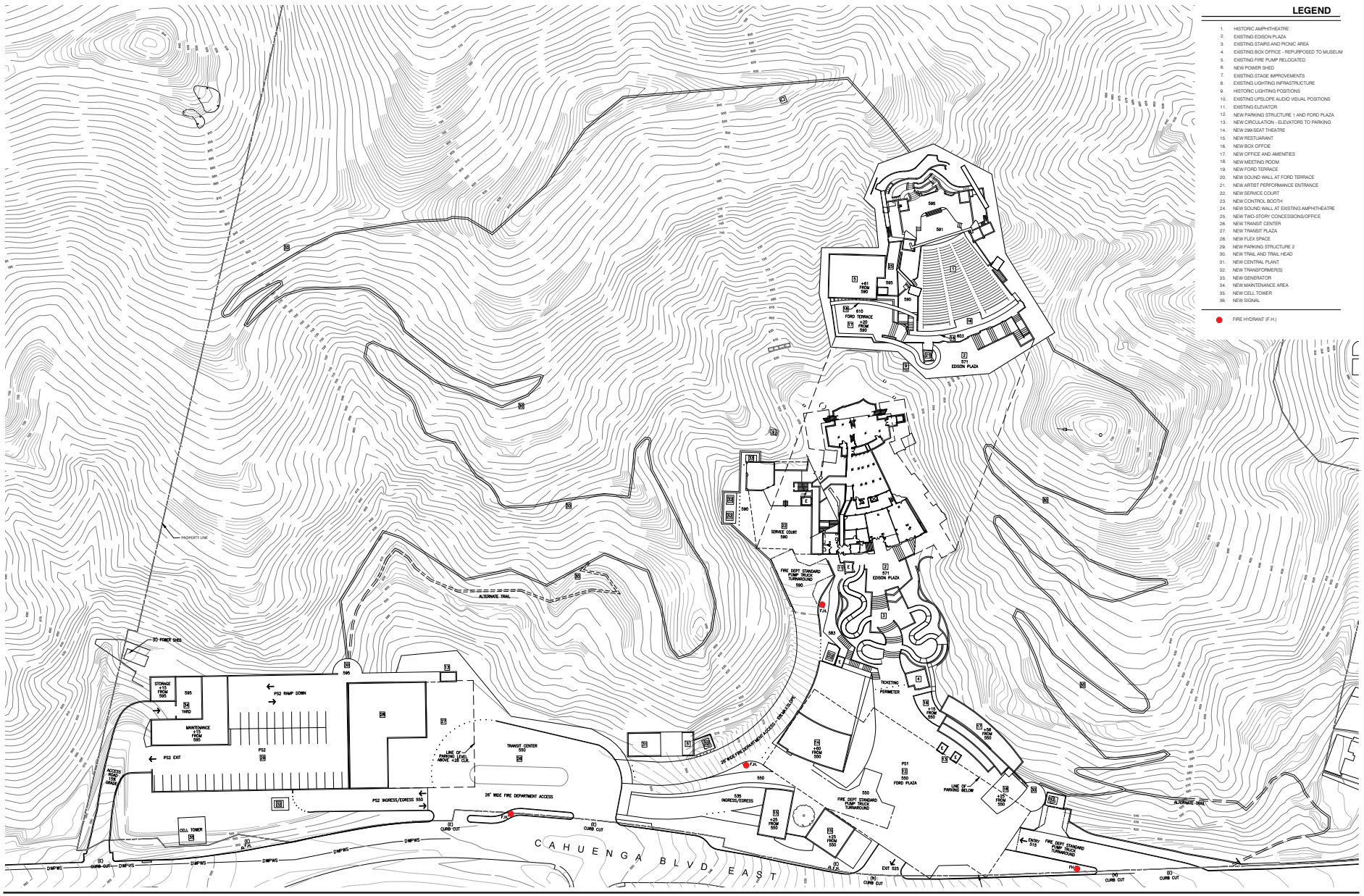
As provided in Appendix K of this Draft EIR, with implementation of a fire sprinkler system within all of the buildings proposed as set forth in Project Design Feature J.1-3, the required fire flow set forth by the County Fire Department would be 4,000 gpm at a pressure of 20 psi.

As previously described, domestic and fire water service is currently provided from a 4-inch water service lateral line that connects to an 8-inch LADWP water main located in Cahuenga Boulevard East. The water main can provide approximately 1,750 gpm at a residual pressure of 72 psi. To accommodate the required fire flow of 4,000 gpm, the Project would include the installation of two new connections to the existing 8-inch high pressure water main in Cahuenga Boulevard East as provided in Project Design Feature J.1-4 above. In addition, the Project would include the installation of four private fire hydrants on-site and, as set forth in Project Design Feature J.1-5 above, booster pumps would be required for all proposed hydrants to meet the minimum flow rate and pressure requirements around the Project Site. As provided in Project Design Feature J.1-6, the enhanced fire system would be a dedicated separate fire service system with no shared connections to the domestic supply lines.

With construction of the proposed onsite fire water system improvements, the Project would meet the fire flow requirements set forth by the County Fire Department and LAFD. Therefore, impacts regarding fire flow would be less than significant.

(d) Wildfire Risk

Given the Project Site's location and surrounding undeveloped hillsides, the potential for fire hazards would exist near the Project Site due to the presence of brush, increased human activity, and the potential for fires due to accidents or arson-related causes. However, due to the Project Site's location within a Very High Fire Hazard Severity Zone, the Project would be required to comply with all applicable City and County requirements regarding construction, access, water mains, fire hydrants, fire flows, and brush clearance for this zone. In addition, as previously described, the Project would implement a fuel modification plan that would identify buffer zones for the planting of specific vegetation and areas where routine landscape maintenance is required so as to



matrix environmental

Figure IV.J.1-3
Proposed On-Site Fire Hydrant Locations

Source: Levin & Associates Architects, 2014.

create adequate defensible space around all potentially combustible structures. Routine landscape maintenance would be conducted in accordance with the County Fire Department's Fuel Modification Plan Guidelines and would include pruning; removal of plant litter, dead plants, and unwanted species; and regular inspection and repair of the irrigation system. Through compliance with applicable City and County requirements regarding wildfire risks, as well as approval and implementation of a fuel modification plan, implementation of the Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. Impacts with respect to wildfire risk would be less than significant.

(e) Conclusion

Based on the above, Project operation would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing fire station in order to maintain service. Therefore, impacts to fire protection and emergency medical services during Project operation would be less than significant.

4. Cumulative Impacts

As identified in Section III, Environmental Setting, of this Draft EIR, cumulative growth in the greater Project area through 2020 includes 27 related projects located in the Project vicinity as well as general ambient growth projected to occur. These related projects include retail/commercial, residential, office, and hotel uses, among others. A number of the identified related projects and ambient growth projections fall within the service areas of Fire Station Nos. 76, 27, and 41. Several of the related projects include residential uses, which would increase the residential population of Fire Station No. 76, the "first-in" station for the Project Site, as well the secondary fire stations available to provide service to the Project Site. In addition, the related projects would involve an increase in retail, restaurant, hotel, and office uses, which would increase the daytime population of the area and thus also increase the demand on fire services. In conjunction with the Project, this growth would cumulatively generate the need for additional fire protection services. However, similar to the Project, the related projects and all other future development projects would be subject to discretionary review by the LAFD to ensure that sufficient fire safety and hazards measures are implemented to reduce potential impacts to fire protection and emergency medical services. Furthermore, each related project would be required to comply with regulatory requirements related to fire safety, access, and fire flow.

Additionally, LAFD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, trucks and engines, ambulances, other special apparatuses, and possibly station expansions or new station construction that may become necessary to achieve the

desired level of service. Therefore, cumulative impacts on fire protection and emergency medical services would be less than significant.

5. Mitigation Measures

Project-level and cumulative impacts with regard to fire protection and emergency medical services would be less than significant. Therefore, no mitigation measures are required.

6. Conclusion

Project-level and cumulative impacts with regard to fire protection and emergency medical services would be less than significant.

IV. Environmental Impact Analysis
J.2 Public Services—Police Protection

1. Introduction

This section describes existing police protection services within the Project area and provides an analysis of the Project's potential impacts on these services. As a County regional park, the County of Los Angeles Sheriff's Department (LASD) Parks Bureau provides primary police protection services to the Project Site. In addition, as the Project Site is located within the City of Los Angeles, the City of Los Angeles Police Department (LAPD) also provides police protection services to the Project Site. The analysis provided herein focuses on the LASD and LAPD facilities that serve the Project Site and the ability of those agencies to provide adequate police protection services to serve the Project. The analysis is based on information provided by the LASD and the LAPD, which is included in Appendix K of this Draft EIR.

2. Environmental Setting

a. Regulatory Framework

(1) County of Los Angeles

(a) Los Angeles County General Plan

The Safety Element of the General Plan, adopted in 1980, does not include any policies specifically pertaining to sheriff protection, but rather addresses public services in general. In addition, the Safety Element includes a number of policies addressing emergency response, preparedness, and recovery. The Safety Element identifies the LASD as one of several agencies responsible for disaster planning programs.

(b) Los Angeles County Code

Law enforcement regulations and the powers and duties of the Sheriff's Department are outlined in Chapter 2.34 of the Los Angeles County Code.

(2) City of Los Angeles

(a) City of Los Angeles General Plan Framework Element

The City of Los Angeles General Plan Framework Element (General Plan Framework), adopted in December 1996 and readopted in August 2001, sets forth general guidance regarding land use issues for the entire City of Los Angeles and defines citywide policies regarding land use, including infrastructure and public services. Presently, the LAPD operates under a Computer Statistics (COMPSTAT) Plus program that implements the General Plan Framework goal of assembling statistical population and crime data to determine necessary crime prevention actions. The COMPSTAT system implements a multi-layer approach to police protection services through statistical and geographical information system analysis of growing trends in crime through its specialized crime control model. COMPSTAT Plus represents an enhanced application of the COMPSTAT principles of inspection and accountability, as well as the use of more in-depth auditing methods, mentorship, and close collaboration.[1]

(b) City of Los Angeles Charter and Administrative and Municipal Codes

The law enforcement regulations and the powers and duties of the LAPD are outlined in the City of Los Angeles Charter Article V, Section 570; the City of Los Angeles Administrative Code, Chapter 11, Section 22.240; and the Los Angeles Municipal Code (LAMC), Chapter 5, Article 2. Article V, Section 570 of the City Charter gives the power and the duty to the LAPD to enforce the penal provisions of the Charter and City ordinances, as well as State and Federal law. The Charter also gives responsibility to the officers of the LAPD to act as peace officers, as defined by State law, and the power and duty to protect lives and property in case of a disaster or public calamity.

(c) Design Out Crime Guidelines

The City of Los Angeles has recently implemented the "Design Out Crime" program, which uses the techniques of Crime Prevention Through Environmental Design (CPTED). The LAPD's Crime Prevention Unit consults with private developers to incorporate CPTED techniques into projects, and the LAPD participates in the City's Permit Processing Network, an inter-agency task force that reviews complex development projects. CPTED includes the following three key concepts:

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[1] *City of Los Angeles Police Department, COMPSTAT Plus, www.lapdonline.org/inside_the_lapd/content_basic_view/6364, accessed April 11, 2014.*

- Natural surveillance: The placement of physical features, activities, and people in a way that maximizes visibility.
- Natural access control: Restricting or encouraging people to come into a space through the placement of entrances, exits, fencing, landscaping, and lighting.
- Territorial reinforcement: The use of physical attributes to define ownership and separate public and private space.

The LASD also promotes the implementation of CPTED.

b. Existing Conditions

(1) Los Angeles County Sheriff's Department

As a County park facility, the Project Site is located within the service area of the LASD's Parks Bureau, which provides law enforcement services to 177 County facilities (i.e., parks, lakes, golf courses, special event venues, etc.). Law enforcement services provided by the Parks Bureau are delivered by patrol deputies, a Special Problems Unit, Detective Bureau, a Lake Operations Unit, a Mounted Enforcement Detail, and an Off-Road Enforcement Detail. Parks Bureau personnel deploy various motor vehicles, non-motorized vehicles, watercraft, and specially-trained horses during routine patrol operations. In addition, special service teams maintained by LASD are available to the Parks Bureau on an as-need basis, including the Aero Bureau, Emergency Operations Bureau, Special Enforcement Bureau, Canine Services Bureau, and Mountain Rescue. The specially-trained groups are equipped to respond to various unique assignments including tactical planning, arson/explosives, hazardous materials, biological weapons, criminal terrorism, natural disasters, man-made catastrophes, and search and rescue operations. The Parks Bureau is currently staffed by 152 sworn deputies and 56 civilian employees.

The Parks Bureau is divided into three zones: North, South, and East. The Project Site is located within the South Zone (Parks Bureau South). The Parks Bureau South Zone generally extends as far north as the Hollywood Bowl and Ford Theatres, and is bounded by the coastline on the west, and County lines on the south and east. The Parks Bureau South Zone contains 38 parks, nine golf courses, and two specialty venues. Parks Bureau South offices are located at 12910 South Athens Way in the City of Los Angeles. The nearest Parks Bureau office is located at 2101 North Highland Avenue in Hollywood, approximately 0.5 miles south of the Project Site, as shown in Figure IV.J.2-1 on page IV.J.2-4. Currently, 32 deputies, 11 security officers, and two civilians are assigned to the Parks Bureau South Zone. Parks Bureau South provides law enforcement services to

matrix environmental

Figure IV.J.2-1
Loation of Police Protection Services Serving the Project Site

Source: Google Earth Pro, 2014.

County parks within the South Zone and does not include any residential uses. As such, Parks Bureau South does not serve a residential population.

Parks Bureau South patrol deputies respond to incidents while on-site and, if necessary, may request assistance from additional Parks Bureau deputies via radio communication. In the event Parks Bureau South patrol deputies are not on-site when an incident occurs, emergency calls for service are received by either the Parks Bureau Dispatch Center or the LAPD. Calls received by the LAPD are forwarded to the Parks Bureau Dispatch Center and then dispatched to Parks Bureau South for response. Via an existing mutual aid agreement, LAPD can assist the LASD by providing additional resources to the Project Site in the event of an emergency. For large-scale emergencies, LASD is equipped to coordinate, manage, or support the emergent response of multi-jurisdictional personnel and equipment to assist all law enforcement agencies within and beyond the County. Within the Project Site, the County currently operates an alarm system which is monitored by the LASD. Security guards for events and overnight security shifts are currently contracted by LASD.

Within LASD's service area, smaller geographic units referred to as Reporting Districts are used to assist in compiling statistical data. The Project Site is located within LASD's Reporting District 8394. Table IV.J.2-1 on page IV.J.2-6 summarizes the most recent crime data for Reporting District 8394.

(2) Los Angeles Police Department

For the purposes of providing police protection services, the LAPD is divided into four bureaus: the Central, West, South, and Valley Bureaus. The four bureaus are further divided into 21 service areas and serviced by the LAPD's 21 community police stations.[2] Within each service area, smaller geographic units referred to as Reporting Districts are used for resource deployment purposes as well as to assist in compiling statistical data.

The LAPD also includes a variety of support systems including the Direct Support Division, Special Operations, Municipal Division, Special Weapons and Tactics, K-9, and Mounted Units. All geographic divisions of the Department are fully and consistently staffed according to existing needs. The determination of staffing needs is predicated upon the analysis of crime data, population density, and other specific demographic variables. As of April 2014, the departmental staffing resources within the LAPD included 9,882

[2] *City of Los Angeles Police Department, Media Relations Handbook, 2007-2008.*

Table IV.J.2-1
Reporting District 8394 Crime Data

Year	Part I	Part II
2010	3	0
2011	0	1
2012	0	2
2013	1	2
2014 (to date)	0	0

[a] *Based on the Federal Bureau of Investigation Uniform Crime Reporting Program, Part I offenses include murder and non-negligent homicide, forcible rape, robbery, aggravated assault, burglary, motor vehicle theft, larceny-theft, and arson.*

[b] *Based on the Federal Bureau of Investigation Uniform Crime Reporting Program, examples of Part II offenses include minor assault, forgery, fraud, vandalism, etc.*

Source: Written correspondence from Holly M. Perez, Captain, Parks Bureau, Los Angeles County Sheriff's Department, March 20, 2014.

sworn-in officers. Based on a total City population of 3,792,621, the LAPD currently has an officer to population ratio of 2.61 officers for every 1,000 residents.[3]

The Project Site is located in the West Bureau service area, which covers a territory of approximately 124 square miles with a population of 840,000 residents.[4] The West Bureau oversees operations in the Hollywood, Wilshire, Pacific, Olympic, and West Los Angeles service areas, as well as the West Traffic Division, which includes the neighborhoods of Pacific Palisades, Westwood, Century City, Venice, Hancock Park, and Miracle Mile. The West Bureau is bordered to the north by Forest Lawn Drive, to the east by Normandie Boulevard, to the south by El Segundo Boulevard, and to the west by the Pacific Ocean.[5]

Within the West Bureau Service Area, the Project Site is served by the Hollywood Community Police Station located at 1358 Wilcox Avenue, approximately 1.5 miles south of

[3] *City of Los Angeles Police Department, COMPSTAT Citywide Profile 03/09/14 – 04/05/14, www.lapdonline.org/assets/pdf/cityprof.pdf, accessed April 11, 2014.*

[4] *City of Los Angeles Police Department, About West Bureau,www.lapdonline.org/west_bureau/content_basic_view/1869, accessed March 20, 2014.*

[5] *Ibid.*

the Project Site, as shown in Figure IV.J.2-1 on page IV.J.2-4. The Hollywood Community Police Station service area covers approximately 13.34 square miles with general service boundaries of Mulholland Drive and Griffith Park boundary to the north, the Los Angeles City boundary and Melrose Avenue to the south, Normandie Avenue and Griffith Park boundary to the east, and the City of Los Angeles City boundary to the west. There are approximately 354 sworn officers and 16 civilian support staff deployed within the Hollywood Community Police Station service area.[6] Based on the residential service population of approximately 128,418 persons within the LAPD's Hollywood Community service area, the officer to resident ratio is approximately 2.76 officers per 1,000 residents. Thus, the officer to resident ratio is somewhat higher than the citywide ratio of 2.61 officers per 1,000 residents.

The Project Site is located within Reporting District 615 of the Hollywood Community Police Station service area boundaries. The general service boundaries of Reporting District 615 are North Hollywood to the north, Hollywood Freeway to the south, Barham Boulevard to the west, and Montlake and Ledgewood Drive to the east. A comparison of the Hollywood Community Police Station service area and citywide data regarding crimes is provided in Table IV.J.2-2 on page IV.J.2-8. As shown therein, in 2013, there were approximately 65 crimes per 1,000 residents in the Hollywood area and approximately 50 crimes per 1,000 residents citywide.

Table IV.J.2-3 on page IV.J.2-9 provides a breakdown of the 2013 crime statistics for Reporting District 615, the Hollywood Community Police Station service area, and citywide. In 2013, Reporting District 615 reported 94 crimes, the Hollywood Community Police Station service area reported 8,309 crimes, and 187,749 crimes were reported citywide. Based on the number of officers deployed within the Hollywood Community Police Station service area, the crimes per officer ratio in 2013 was approximately 23.5 crimes per officer in comparison to the citywide ratio of 19.0 crimes per officer. Although the Hollywood Community Police Station service area had more crimes per officer compared to the citywide ratio, the average response time to emergency calls for service in the Hollywood Community Police Station service area during 2013 was 5.0 minutes as compared with the citywide average of 5.9 minutes.[7]

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[6] *Written correspondence from Andrew J. Smith, Commanding Officer, Media Relations and Community Affairs Group, Los Angeles Police Department April 10, 2014. See Appendix K of this Draft EIR.*

[7] *Written correspondence from Leonid A. Tsap, Officer, Community Relations Section, Crime Prevention Unit, Los Angeles Police Department, April 10, 2014. See Appendix K of this Draft EIR.*

Table IV.J.2-2
2013 Crimes per 1,000 Persons within Hollywood and Citywide

	Crimes	Population	Crimes per 1,000 Persons
Hollywood Service Area	8,309	128,418	65
Citywide	187,749	3,790,185	50

Source: Written correspondence from Leonid A. Tsap, Officer, Community Relations Section, Crime Prevention Unit, Los Angeles Police Department, April 10, 2014.

3. Project Impacts

a. Methodology

Potential impacts on police protection services were evaluated based on the ability of existing and planned LASD and LAPD staffing, equipment, and facilities to meet the additional demand for police protection services potentially associated with implementation of the Project. The following factors were taken into consideration in performing the impact analysis: the effects of the Project on calls for service, levels of service, and response times; and the need for additional deputies and police officers, associated equipment, and facility space. The analysis also considers the ability of the Project's planned security features to reduce demands on police protection services.

b. Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, Project impacts with regard to police protection would be significant if the Project would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services.

c. Project Design Features

The following specific project design features would be included as part of the Project:

Table IV.J.2-3
Los Angeles Police Department 2013 Crime Data

Types of Crime	Reporting District 615	Hollywood Area	Citywide
Murder	0	7	251
Rape	0	50	665
Robbery	1	380	7,861
Aggravated Assault	0	295	7,592
Burglary	13	373	15,572
Larceny	43	2,863	55,120
Vehicle Theft	8	420	14,112
Other Assault	7	1,519	30,818
Forgery/ Counterfeit	0	98	2,683
Fraud	9	586	12,788
Embezzlement	0	13	726
Vandalism	11	815	17,971
Weapon	0	51	1,135
Pimping/Pandering	0	4	66
Other Sex Offense	0	99	2,833
Against Family Children	0	16	515
Disorderly Conduct	0	18	345
Vagrancy	0	172	1,677
All Other Violations	2	530	15,019
TOTAL	**94**	**8,309**	**187,749**

Source: Written correspondence from Leonid A. Tsap, Officer, Community Relations Section, Crime Prevention Unit, Los Angeles Police Department, April 10, 2014.

Project Design Feature J.2-1: During construction, the Applicant shall implement temporary security measures including, but not limited to, on-site security personnel, surveillance cameras, adequate lighting, and perimeter fencing around the construction area. Large mounds of dirt/debris/building materials and fence covers/screens shall be avoided. Equipment and building materials shall be removed or secured during non-construction hours.

Project Design Feature J.2-2: During operation, the Applicant shall implement security measures including, but not limited to:

- High-definition surveillance cameras. The cameras shall be placed along pedestrian pathways, gathering areas, and at driveways on Cahuenga Boulevard East. The camera system shall allow law enforcement agencies to view live feed remotely,

shall be equipped with a hard drive capable of storing video for 15 days, and shall be capable of transferring video to disc or USB storage devices.

- Configure proposed public restrooms such that entrances are oriented towards the main event area or other high-visibility areas. The restrooms shall be secured after hours to prevent vandalism, theft, and use by transients.
- Adequate lighting and high definition surveillance cameras within the parking structures. Points of entry and egress shall be equipped with traffic control devices, and a parking lot attendant shall be employed during events.
- Signage along the hiking trail advising users that the trail is closed at night and that camping and smoking are strictly prohibited. The trail shall also be well-marked to prevent users from getting lost and the brush next to the trail shall be cut short to prevent people from hiding or concealing illicit materials. Restrooms, drinking fountains, and picnic/rest areas shall not be built along the trail.

Project Design Feature J.2-3: Upon completion of the Project, the Applicant shall provide the Los Angeles Police Department Hollywood Area commanding officer with a diagram of each portion of the property. The diagram shall include access routes and additional information that might facilitate police response.

d. Analysis of Project Impacts

(1) Construction

Construction sites can be sources of nuisances and hazards, inviting theft and vandalism. When not properly secured, construction sites can contribute to a temporary increased demand for police protection services. Pursuant to Project Design Feature J.2-1 above, in consultation with the LASD Parks Bureau, the Project Applicant would implement temporary security measures during construction, which could include on-site security personnel, surveillance cameras, adequate lighting, and perimeter fencing around the construction area. In addition, equipment and building materials would be removed or secured during non-construction hours. With implementation of these measures, potential impacts associated with theft and vandalism during construction activities would be less than significant.

Additionally, Project-related construction activities within the surrounding roadways could potentially impact the provision of LASD and LAPD police protection services in the

vicinity of the Project Site. Emergency access for LASD and LAPD vehicles within the Project Site and the surrounding vicinity could also be impacted by Project construction activities due to temporary lane closures, utility line construction, and the generation of traffic as a result of construction equipment movement, hauling of soil and construction materials to and from the Project Site, and construction worker traffic. As a result, Project-related construction activities could increase the response time for police vehicles due to travel time delays caused by traffic along Cahuenga Boulevard East and main connectors. It is noted however that the construction-related traffic generated by the Project would not significantly impact LASD or LAPD response times within the Project vicinity since the drivers of police vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. In addition, as discussed in detail in Section IV.K, Traffic, Access, and Parking, of this Draft EIR, most, if not all, of the construction worker and haul truck trips would occur outside the typical weekday commuter morning and afternoon peak periods, reducing the potential for traffic-related conflicts. Furthermore, pursuant to Project Design Feature K-1, the Project would implement a Construction Management Plan during Project construction, wherein traffic management personnel and appropriate signage would be employed as necessary to ensure adequate and safe access to the Project Site and vicinity is maintained. As described in detail in Section IV.K, Traffic, Access, and Parking, of this Draft EIR, features of the Construction Management Plan may include prohibition of construction worker parking on adjacent residential streets, scheduling construction activities to reduce the effect on traffic flow, and provisions to accommodate the equipment storage and truck staging on-site.

With implementation of the project design features, including the Construction Management Plan, construction of the Project would not generate a demand for additional police protection services that would substantially exceed the capability of the LASD and LAPD to serve the Project Site and result in the need for new police protection facilities. Therefore, impacts on police protection services during Project construction would be less than significant.

(2) Operation

The Project does not include the development of any residential uses and, as such, would not increase the permanent residential population within the service area of the Parks Bureau South Zone or the Hollywood Community Police Station. However, the Project would generate a daytime population associated with employees and users of the hiking trail and restaurant as well as an increase in the population associated with events. As described in Section II, Project Description, of this Draft EIR, 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. While the relocation of the existing 140 Los Angeles Philharmonic employees would result in an overall net decrease of employees on-site, the Project would result in an estimated 100 people associated with the hiking trail and approximately 75 people who would visit the restaurant on a daily basis.[8] In addition, the Project would generate a net increase of 311 seats. As such, the Project's daytime and event population could increase the demand for police protection services.

As described above, the County currently operates an alarm system which is monitored by the LASD. In addition, security guards for events and overnight security shifts are currently contracted by the LASD. In consultation with LASD, these existing security and safety features would be continued and enhanced pursuant to Project Design Feature J.2-2, above. According to the LASD, implementation of the features set forth in Project Design Feature J.2-2 would serve to reduce the potential for criminal activities and assist law enforcement efforts.[9] In addition, based on a preliminary review of the proposed improvements, the LAPD indicated that the Project, due to its size, would have a minimal impact on police services provided by the Hollywood Community Police Station.[10] The LAPD has also indicated that upon completion of the Project, the Applicant shall provide the LAPD Hollywood area commanding office with a diagram of each portion of the property, including access routes. Implementation of this feature provided above in Project Design Feature J.2-3 would facilitate LAPD response. Therefore, the Project would not result in a demand for additional services that would exceed the capability of the LASD or the LAPD to serve the Project Site and impacts would be less than significant.

With respect to emergency access to the Project Site during Project operations, the analysis provided in Section IV.K, Traffic, Access, and Parking, of this Draft EIR demonstrates that Project development would result in a less than significant impact on access and local traffic conditions (i.e., nearby intersections). Although additional traffic generated by the Project could potentially cause delays in law enforcement response times, the additional traffic would not significantly impact emergency vehicle access or response times for either the LASD or LAPD.

Based on the above, with implementation of the project design features, Project operation would not generate a demand for additional police protection services that would

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[8] *Community Arts Resources Inc. The Ford, Transformed, Realizing the Potential of Ford Theatres County Regional Park, October 2012. Refer to Appendix K of this Draft EIR.*

[9] *Written correspondence from Captain Holly M. Perez, County of Los Angeles Sheriff's Department, Parks Bureau, March 20, 2014. Refer to Appendix K of this Draft EIR.*

[10] *Written correspondence from Andrew J. Smith, Commanding Officer, Los Angeles Police Department, April 10, 2014. Refer to Appendix K of this Draft EIR.*

substantially exceed the capability of the LASD and LAPD to serve the Project Site and result in the need for new police protection facilities. Therefore, impacts on police protection services provide during Project operation would be less than significant.

4. Cumulative Impacts

The geographic context for the cumulative impact analysis is the service area of the LASD's Parks Bureau South Zone and the LAPD's Hollywood Community Police Station. The Project in conjunction with identified related projects and forecasted growth through 2020 (i.e., the Project's buildout year) within these service areas would cumulatively increase the demand for police protection. Section III, Environmental Settings, of this Draft EIR identifies 27 related projects that are anticipated to be developed within the Project vicinity. All of the related projects identified fall within the service boundaries of the Hollywood Community Police Station service area. Notwithstanding, as previously described, the LASD's Parks Bureau provides law enforcement services to County facilities, including parks, lakes, golf courses, and special event venues. The related projects do not include the development of such uses. As such, the Project in combination with the related projects would not contribute to a cumulative increase in the demand for LASD Parks Bureau police protection services. Therefore, cumulative impacts on LASD Parks Bureau police protection services would be less than significant.

With regard to the LAPD, several of the related projects include residential uses, which would increase the permanent residential population within the Hollywood Community Police Station service area. In addition, the related projects would involve an increase in retail, restaurant, hotel, and office uses, which would increase the daytime population in the area. Along with other anticipated growth through 2020, this would further increase the demand for police protection services. The Project would not develop residential units, and thus would not generate a residential population. Therefore, the Project would not contribute to a cumulative increase in the residential service population of the Hollywood Community Police Station. In addition, as previously discussed, based on a review of the Project, the LAPD has indicated that the Project, due to its size, would have a minimal impact on police services provided by the Hollywood Community Police Station. Therefore, the Project's contribution to the cumulative demand for police protection services provided by the LAPD would not be cumulatively considerable. Additionally, as with the Project, each related project would be subject to the City's routine construction permitting process, which includes a review by the LAPD to ensure that sufficient security measures are implemented to reduce potential impacts to police protection services. Furthermore, the LAPD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, vehicles, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting

efforts, the LAPD's resource needs would be identified and monies allocated according to the priorities at the time. Based on the above, the Project's contribution to cumulative impacts to police protection services would not be cumulatively considerable and, as such, cumulative impacts on police protection services would be less than significant.

5. Mitigation Measures

Project-level and cumulative impacts with regard to police protection services would be less than significant. Therefore, no mitigation measures are required.

6. Conclusion

Project-level and cumulative impacts with regard to police protection services would be less than significant.

IV. Environmental Impact Analysis

K. Traffic, Access, and Parking

1. Introduction

This section analyzes the Project's potential impacts with regard to traffic, access, and parking. The analysis is based on the *Transportation Study for The Ford Theatres Project* (Traffic Study) prepared by Gibson Transportation Consulting Inc. (June 2014) included as Appendix L of this Draft EIR. As described throughout this Draft EIR, the Project Site is located within the City of Los Angeles (City) and is owned and operated by the County of Los Angeles (County). Accordingly, the scope of analysis for the Traffic Study was developed in consultation with and reviewed by both the Los Angeles County Department of Public Works (LACDPW) and the Los Angeles Department of Transportation (LADOT).

The Traffic Study prepared for the Project and summarized herein assessed existing traffic conditions and analyzed potential Project-generated traffic impacts on the street system surrounding the Project Site at Project buildout (2020). The following traffic scenarios have been analyzed:

- Existing Conditions—The analysis of existing traffic conditions includes a description of the street system serving the Project, existing traffic volumes, and an assessment of current operating conditions.

- Existing with Project Conditions—This analysis provides an assessment of the operating conditions of the street system under existing conditions with the addition of Project-generated traffic.

- Future (Year 2020) Conditions—This analysis projects future traffic growth and the operating conditions of the transportation network that could be expected as a result of regional growth and related projects in the vicinity of the Project Site by the year 2020, but without the Project. This analysis provides the future conditions by which Project impacts are evaluated at full buildout.

- Future (Year 2020) with Project Conditions—This analysis provides an assessment of the operating conditions of the street system under future conditions with the addition of Project-generated traffic.

The above scenarios were evaluated based on the weekday A.M. and weekday P.M. commuter peak periods and pre-event weekday and weekend peak hour conditions (presented as weekday evening, weekend midday, and weekend evening), as described in further detail below.

2. Environmental Setting

a. Regulatory Framework

(1) Regional

(a) Congestion Management Program

The Congestion Management Program (CMP) is a State-mandated program enacted by the state legislature to address the increasing concern that urban congestion is affecting the economic vitality of the State and diminishing the quality of life in some communities. Within Los Angeles County, the Los Angeles County Metropolitan Transportation Authority (Metro) is responsible for planning and managing vehicular congestion and coordinating regional transportation policies. On October 28, 2010, the Metro Board adopted the 2010 CMP. The CMP is intended to address vehicular congestion relief by linking land use, transportation and air quality decisions.

The CMP requires that a Traffic Impact Analysis be performed for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the morning or afternoon weekday peak hours and all CMP mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the morning or afternoon weekday peak hours. The analysis of potential impacts to the CMP arterial and freeway monitoring stations was performed in accordance with the Traffic Impact Analysis guidelines referenced in the CMP. The CMP also requires that a transit system analysis be performed to determine whether a project adds transit riders in numbers that exceed the capacity of the transit system.

(b) Southern California Association of Government's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy

The 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (2012–2035 RTP/SCS) presents a long-term vision for the region's transportation system. Specific goals within the 2012–2035 RTP/SCS are intended to link the issue of mobility with the promotion of economic development, protection of the environment, reductions in energy consumption, the creation of transportation-friendly development patterns, and encouragement of fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The 2012–2035 RTP/SCS places a greater

emphasis on sustainability and integrated planning compared to previous versions of the RTP and identifies mobility, economy, and sustainability as the three principles most critical to the future of the region. As part of this new approach, the 2012–2035 RTP/SCS establishes commitments to: reduce emissions from transportation sources in order to comply with Senate Bill (SB) 375; improve public health; and meet the National Ambient Air Quality Standards. Refer to Section IV.H, Land Use, of this Draft EIR for a discussion of the Project's consistency with the 2012–2035 RTP/SCS.

(2) Local

As previously described, while the Project Site is located within the City of Los Angeles, the Ford Theatres property is owned and operated by the County of Los Angeles. As such, development of the Project Site is governed by the County General Plan and the Los Angeles County Code. Notwithstanding, as the street system surrounding the Project Site is within the jurisdiction of the City of Los Angeles and in accordance with City consultation procedures, a discussion of the City General Plan Transportation Chapter and the Los Angeles Municipal Code also is provided below.

(a) County of Los Angeles General Plan

The Transportation Element of the County General Plan sets forth policies for the continued development of a comprehensive transportation system for Los Angeles County. The Transportation Element concurs with the policy positions of the Los Angeles County Metropolitan Transit Authority (Metro) and the Southern California Association of Governments (SCAG) on the need for the continued development and construction of a comprehensive public transportation system. The Transportation Element also reflects the location of existing and future transit corridors. Key features of the Transportation Element are the Transportation Plan, Highway Plan, and Bikeway Plan, as well as the associated Transportation Policy Map and the Highway Policy Map. These policy maps depict the existing transportation system and identify needed additions and improvements, in accordance with the General Plan's growth and development policies. Refer to Section IV.H, Land Use, of this Draft EIR for a listing of the General Plan policies that pertain to traffic, access, and parking. As discussed therein, the Project would be consistent with the applicable General Plan polices related to traffic, access, and parking.

(b) Los Angeles County Code

With regard to construction traffic, Section 12.08.440 of the Los Angeles County Code prohibits noise-generating construction activities between the hours of 7:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, and anytime on Sundays or legal holidays in the absence of certain emergencies.

(c) City of Los Angeles General Plan

The primary goals of the Transportation Chapter of the General Plan Framework are to provide adequate accessibility to commerce, work opportunities, and essential services, and to maintain acceptable levels of mobility for all those who live, work, travel, or move goods in the City. The Transportation Chapter is implemented through the Transportation Element of the General Plan. In February 2014, the City released a Public Review Draft of the Mobility Plan 2035, which is a proposed update to the General Plan's Transportation Element. Please refer to Section IV.H, Land Use, of this Draft EIR for a discussion of the Project's consistency with relevant policies of the Transportation Chapter of the General Plan Framework.

(d) City of Los Angeles Municipal Code

Section 41.40 of the Los Angeles Municipal Code limits construction activities to the hours from 7:00 A.M. to 9:00 P.M. on weekdays and from 8:00 A.M. to 6:00 P.M. on Saturdays and national holidays. No construction is permitted on Sundays. Construction activity hours may be extended, including on Sundays, with written permission of the Board of Police Commissioners through its Executive Director.

b. Existing Conditions

For purposes of the Project's transportation analysis, the study area encompasses a geographic area approximately two miles (north-south) by approximately one-half mile (east-west). Major arterials serving the study area include Cahuenga Boulevard East, Cahuenga Boulevard West, Highland Avenue, and Barham Boulevard. Primary regional access to and from the study area is provided by the Hollywood Freeway (US-101) adjacent to the Project Site. The streets in the study area are under the jurisdiction of the City of Los Angeles and freeways in the study area are under the jurisdiction of the California Department of Transportation (Caltrans). The local roadway system and other transportation facilities serving the Project Site are described in more detail below.

(1) Streets

- Cahuenga Boulevard East is a local street that runs northwest-southeast. It is located adjacent to the Project Site and provides two travel lanes and left-turn lanes at study intersections. Parking is generally not permitted. The posted speed limit is 40 miles per hour (mph).

- Cahuenga Boulevard West is a Major Class Highway II that runs northwest-southeast. It is located west of the Project Site and provides three to four travel lanes, one to two in each direction, and left-turn lanes at intersections. Parking is generally not permitted. The posted speed limit is 40 mph.

- North Cahuenga Boulevard is a Major Highway Class II that runs northwest-southeast. It is located south of the Project Site and provides four travel lanes, two in each direction, and left-turn lanes at intersections. Parking is generally provided along both sides of the street. The posted speed limit is 40 mph.

- Barham Boulevard is a Major Highway Class II that runs northeast-southwest. It is located northwest of the Project Site and provides four to five travel lanes, two to three in each direction, and left-turn lanes at intersections. Parking is available on the east side of the street with peak hour restrictions. The posted speed limit is 35 mph.

- Highland Avenue is a modified Major Highway Class II that runs north-south. It is located southwest of the Project Site and provides six travel lanes, three in each direction, and left-turn lanes at intersections. Parking is generally not permitted within the vicinity of the Project Site. The posted speed limit is 40 mph.

- Pilgrimage Bridge is an east-west roadway that connects Cahuenga Boulevard West and Cahuenga Boulevard East near the Project Site. It provides access to the Project Site with two travel lanes, one in each direction. Parking is not permitted. The posted speed limit is 35 mph.

- Odin Avenue is a Major Highway Class II that runs northeast-southwest. It is located south of the Project Site and provides four travel lanes, two in each direction, and left-turn lanes at intersections. Parking is not permitted. The posted speed limit is 40 mph.

(2) Regional Transportation System

(a) Freeways

- Hollywood Freeway (US-101) generally runs north-south. It is located directly west of the Project Site and, in the study area, it provides four to six lanes in each direction. Access to and from the Hollywood Freeway is available via interchanges at Cahuenga Boulevard East and Cahuenga Boulevard West.

(b) Public Transit

The general study area is served by Metro bus and rail service and LADOT buses. Bus transit service in the vicinity of the Project Site is available along Cahuenga Boulevard East, Cahuenga Boulevard West, North Cahuenga Boulevard, Odin Avenue, Highland Avenue, Barham Boulevard, and the Hollywood Freeway. The following public transit lines provide service in the Project area:

- Metro Red Line travels underground east-west on Hollywood Boulevard in the vicinity of the Project Site with average headways of 10 minutes during the

morning and afternoon peak hours. The line travels from downtown Los Angeles to North Hollywood and provides service to downtown Los Angeles, Hollywood, and Universal City. The Metro Red Line also provides direct connections to the Metro light rail system including the Metro Blue and Gold lines, and to the Metrolink regional commuter rail system.

- Metro Local Line 222 travels north-south on Cahuenga Boulevard in the vicinity of the Project Site with average headways of 47 minutes during the morning peak hours and 37 minutes during the afternoon peak hours. Line 222 travels from downtown Sun Valley to Hollywood via Hollywood Way, Barham Boulevard, and Cahuenga Boulevard.

- Metro Local Line 156 travels north-south on Cahuenga Boulevard in the vicinity of the Project Site with average headways of 31 minutes during the morning peak hours and 34 minutes during the afternoon peak hours. Line 156 travels from Van Nuys to Hollywood through North Hollywood and Studio City.

- LADOT Commuter Express 422 travels north-south on the Hollywood Freeway in the vicinity of the Project Site with average headways of 20 minutes during the morning peak hours and 24 minutes during the afternoon peak hours. Commuter Express 422 travels from Thousand Oaks to downtown Los Angeles in the morning and from downtown Los Angeles to Thousand Oaks in the evening through the Hollywood Freeway.

(c) Congestion Management Program Facilities

As described above, the Hollywood Freeway (US-101) is located directly west of the Project Site. In addition, two CMP arterial monitoring stations are located in close proximity to the Project Site. The closest CMP arterial monitoring station is located approximately one and half-miles south of the Project Site at the intersection of Santa Monica Boulevard and Highland Avenue. Another CMP arterial monitoring station is located at the intersection of Cahuenga Boulevard and Lankershim Boulevard, approximately two and one-quarter miles northwest of the Project Site.

(3) Access and Circulation

Access to the Project Site is available via four driveways along the east side of Cahuenga Boulevard East. Principal access to the Project Site is provided from the driveway at Pilgrimage Bridge and Cahuenga Boulevard East. During events, this driveway is used for patrons accessing the Project Site via 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 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 southern driveways, located south of the intersection of Cahuenga Boulevard East and Pilgrimage Bridge, are primarily used for egress at the end of events. During events, the internal roadway that leads from Pilgrimage Bridge to the circular driveway at the secondary entrance at the Amphitheatre level serves as the performer entrance to the lower level Amphitheatre support spaces, shuttle and vehicular loading and unloading, and Americans with Disabilities Act (ADA) parking and media truck parking. The circular driveway also provides access for trash pickup and fire truck staging.

Pedestrian access to the Project Site is available from several locations along Cahuenga Boulevard East, including via the four driveways described as well as a walkway located in front of the former motel. Within the Project Site, pedestrian access to the Amphitheatre is available from the main entrance located at the bottom of Edison Plaza, adjacent to the box office, and from a secondary entrance located at the Amphitheatre level, adjacent to the circular driveway.

(4) Pedestrian and Bicycle Facilities

(a) Pedestrian Facilities

Off-site pedestrian facilities in the vicinity of the Project Site are limited and do not provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. Specifically, sidewalks provided on the east side of Cahuenga Boulevard East, in front of the Project Site, are narrow and terminate just north of the main driveway at Cahuenga Boulevard East and Pilgrimage Bridge. In addition, extending south from the main driveway, a narrow sidewalk continues that provides connectivity to the neighborhoods to the south. Further, the signalized intersection at Cahuenga Boulevard East and Pilgrimage Bridge, which provides primary access to the Project Site, does not provide marked crosswalks across Cahuenga Boulevard East or Pilgrimage Bridge. Therefore, pedestrian connectivity to the Project Site via Pilgrimage Bridge to and from areas west of Cahuenga Boulevard East is deficient. Generally, in the overall study area, sidewalks provide limited connectivity to pedestrian crossings at intersections. The signalized intersections in the study area provide marked pedestrian crossings, pedestrian phasing, crosswalk striping, and ADA wheelchair ramps.

(b) Bicycle Facilities

Based on the 2010 Bicycle Plan, adopted by the City of Los Angeles Department of City Planning on March 1, 2011, the existing bicycle system in the study area consists of a limited coverage of bicycle lanes (Class II) and bicycle routes (Class III). Bicycle lanes are dedicated lanes for bicycles and are separated from vehicular traffic with street striping. Bicycle routes are identified as bicycle-friendly streets where motorists and cyclists share

the roadway and there is no dedicated striping of a bicycle lane. Bicycle routes are preferred on collector and lower volume arterial streets. In the study area, bicycle lanes currently exist on North Cahuenga Boulevard between Odin Avenue and Yucca Street. Within the study area, there are two streets designated as bicycle routes: Odin Avenue between Highland Avenue and North Cahuenga Boulevard and Wilcox Avenue south of North Cahuenga Boulevard.

(5) Parking

The Project Site includes three surface parking areas comprised of both asphalt and dirt areas. Two surface parking lots, referred to herein as the north parking lot and the south parking lot, are located along Cahuenga Boulevard East. A third surface parking lot, providing ADA parking spaces, is located adjacent to the secondary entrance at the Amphitheatre level. On non-event days and times, parking for employees and visitors is accommodated within the surface parking areas throughout the Project Site. During events, the surface parking areas within the Project Site can accommodate approximately 350 to 380 vehicles in a stacked parking configuration. During events, additional parking is available off-site at the Universal City/Studio City Metro Red Line Station where a shuttle is provided to and from the station parking and the Project Site. As detailed in the Traffic Study, observed pre-event loading and parking operations conditions indicate that the stacked parking configuration requires patrons to wait for vehicles parked in front of them to move in order to exit the parking areas, thereby contributing to an inefficient parking system from both a patron experience and operational standpoint. Observed conditions during pre-event loading and parking operations are detailed in Appendix A of the Traffic Study included as Appendix L of this Draft EIR.

3. Approach and Methodology

As previously noted, while the Ford Theatres are owned and operated by the County of Los Angeles, the street system surrounding the Project Site, including the study intersections, are within the jurisdiction of the City of Los Angeles. In consultation with the County of Los Angeles Department of Public Works, it was determined that the Traffic Study for the Project be prepared in accordance with the City of Los Angeles Department of Transportation's Traffic Study Policies and Procedures (May 2012). LADOT's Traffic Study Policies and Procedures establish the guidelines for determining the appropriate traffic analysis for a project, analysis methodologies, and significance thresholds. The scope of analysis included in the Traffic Study was developed in consultation with both the LACDPW and LADOT staff. In addition, the base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) were identified as part of the Traffic Study approach and were reviewed and approved by LACDPW staff.

a. Study Intersections

The study area, as described above, includes a total of eight intersections, which are located along the primary access routes to and from the Project Site and are those locations expected to be most directly impacted by Project traffic. The eight intersections analyzed are illustrated in Figure IV.K-1 on page IV.K-10 and are as follows:

1. Cahuenga Boulevard West & Barham Boulevard
2. Cahuenga Boulevard East & Barham Boulevard
3. Cahuenga Boulevard West & Pilgrimage Bridge (unsignalized)
4. Cahuenga Boulevard East & Pilgrimage Bridge
5. Highland Avenue & Hollywood Bowl Road/US-101 Southbound On-Ramp
6. US-101 Northbound Off-Ramp & North Cahuenga Boulevard
7. Highland Avenue & Odin Avenue
8. North Cahuenga Boulevard & Odin Avenue

b. Level of Service Methodology

As required by the LADOT's Traffic Study Policies and Procedures, existing and future operations for the signalized study intersections were analyzed using the Critical Movement Analysis (CMA) method of intersection capacity calculation. The CMA methodology determines the peak-hour intersection volume-to-capacity (V/C) ratio by comparing existing traffic volumes to standard per-lane street capacities. The V/C ratio is then used to determine the corresponding level of service (LOS) value. LOS is a qualitative measure used to describe the condition of traffic flow on the street system, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. Table IV.K-1 on page IV.K-11 defines the range of V/C ratios and their corresponding LOS grades for signalized intersections.

Unsignalized intersections are analyzed using the *Highway Capacity Manual* (HCM) Two-Way Stop Controlled methodology and HCM unsignalized methodology. These methodologies determine the average vehicle delay of the worst approach during the peak hour to find the corresponding LOS, as defined below in Table IV.K-2 on page IV.K-12. Per the traffic study guidelines from the LADOT, a signal warrant analysis was also conducted.

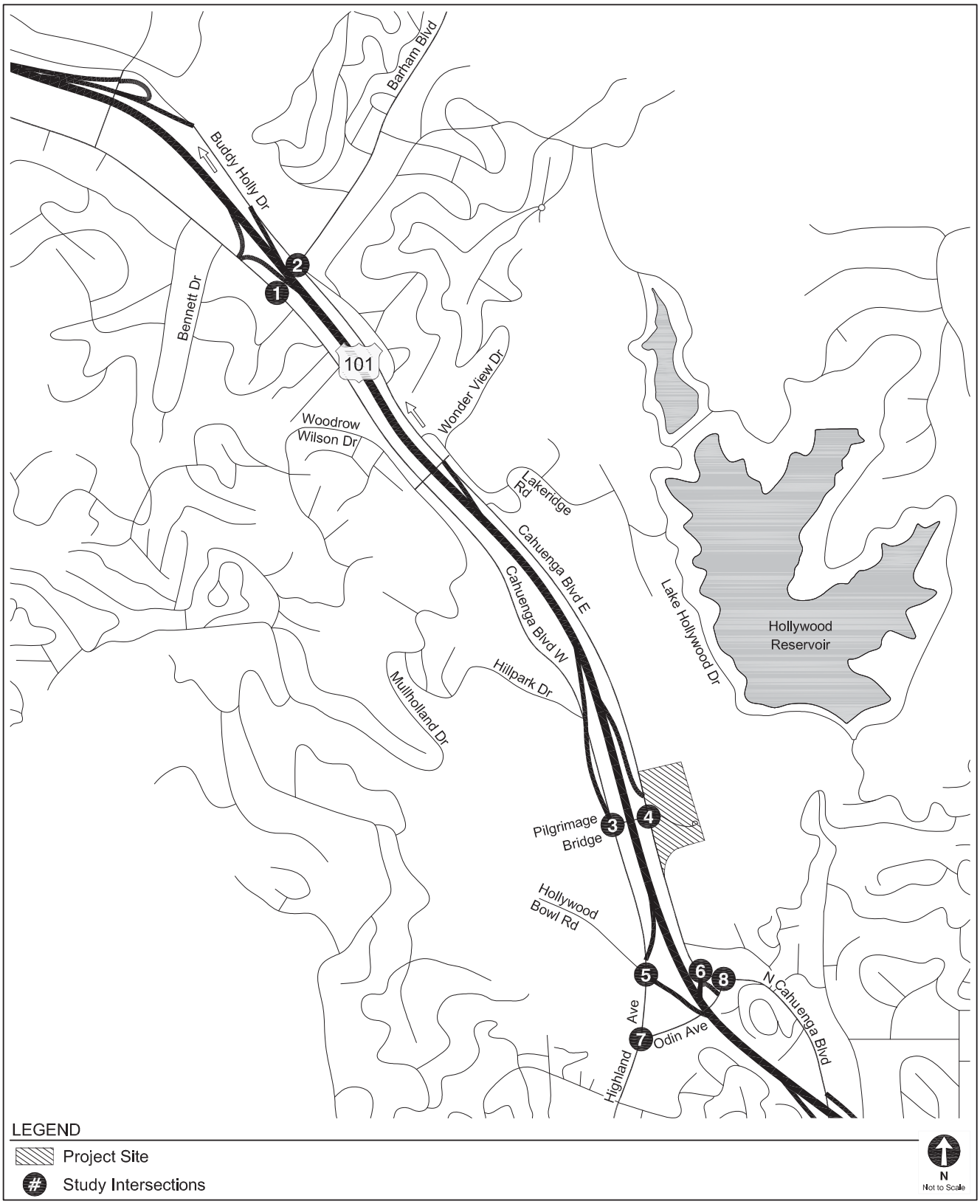

Figure IV.K-1
Study Area and Analyzed Intersections

Source: Gibson Transportation Consulting, Inc., 2014.

Table IV.K-1
Level of Service Definitions for Signalized Intersections

Level of Service	*Intersection Capacity Utilization*	*Definition*
A	*0.000–0.600*	*EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used.*
B	*0.601–0.700*	*VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.*
C	*0.701–0.800*	*GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.*
D	*0.801–0.900*	*FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.*
E	*0.901–1.000*	*POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.*
F	*> 1.000*	*FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.*

Source: Transportation Research Circular No. 212, Interim Materials on Highway Capacity, Transportation Research Board, 1980.

c. Computer Traffic Signal Control

The City of Los Angeles currently operates a computerized traffic control system called ATSAC (Automated Traffic Surveillance and Control) which is a centralized control system that provides for the coordination of traffic signal timing to maximize the street capacities and to minimize traffic delays on City streets. LADOT estimates that implementation of this system improves intersection capacity by an average of seven percent. In addition to ATSAC, the City also implements ATCS (Adaptive Traffic Control System) in some areas. ATCS uses enhanced surveillance and control technologies to adapt traffic signal timings to respond to actual traffic conditions on the ground to further improve the effectiveness of the ATSAC system by minimizing the number of stops and the amount of delay with improved traffic signal coordination throughout the network. LADOT estimates that implementation of this system improves intersection capacity by an additional three percent over those operating under the ATSAC system alone.

Table IV.K-2
Level of Service Definitions for Unsignalized Intersections

Level of Service	Average Total Delay
A	≤ 10.0
B	≥ 10.0 and ≤ 15.0
C	≥ 15.0 and ≤ 25.0
D	≥ 25.0 and ≤ 35.0
E	≥ 35.0 and ≤ 50.0
F	≥ 50.0

Source: Transportation Research Board, Highway Capacity Manual, Special Report 209, *2000.*

The City's ATSAC and ATCS control all of the signalized study intersections (Intersections 1, 2, and 4 through 8). Intersection No. 3 at Cahuenga Boulevard West & Pilgrimage Bridge is unsignalized and, as such, does not operate under the City's ATSAC and ATCS control. In accordance with standard LADOT procedures, a capacity increase of 10 percent (0.10 V/C adjustment) was applied at Intersections 1, 2, and 4 through 8 to reflect the intersection capacity benefits of ATCS and ATSAC at these intersections.

d. Scenarios Analyzed

As previously discussed, the Traffic Study evaluated the following scenarios: Existing Conditions; Existing with Project Conditions; Future (Year 2020) Conditions; and Future (Year 2020) with Project Conditions. Each of the four scenarios and the peak periods that were considered for the analysis are further discussed below:

(1) Existing Conditions

Intersection turning movement counts were conducted at the eight study area intersections in September 2013 when both the Ford Theatres and Hollywood Bowl were holding events. As required by LADOT's *Traffic Study Policies and Procedures*, the traffic analysis focused on the weekday and weekend peak hours (i.e., the time periods in which congestion is at its greatest levels), which generally corresponds to the highest hour on a weekday during the morning and afternoon commuter periods and the midday peak hour on a weekend. In addition, as the attendance and traffic volumes associated with the Ford Theatres is highest during evening events, an analysis of the weekday and weekend evening pre-event peak period was also conducted. Consistent with LADOT's guidelines, to identify the peak hours for each intersection, the traffic counts were collected during the following periods:

- Weekday morning commuter peak period between 7:00 A.M. to 10:00 A.M.;
- Weekday afternoon commuter peak period between 4:00 P.M. to 6:00 P.M.;
- Weekday evening (pre-event) peak period between 6:00 P.M. to 9:00 P.M.;
- Saturday midday peak period between 11:00 A.M. to 1:00 P.M.; and
- Saturday evening (pre-event) peak period between 6:00 P.M. to 9:00 P.M.

Existing intersection traffic volumes and summary data worksheets of turning movement counts at the study intersections are identified in Figure 5A, Figure 5B, and Figure 5C of the Traffic Study included as Appendix L of this Draft EIR.

(2) Existing with Project Conditions

Existing with Project Conditions measures transportation impacts of the Project on the existing environment and reflects traffic generated as a result of the Project without accounting for the potential ambient growth in traffic or traffic growth from related projects.

(a) Trip Generation

Trip generation estimates are typically based on trip generation rates identified for various land use types in the *Trip Generation, 9th Edition* manual developed by the Institute of Transportation Engineers (ITE). Traffic Study Policies and Procedures guidelines for Los Angeles indicate that for unique developments or land uses for which ITE trip-generation rates are unavailable or based on a few studies, an alternative to ITE trip-generation rates is appropriate. Currently, there is not an ITE land use category that corresponds well to the unique use and operational characteristics of the Ford Theatres. Consequently, the trips generated by the Project were conservatively estimated based on specific information provided by the Ford Theatre Foundation and County staff with regard to the anticipated unique operational characteristics of the Ford Theatres (i.e., attendance levels; anticipated visitor arrival and departure patterns during weekdays and weekends; events, educational, and other programming; employees, etc.). The number of trips expected to be generated by the typical land use components of the Project (e.g., restaurant use) was estimated using rates published in the *Trip Generation, 9th Edition* by ITE. Trip generation for the office uses is based on the number of existing and proposed employees and conservatively assumes an average vehicle ridership (AVR) of 1.0 per employee vehicle. Detailed assumptions and information regarding the Project trip generation estimates is provided in the Traffic Study included as Appendix L of this Draft EIR.

(b) Trip Distribution and Traffic Assignment

The geographic distribution of trips generated by the Project is dependent on characteristics of the street system serving the Project Site, the level of accessibility of routes to and from the Project Site, the locations of nearby residential, entertainment and employment centers, existing intersection traffic volumes, Project Site ingress/egress availability based on the proposed site access and circulation scheme, the location of the existing and proposed driveways, anticipated visitor arrival and departure information provided by the Ford Theatres, as well as the traffic counts conducted at the site driveways. Based on these considerations, traffic both entering and exiting the Project Site was assigned to the surrounding street system based on the following general distribution pattern: approximately 50 percent to/from the north; approximately 50 percent to/from the south; and approximately 60 percent to/from the US-101.

(3) Future (Year 2020) Conditions

The traffic volumes projected for the future (Year 2020) without Project scenario consider the expected changes in traffic over existing conditions from two primary sources: ambient growth in the existing traffic volumes due to the effects of overall regional growth and development outside the study area; and traffic generated by specific development projects in, or in the vicinity of, the study area. The change in traffic volumes as a result of improvements to the street network was also considered. These factors used to predict Future (Year 2020) Conditions are described below.

(a) Ambient Growth

Based on historical trends and LADOT's *Traffic Study Policies and Procedures*, an ambient growth factor of one percent per year compounded was applied to the traffic volumes under the Existing Conditions to reflect the effects of regional growth and development by the year 2020.

(b) Related Projects

As discussed in Section III, Environmental Setting, of this Draft EIR, in consultation with the Department of City Planning and LADOT, a total of 27 related projects have been identified in relation to the Project by way of location and development completion dates.

(i) Trip Generation

Trip generation estimates for the related projects were provided by LADOT and were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation, 9th Edition*. The trip generation projections are conservative,

or higher than can be reasonably expected, since they do not, in every case, account for either the existing uses that may be removed or the possible use of non-motorized travel modes (transit, walk, etc).

(ii) Trip Distribution and Traffic Assignment

The geographic distribution of the traffic generated by the related projects is dependent on several factors, including the type and density of the proposed land uses, the geographic distribution of population from which employees/residents and potential patrons of proposed developments may be drawn, and the location of these projects in relation to the surrounding street system. These factors are considered along with logical travel routes through the street system to develop a pattern of trip distribution. Using the above trip-generation and trip-distribution patterns, traffic generated by the related projects was assigned to the street network.

(c) Future Infrastructure Improvements

Programmed improvements to the street network in the study area were also considered in estimating the traffic volumes for the future (Year 2020) without Project scenario and are described as follows:

- Roadway Improvements—Based on discussions with LADOT, there are no future roadway improvements (either programmed improvements or as mitigation for other approved developments) in the study area that are anticipated to be fully funded and constructed prior to Project buildout (2020). In addition, while future improvements are being planned for the study area, such as the Barham Bridge improvement project and freeway ramp improvements, no future roadway improvements were included as part of the future base scenario in order to provide a conservative, or "worst case", analysis of intersection operations.

- Bicycle System—The future bicycle system in the study area would be expanded to create a more integrated network, as proposed in the City's *2010 Bicycle Plan*. In the vicinity of the Project Site, the *2010 Bicycle Plan* envisions bicycle lanes along Cahuenga Boulevard East, Cahuenga Boulevard West, and North Cahuenga Boulevard. However, none of these proposed bicycle facilities are definitively scheduled for implementation, and they are not expected to be fully built prior to Project completion.

(4) Future (Year 2020) with Project Conditions

The methodologies described above represent the Future without Project Conditions scenario. To develop the Future with Project Conditions scenario, the Project traffic volumes were added to the future without Project Conditions scenario traffic projections.

e. Congestion Management Program

(1) CMP Freeway Analysis

The potential impacts of the Project on CMP monitoring locations were analyzed in accordance with the Transportation Impact Analysis procedures outlined for the Los Angeles County CMP analysis. The freeway system analysis determines if project-generated trips would exceed the CMP thresholds requiring additional analysis of CMP freeway or intersection locations.

(2) CMP Transit Analysis

Potential increases in transit person trips generated by the Project were estimated using Section B.8.4 and Appendix B-4 of the 2010 CMP, which provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the projected number of vehicle trips. This methodology assumes an average vehicle occupancy (AVO) factor of 1.4 in order to estimate the number of person trips to and from a project site and provides the type of use (commercial, residential, etc.) and the proximity to transit services. The CMP guidelines estimate that approximately 3.5 percent of total Project person trips may use public transit to travel to and from the Project Site based on the type of use of the Project.

4. Existing Intersection Conditions

Table IV.K-3 on page IV.K-17 summarizes the V/C ratios and corresponding LOS results for the study intersections during the analyzed weekday and weekend periods previously described. As shown therein, five of the eight analyzed intersections are currently operating at LOS D or better during one or more of the analyzed periods. The remaining three intersections are currently operating at LOS E or LOS F during at least one of the five analyzed periods:

1. Cahuenga Boulevard West & Barham Boulevard
2. Cahuenga Boulevard East & Barham Boulevard
5. Highland Avenue & Hollywood Bowl Road/US-101 Southbound On-Ramp

5. Future (2020) Intersection Conditions

Table IV.K-4 on page IV.K-19 summarizes the Future (Year 2020) Conditions V/C ratios and corresponding LOS results for the study intersections during the analyzed periods. As shown therein, four of the eight study intersections are projected to operate at

Table IV.K-3
Existing Intersection Level of Service

No	Intersection	Peak Hour	Existing	
			Delay/ V/C	LOS
1.	Cahuenga Boulevard West & Barham Boulevard	Weekday A.M.	0.902	E
		Weekday P.M.	0.887	D
		Weekday Event	0.916	E
		Saturday Midday Event	0.661	B
		Saturday Evening Event	0.671	B
2.	Cahuenga Boulevard East & Barham Boulevard	Weekday A.M.	1.040	F
		Weekday P.M.	0.888	D
		Weekday Event	0.933	E
		Saturday Midday Event	0.501	A
		Saturday Evening Event	0.557	A
3.	Cahuenga Boulevard W & Pilgrimage Bridge	Weekday A.M.	1.7	A
		Weekday P.M.	1.1	A
		Weekday Event	2.0	A
		Saturday Midday Event	0.7	A
		Saturday Evening Event	2.3	A
4.	Cahuenga Boulevard East & Pilgrimage Bridge	Weekday A.M.	0.532	A
		Weekday P.M.	0.583	A
		Weekday Event	0.641	B
		Saturday Midday Event	0.217	A
		Saturday Evening Event	0.541	A
5.	Highland Avenue & Hollywood Bowl Rd/US-101 SB On-Ramp	Weekday A.M.	0.931	E
		Weekday P.M.	0.975	E
		Weekday Event	0.912	E
		Saturday Midday Event	0.706	C
		Saturday Evening Event	0.853	D
6.	US-101 Northbound Off-Ramp & North Cahuenga Boulevard	Weekday A.M.	0.403	A
		Weekday P.M.	0.806	D
		Weekday Event	0.677	B
		Saturday Midday Event	0.342	A
		Saturday Evening Event	0.428	A
7.	Highland Avenue & Odin Avenue	Weekday A.M.	0.580	A
		Weekday P.M.	0.611	B
		Weekday Event	0.534	A
		Saturday Midday Event	0.511	A
		Saturday Evening Event	0.484	A

Table IV.K-3 (Continued)
Existing Intersection Level of Service

No	Intersection	Peak Hour	Existing	
			Delay/ V/C	LOS
8.	North Cahuenga Boulevard & Odin Avenue	Weekday A.M.	0.377	A
		Weekday P.M.	0.659	B
		Weekday Event	0.547	A
		Saturday Midday Event	0.247	A
		Saturday Evening Event	0.502	A

[a] *V/C ratio applies to signalized Intersection Nos. 1, 2, and 4 through 8. Delay applies to unsignalized Intersection No. 3.*

Source: Gibson Transportation Consulting, Inc., 2014.

LOS D or better during the analyzed periods. The remaining four intersections are projected to operate at LOS E or F during one or more of the analyzed periods:

1. Cahuenga Boulevard West & Barham Boulevard
2. Cahuenga Boulevard East & Barham Boulevard
5. Highland Avenue & Hollywood Bowl Road/US-101 Southbound On-Ramp
6. US-101 Northbound Off-Ramp & North Cahuenga Boulevard

As compared to Existing Conditions, traffic conditions at Intersection No. 6 are projected to worsen under Future Conditions. In addition, Intersection Nos. 1, 2, and 5, which are operating at LOS E or LOS F under Existing Conditions, are projected to operate at LOS E or LOS F during additional peak periods or worsen from LOS E to LOS F during some peak periods.

6. Environmental Impacts

a. Thresholds of Significance

(1) CEQA Guidelines

Based on Appendix G of the CEQA Guidelines, Project impacts with regard to transportation/traffic would be significant if the Project would:

Table IV.K-4
Future (Year 2020) Conditions Intersection Level of Service

No	Intersection	Peak Hour	Future	
			Delay/ V/C	LOS
1.	Cahuenga Boulevard West & Barham Boulevard	Weekday A.M.	1.062	F
		Weekday P.M.	1.031	F
		Weekday Event	1.064	F
		Saturday Midday Event	0.841	D
		Saturday Evening Event	0.851	D
2.	Cahuenga Boulevard East & Barham Boulevard	Weekday A.M.	1.123	F
		Weekday P.M.	0.959	E
		Weekday Event	1.007	F
		Saturday Midday Event	0.544	A
		Saturday Evening Event	0.604	B
3.	Cahuenga Boulevard West & Pilgrimage Bridge	Weekday A.M.	1.9	A
		Weekday P.M.	0.9	A
		Weekday Event	1.7	A
		Saturday Midday Event	0.6	A
		Saturday Evening Event	2.0	A
4.	Cahuenga Boulevard East & Pilgrimage Bridge	Weekday A.M.	0.679	B
		Weekday P.M.	0.720	C
		Weekday Event	0.783	C
		Saturday Midday Event	0.386	A
		Saturday Evening Event	0.733	C
5.	Highland Avenue & Hollywood Bowl Rd/US-101 SB On-Ramp	Weekday A.M.	1.123	F
		Weekday P.M.	1.211	F
		Weekday Event	1.081	F
		Saturday Midday Event	0.983	E
		Saturday Evening Event	1.081	F
6.	US-101 Northbound Off-Ramp & North Cahuenga Boulevard North	Weekday A.M.	0.583	A
		Weekday P.M.	0.996	E
		Weekday Event	0.857	D
		Saturday Midday Event	0.586	A
		Saturday Evening Event	0.679	B
7.	Highland Avenue & Odin Avenue	Weekday A.M.	0.768	C
		Weekday P.M.	0.804	D
		Weekday Event	0.711	C
		Saturday Midday Event	0.789	C
		Saturday Evening Event	0.739	C

Table IV.K-4 (Continued)
Future (Year 2020) Conditions Intersection Level of Service

No	Intersection	Peak Hour	Future	
			Delay/ V/C	LOS
8.	North Cahuenga Boulevard & Odin Avenue	Weekday A.M.	0.487	A
		Weekday P.M.	0.845	D
		Weekday Event	0.725	C
		Saturday Midday Event	0.491	A
		Saturday Evening Event	0.545	A

[a] *V/C ratio applies to signalized Intersection Nos. 1, 2, and 4 through 8. Delay applies to unsignalized Intersection No. 3.*

Source: Gibson Transportation Consulting, Inc., 2014.

- 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;

- 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;

- 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;

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

- Result in inadequate emergency access; or

- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Appendix G of the CEQA Guidelines does not include a sample threshold of significance for parking impacts. The prior checklist question regarding inadequate parking capacity was deleted in 2010 pursuant to a number of amendments to the CEQA Guidelines that went into effect on March 18, 2010. However, given the importance of this

issue on the Project Site and within the City , an analysis of parking capacity is provided herein.

As discussed in the Initial Study prepared for the Project, provided in Appendix A of this Draft EIR, the Project Site is not located within the vicinity of a public or private airport or planning boundary of any airport land use plan. In addition, no high-rise structures are proposed as part of the Project which would increase or change air traffic patterns or increase levels of risk with respect to air traffic. Therefore, no significant impacts with regard to air traffic patterns would occur. Further, implementation of the Project would continue the existing theatre uses within the Project Site and provide for recreational opportunities and, as such, would not include incompatible land uses. Additionally, the Project would not create sharp curves or dangerous intersections. Thus, impacts with regard to traffic hazards would be less than significant. As such, no further analysis of these issues is necessary.

(2) Congestion Management Program

The CMP guidelines state that a CMP freeway analysis be conducted if 150 or more trips attributable to the proposed development are added to a mainline freeway monitoring location in either direction during the weekday morning or afternoon commuter peak hours.

The CMP guidelines also state that a CMP arterial monitoring station analysis be conducted if 50 or more peak hour project trips are added to a CMP arterial monitoring station during the weekday morning or afternoon commuter peak hours.

A significant project-related CMP impact would occur if the CMP facility is projected to operate at LOS F (V/C > 1.00) and if the project traffic causes an incremental change in the V/C ratio of 0.02 or greater. A proposed development would not be considered to have a regionally significant impact, regardless of the increase in V/C ratio, if the analyzed facility is projected to operate at LOS E or better after the addition of project traffic.

b. Project Design Features

Project Design Feature K-1: Construction Management Plan

The Ford Theatre Foundation shall prepare a construction traffic management plan, including haul routes and staging plans, as necessary and satisfactory to the County. The construction traffic management plan would be based on the nature and timing of the specific construction activities and shall include the following elements as appropriate:

- Prohibition of construction worker parking and other construction-related vehicles on adjacent residential streets.
- Provisions to prohibit construction equipment or material deliveries within the public right-of-way.
- Provisions for temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag persons).
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Provisions of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers, as appropriate.
- Provisions to accommodate the equipment storage and truck staging on-site.
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside of the commuter peak hours to the extent feasible.
- Obtaining the required permits for truck haul routes from the City prior to issuance of any permit for the Project.

Project Design Feature K-2: The Ford Theatre's shall stagger the start times of simultaneous events to be held in the Amphitheatre and the 299-seat theatre on weekday evenings after 6:00 p.m. by a minimum of 45 minutes so as to separate the arrival patterns of each theatre's patrons.

Project Design Feature K-3: Parking and Traffic Management Plan

The Ford Theatre Foundation shall prepare a Parking and Traffic Management Plan including parking and traffic management measures and transportation demand management strategies. The Parking and Traffic Management Plan could include, but not be limited to, the following:

- Provide directions and location maps with the parking options available for visitors in web postings, real time mobile applications, marketing, notification and media materials, etc.
- Post directions and maps showing truck routes for deliveries, construction vehicles, and other trucks.
- Encourage alternate travel options (, transit and shuttle service) for visitors in event-related marketing/media information.

- Manage the use of all parking spaces in the on-site parking garages to maximize parking efficiency and avoid underutilization of parking spaces.
- Identify locations for bus drop-off/pick-up and staging.
- Provide valet assist parking in at least one parking garage to maximize parking circulation and capacity where possible during large events.
- Require employees and staff to park within designated areas.
- Implement Transportation Demand Management strategies for employees to reduce trips during the congested periods and travel via other modes beside driving alone (e.g., carpooling, flexible or alternative work schedules, transit incentives, parking incentives for carpools and vanpools, etc.)
- Provide bicycle amenities (bicycle racks, lockers, etc.).

c. Analysis of Project Impacts

(1) Traffic

(a) Construction

Construction activities would include demolition of some existing uses, grading and excavation, construction of new structures and related infrastructure, and building and landscaping finishes. As described in Section II, Project Description, of this Draft EIR, the Project would be implanted in several phases and may be completed as early as 2020. To provide a worst-case analysis, the Project is assumed to be constructed in a single phase.

The Project construction would comply with County Code requirements, which prohibits noise-generating construction activities between the hours of 7:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, and anytime on Sundays or legal holidays if such noise would create a noise disturbance across a residential or commercial real-property line.

(i) Construction Workers

Construction worker traffic is determined based on the number of construction workers employed during various construction phases as well as the travel mode and travel time of workers. As part of the Project, it is anticipated that most, if not all, of the construction worker trips would occur outside of typical commuter peak periods since the hours of construction typically require workers to be on-site before the weekday morning commuter peak period and depart before or after the afternoon commuter peak period (i.e.,

arrive at a site prior to 7:00 A.M. and depart before 4:00 P.M. or after 6:00 P.M.). The number of construction workers on-site would vary based on the phase of construction (e.g., demolition, grading, building construction, etc.) and is estimated to range between approximately 10 and 100 workers on-site daily. Accounting for some level of carpooling among the construction workers (average vehicle ridership of 1.135 persons per vehicle), the number of construction worker trips during the construction phase requiring the largest number of workers (e.g., 100 construction workers during building construction) would generate approximately 176 trips (88 inbound/88 outbound). As previously stated, these trips would occur outside of the peak traffic periods.

(ii) Haul Trucks and Equipment/Material Delivery Trucks

The Project's combined excavation, demolition, and other construction activities are expected to generate approximately 107,094 cubic yards of material that would be exported off-site. Assuming 12-14 cubic yard trucks are used to export the material, the Project would generate approximately 64 haul truck trips per day (32 inbound/32 outbound) during construction.

With regard to construction material delivery trucks, it is estimated that an average of between less than 10 and 30 delivery trucks could access the Project Site on a daily basis depending on the construction phase. The construction phase requiring the largest number of deliveries (e.g., 30 delivery trucks during building construction) would generate approximately 30 daily delivery truck trips (15 inbound/15 outbound).

(iii) Truck Routes

Based on the proximity of the Hollywood Freeway to the Project Site, it is anticipated that haul trucks and delivery trucks would access the Project Site traveling northbound on Cahuenga Boulevard East from the Hollywood Freeway (US-101) and would exit the Project Site onto Cahuenga Boulevard East and travel northbound on Cahuenga Boulevard East to the Hollywood Freeway.

(iv) Potential Construction Traffic Impacts

As described above, during the most intense construction phase, it is anticipated that construction activities would generate approximately 176 daily construction worker trips. In addition, based on a passenger car equivalency factor of 2.0, the 64 haul truck trips per day and the 30 daily delivery truck trips would be equivalent to 188 passenger car trips per day. Therefore, Project construction could generate a total of approximately 364 trips per day based on the construction phase. However, as discussed above, given the typical construction hours the Project would comply with, the majority of these trips would occur during off-peak hours. As such, Project construction would not be expected to

result in a significant impact at any of the analyzed intersections. In addition, the Project would include implementation of a Construction Management Plan to minimize the amount and effect of construction traffic. As outlined above in Project Design Feature K-1, the Construction Management Plan would prohibit construction workers, haul trucks and delivery trucks from parking, staging, or queuing along the surrounding residential streets.

(b) Operation

(i) Project Trip Generation

As previously described, the number of trips expected to be generated by the Project was estimated based on specific information provided by the Ford Theatre Foundation and County staff with regard to the anticipated unique operational characteristics of the Ford Theatres (i.e., attendance levels; anticipated visitor arrival and departure patterns during weekdays and weekends; events, educational, and other programming; employees, etc.). In addition, the number of trips expected to be generated by the typical land use components of the Project (e.g., restaurant use) was estimated using rates published in the *Trip Generation, 9th Edition* by ITE. Trip generation for the office uses is based on the number of existing and proposed employees and conservatively assumes an average vehicle ridership of 1.0 per employee vehicle. Table IV.K-5 on page IV.K-26 provides a summary of the existing and anticipated trip-generation estimates for the Project during the analyzed periods described previously.

As shown in Table IV.K-5, the Project is anticipated to generate the following estimated net new trips during the corresponding analysis periods:

- Weekday 7:00 A.M. to 10:00 A.M.: 35 trips (34 inbound/1 outbound)
- Weekday 4:00 P.M. to 6:00 P.M.: 60 trips (17 inbound/43 outbound)
- Weekday 6:00 P.M. to 9:00 P.M.: 18 trips (13 inbound/5 outbound)
- Saturday 11:00 A.M. to 1:00 P.M.: 92 trips (78 inbound/14 outbound)
- Saturday 6:00 P.M. to 9:00 P.M.: 92 trips (79 inbound/13 outbound)

(ii) Trip Distribution and Traffic Assignment

The second and third components of the travel demand analysis includes an estimation of the geographical distribution of origins and destinations for the trips generated by the Project (trip distribution) and the assignment of these trips to the study area roadway system (traffic assignment). As stated above, the geographic distribution of trips generated by the Project is dependent on characteristics of the street system serving the Project Site,

Table IV.K-5
Project Trip Generation

John Anson Ford Theatre Project															
		Weekday A.M. Peak Hour			Weekday P.M. Peak Hour[a]			Weekday Evening Event Peak Hour[b]			Saturday Midday Peak Hour			Saturday Evening Peak Hour		
Land Use	**Size**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Ford Theatres	1,598 seats	0	0	0	35	22	57	364	64	428	343	26	368	343	26	368
Quality Restaurant	5,400 sf	0	0	0	27	13	40	27	13	40	17	12	29	34	24	58
Less Internal Capture[c]	50%	0	0	0	(14)	(7)	(20)	(14)	(7)	(20)	(9)	(6)	(15)	(17)	(12)	(29)
Less Transit Use[d]	15%	0	0	0	(4)	(2)	(6)	(4)	(2)	(6)	(3)	(2)	(4)	(5)	(4)	(9)
Total		0	0	0	9	5	14	9	5	14	6	4	10	12	8	20
Office[e]	50 employees	50	0	50	0	50	50	0	0	0	0	0	0	0	0	0
Hiking Trail	100 daily hikers	4	1	5	1	4	5	0	0	0	5	5	10	0	0	0
Subtotal Project Trips		**54**	**1**	**55**	**45**	**81**	**126**	**373**	**69**	**442**	**354**	**35**	**389**	**355**	**34**	**389**
Existing Uses																
		Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Weekday Evening Event Peak Hour			Saturday Midday Peak Hour			Saturday Evening Event Peak Hour		
Land Use	**Size**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Ford Theatres	1,287 seats	0	0	0	28	18	46	360	64	424	276	21	297	276	21	297
Office[e]	20 employees	20	0	20	0	20	20	0	0	0	0	0	0	0	0	0
Subtotal Existing Trips		**20**	**0**	**20**	**28**	**38**	**66**	**360**	**64**	**424**	**276**	**21**	**297**	**276**	**21**	**297**
Net New Trips (Project Trips - Existing Trips)		**34**	**1**	**35**	**17**	**43**	**60**	**13**	**5**	**18**	**78**	**14**	**92**	**79**	**13**	**92**

[a] *Ford Theatre traffic volumes during the Weekday P.M. Peak Hour include staff (e.g., employees, setup crews, production managers, etc.) trips associated with operations of the theatres (Amphitheatre, 299-seat theatre, & multi-purpose flex space).*

[b] *Weekday Evening Event Peak Hour reflects the Project Design Feature staggering of event start times between Amphitheatre and 299-seat theatre. Thus, a total of 1,299 seats is included for analysis, representing full occupancy of Amphitheatre and multi-purpose flex space (1,200 + 99 seats).*

[c] *The restaurant uses will primarily support the Ford Theatres, but will be open to the public. Thus, an internal capture credit was applied to account for patrons also attending an event at the Ford Theatres.*

[d] *Transit reduction to account for patrons and employees that may use transit, based on the improved Transit Plaza and continued presence of a shuttle to/from the Universal City/Studio City Metro Red Line Station.*

[e] *Based on information provided by Ford Theatre as part of the Project a total of 85 employees will be on-site, including 50 Ford Theatre employees (8:00 A.M. to 5:00 P.M.) and 35 Parks & Recreation employees that arrive and depart outside of the commuter peak periods (arrive by 6:00 A.M., depart before 4:00 P.M.). It should be noted that the employee numbers are overly conservative, as they do not account for the existing 140 LA Phil employees that will be replaced by other County employees relocated onsite with the Project.*

Source: Gibson Transportation Consulting, Inc., 2014.

the level of accessibility of routes to and from the Project Site, and the locations of nearby residential, entertainment and employment centers. Based on the observed distribution of traffic in the vicinity of the Project Site, Project traffic was assigned to the surrounding streets as follows: approximately 50 percent of the total Project traffic was assigned to the north of the Project Site; approximately 50 percent of the total Project traffic was assigned to the south of the Project Site; and approximately 60 percent of the Project traffic was assigned to/from the US-101 and the Project Site.

(iii) Existing with Project Intersection Conditions

The Existing with Project analysis assumes the Project is constructed, to full buildout, and added to existing traffic conditions. The Existing with Project analysis does not include ambient traffic growth, related project traffic growth, future roadway and infrastructure improvements, or mitigation. Existing with Project intersection operating conditions during the analyzed periods are shown in Table IV.K-6 on page IV.K-28.

As provided therein, five of the eight intersections are projected to operate at LOS D or better during the analyzed periods. The remaining three intersections are projected to operate at LOS E or F during one or more of the analyzed periods. It is noted that these three intersections are the same intersections currently operating at LOS E or F under Existing Conditions, as previously identified above (Intersection Nos. 1, 2, and 5). Asshown in Table IV.K-6, the addition of Project traffic to the study intersections would not exceed applicable significance thresholds. Therefore, the Project would not result in a significant impact at any of the study intersections during the analyzed periods under Existing with Project Conditions.

(iv) Future (Year 2020) with Project Intersection Conditions

The Future (Year 2020) with Project analysis assumes the Project is constructed, to full buildout, in year 2020 and added to future baseline conditions, which, as previously described, comprises baseline traffic and ambient and related project traffic growth, but does not include any mitigation. Future (Year 2020) with Project intersection operating conditions during the analyzed hours are shown in Table IV.K-7 on page IV.K-30. As shown therein, four of the eight study intersections are projected to operate at LOS D or better during the analyzed periods under Future (Year 2020) with Project Conditions. The remaining four intersections are projected to operate at LOS E or F during one or more of the analyzed periods. It is noted that these four intersections are the same intersections projected to operate at LOS E or F under Future Conditions (without the Project), as previously identified (Intersection Nos. 1, 2, 5, and 6). As summarized in Table IV.K-7, similar to the Existing with Project Conditions scenario above, Project traffic would contribute a small increase in the V/C ratios at most study intersections. Therefore, the

Table IV.K-6
Existing with Project Conditions Intersection Level of Service

No	Intersection	Peak Hour	Existing with Project			
			Delay/ V/C	LOS	∆ in Delay/ V/C	Significant Impact?
1.	Cahuenga Boulevard West & Barham Boulevard	Weekday A.M.	0.902	E	0.000	No
		Weekday P.M.	0.887	D	0.000	No
		Weekday Event	0.916	E	0.000	No
		Saturday Midday Event	0.661	B	0.000	No
		Saturday Evening Event	0.671	B	0.000	No
2.	Cahuenga Boulevard East & Barham Boulevard	Weekday A.M.	1.041	F	0.001	No
		Weekday P.M.	0.890	D	0.002	No
		Weekday Event	0.933	E	0.000	No
		Saturday Midday Event	0.504	A	0.003	No
		Saturday Evening Event	0.560	A	0.003	No
3.	Cahuenga Boulevard West & Pilgrimage Bridge	Weekday A.M.	1.7	A	0.0	No
		Weekday P.M.	1.1	A	0.0	No
		Weekday Event	2.0	A	0.0	No
		Saturday Midday Event	0.8	A	0.1	No
		Saturday Evening Event	2.5	A	0.2	No
4.	Cahuenga Boulevard East & Pilgrimage Bridge	Weekday A.M.	0.532	A	0.000	No
		Weekday P.M.	0.583	A	0.000	No
		Weekday Event	0.641	B	0.000	No
		Saturday Midday Event	0.217	A	0.000	No
		Saturday Evening Event	0.541	A	0.000	No
5.	Highland Avenue & Hollywood Bowl Rd/US-101 SB On-Ramp	Weekday A.M.	0.931	E	0.000	No
		Weekday P.M.	0.977	E	0.002	No
		Weekday Event	0.913	E	0.001	No
		Saturday Midday Event	0.707	C	0.001	No
		Saturday Evening Event	0.854	D	0.001	No
6.	US-101 Northbound Off-Ramp & North Cahuenga Boulevard North	Weekday A.M.	0.411	A	0.009	No
		Weekday P.M.	0.811	D	0.005	No
		Weekday Event	0.680	B	0.003	No
		Saturday Midday Event	0.363	A	0.021	No
		Saturday Evening Event	0.449	A	0.021	No
7.	Highland Avenue & Odin Avenue	Weekday A.M.	0.580	A	0.000	No
		Weekday P.M.	0.614	B	0.003	No
		Weekday Event	0.535	A	0.001	No
		Saturday Midday Event	0.511	A	0.001	No
		Saturday Evening Event	0.487	A	0.003	No

Table IV.K-6 (Continued)
Existing with Project Conditions Intersection Level of Service

No	Intersection	Peak Hour	Existing with Project			
			Delay/ V/C	LOS	Δ in Delay/ V/C	Significant Impact?
8.	North Cahuenga Boulevard & Odin Avenue	Weekday A.M.	0.378	A	0.001	No
		Weekday P.M.	0.660	B	0.001	No
		Weekday Event	0.547	A	0.000	No
		Saturday Midday Event	0.252	A	0.005	No
		Saturday Evening Event	0.509	A	0.007	No

[a] *V/C ratio applies to signalized Intersection Nos. 1, 2, and 4 through 8. Delay applies to unsignalized Intersection No. 3.*

Source: Gibson Transportation Consulting, Inc., 2014.

Project would not result in a significant impact at any of the study intersections during the analyzed periods under Future with Project Conditions.

(2) Congestion Management Program

(a) CMP Freeway Analysis

As stated above, the geographic distribution of trips generated by the Project is dependent on characteristics of the street system serving the Project Site, the level of accessibility of routes to and from the Project Site, and the locations of nearby residential, entertainment and employment centers. Based on the observed distribution of traffic in the vicinity of the Project Site, approximately 60 percent of the Project traffic was assigned to/from the US-101 and the Project Site. According to the trip generation estimates shown above in Table IV.K-5 on page IV.K-26, the Project is expected to generate approximately 35 net new trips in the weekday A.M. peak hour, approximately 60 net new trips in the weekday P.M. peak hour, approximately 18 net new trips in the weekday evening peak hour, approximately 92 net new trips in the Saturday midday peak hour, and approximately 92 net new trips in the Saturday evening peak hour. As detailed in the Project trip distribution patterns illustrated in Figures 10A, 10B, and 10C of the Traffic Study provided as Appendix L of this Draft EIR, the Project would add fewer than 150 trips in either direction during the weekday morning and afternoon peak hours. Therefore, no CMP impact would occur and no additional analysis of freeway segments is required per the CMP criteria.

Table IV.K-7
Future (Year 2020) with Project Conditions Intersection Level of Service

No	Intersection	Peak Hour	Future With Project			
			Delay/ V/C	LOS	Δ in Delay/ V/C	Significant Impact?
1.	Cahuenga Boulevard West & Barham Boulevard	Weekday A.M.	1.062	F	0.000	No
		Weekday P.M.	1.031	F	0.000	No
		Weekday Event	1.064	F	0.000	No
		Saturday Midday Event	0.841	D	0.000	No
		Saturday Evening Event	0.851	D	0.000	No
2.	Cahuenga Boulevard East & Barham Boulevard	Weekday A.M.	1.124	F	0.001	No
		Weekday P.M.	0.961	E	0.002	No
		Weekday Event	1.008	F	0.001	No
		Saturday Midday Event	0.546	A	0.002	No
		Saturday Evening Event	0.607	B	0.003	No
3.	Cahuenga Boulevard West & Pilgrimage Bridge	Weekday A.M.	2.0	A	0.1	No
		Weekday P.M.	0.9	A	0.0	No
		Weekday Event	1.7	A	0.0	No
		Saturday Midday Event	0.7	A	0.1	No
		Saturday Evening Event	2.2	A	0.2	No
4.	Cahuenga Boulevard East & Pilgrimage Bridge	Weekday A.M.	0.679	B	0.000	No
		Weekday P.M.	0.720	C	0.000	No
		Weekday Event	0.783	C	0.000	No
		Saturday Midday Event	0.386	A	0.000	No
		Saturday Evening Event	0.733	C	0.000	No
5.	Highland Avenue & Hollywood Bowl Rd/US-101 SB On-Ramp	Weekday A.M.	1.123	F	0.000	No
		Weekday P.M.	1.211	F	0.000	No
		Weekday Event	1.082	F	0.001	No
		Saturday Midday Event	0.983	E	0.000	No
		Saturday Evening Event	1.082	F	0.001	No
6.	US-101 Northbound Off-Ramp & North Cahuenga Boulevard North	Weekday A.M.	0.592	A	0.009	No
		Weekday P.M.	1.001	F	0.005	No
		Weekday Event	0.861	D	0.004	No
		Saturday Midday Event	0.607	B	0.021	No
		Saturday Evening Event	0.700	B	0.021	No
7.	Highland Avenue & Odin Avenue	Weekday A.M.	0.768	C	0.000	No
		Weekday P.M.	0.807	D	0.003	No
		Weekday Event	0.712	C	0.001	No
		Saturday Midday Event	0.790	C	0.001	No
		Saturday Evening Event	0.742	C	0.003	No

Table IV.K-7 (Continued)
Future (Year 2020) with Project Conditions Intersection Level of Service

No	Intersection	Peak Hour	Future With Project			
			Delay/ V/C	LOS	Δ in Delay/ V/C	Significant Impact?
8.	North Cahuenga Boulevard & Odin Avenue	Weekday A.M.	0.489	A	0.001	No
		Weekday P.M.	0.846	D	0.001	No
		Weekday Event	0.726	C	0.001	No
		Saturday Midday Event	0.496	A	0.005	No
		Saturday Evening Event	0.552	A	0.007	No

[a] *V/C ratio applies to signalized Intersection Nos. 1, 2, and 4 through 8. Delay applies to unsignalized Intersection No. 3.*

Source: Gibson Transportation Consulting, Inc., 2014.

(b) CMP Arterial Monitoring Stations

As previously described, the CMP arterial monitoring stations closest to the Project Site include Santa Monica Boulevard & Highland Avenue and Cahuenga Boulevard & Lankershim Boulevard. Based on the Project trip generation and trip distribution patterns illustrated in Figures 10A, 10B, and 10C of the Traffic Study included as Appendix L of this Draft EIR, the Project is estimated to add fewer than five trips to each of the arterial monitoring stations during the morning and afternoon peak hours. Therefore, the Project would not add more than 50 vehicle trips during the morning and afternoon peak hours at CMP arterial monitoring stations. Therefore, the Project's CMP arterial impacts are considered to be less than significant, and no further analysis is required.

(c) CMP Transit Analysis

(i) Construction

Project construction would not require the relocation or removal of the existing Metro transit stop adjacent to the Project Site or other transit stops in the vicinity of the Project Site. As such, Project development would not result in significant impacts on transit access.

(ii) Operation

According to the trip generation estimates shown above in Table IV.K-5 on page IV.K-26, the Project is expected to generate approximately 35 net new trips during weekday morning peak hour and 60 trips during weekday afternoon peak hour. Per

the methodology presented in the CMP, applying the average vehicle ridership factor of 1.4 to the estimated net new vehicle trips results in an estimated increase of approximately 49 new person trips during the weekday morning peak hour and 84 new person trips during the afternoon peak hour. The CMP provides that, of the total net person trips of a project that is not primarily residential or commercial, 3.5 percent of the total person trips attributable to the Project be assigned astransit riders. Following this approach, the Project would generate an estimated increase in transit riders of approximately three net new transit trips in the weekday morning peak hour and two net new transit trips in the weekday afternoon peak hour. As detailed above, the study area is served by numerous established transit routes, including the Metro Red Line, two Metro bus lines, and one LADOT bus line. Distribution of the Project transit trips to the transit routes available in the area would result in less than one new transit user for each transit line during the peak hours. Consequently, the total available capacity of the transit lines within the study area during the morning and afternoon peak hours is anticipated to more than accommodate the limited net additional trips during the morning and afternoon peak periods. Therefore, Project impacts on existing or future transit services in the study area would be less than significant.

(3) Access and Circulation

(a) Emergency Access

(i) Construction

Construction activities for the Project would be concentrated within the Project Site with limited off-site activities for implementation of any necessary utility improvements. As outlined above in Project Design Feature K-1, a Construction Management Plan would be implemented during construction to provide for temporary traffic controls, including provisions to prohibit construction equipment or material deliveries within the public right-of-way and the use of flag persons to improve traffic flow. Implementation of such provisions would ensure adequate emergency access to residences adjacent to the Project Site. In addition, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Further, access to the Project Site would continue to be available during construction of the Project. Thus, any potential emergency access impacts from Project-related construction would be less than significant.

(ii) Operation

As described in Section II, Project Description, of this Draft EIR, upon implementation of the Project, access to the Project Site would continue to be available via the four existing driveways along the eastside of Cahuenga Boulevard East with improved internal configuration and circular modifications to accommodate the Project. Specifically,

to facilitate access and circulation within the proposed Transit Center, the Project includes one new driveway between the northernmost driveway and the main entrance at the intersection of Cahuenga Boulevard East and Pilgrimage Bridge. The existing circular driveway at the upper gate would also 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. In addition, the Project would incorporate specific emergency access recommendations provided by the County Fire Department and the City of Los Angeles Fire Department as set forth in Project Design Feature J.1-2 included in Section IV.J.1, Public Services—Fire Protection, of this Draft EIR. In addition, as discussed above, traffic generated by the Project would not result in significant impacts to Project area intersections, including intersections along the closest City-designated disaster route along Highland Avenue. Notwithstanding, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Further, the Project would be designed in accordance with emergency vehicle access, clearance, and staging recommendations set forth by the County Fire Department and LAFD. Therefore, the Project would not result in inadequate emergency access and impacts would be less than significant.

(b) Bicycle and Pedestrian Access

(i) Construction

Construction of the Project would primarily be contained within the boundaries of the Project Site and would not affect the adjacent street system. In addition, as outlined above in Project Design Feature K-1, a Construction Management Plan would be implemented during construction to provide for temporary traffic controls and address any temporary lane or sidewalk closures, if necessary. Thus, any potential access impacts from Project-related construction would be less than significant.

(ii) Operation

Existing pedestrian facilities would remain with implementation of the Project. As such, pedestrian access to the Project Site would continue to be available from the sidewalks currently provided along Cahuenga Boulevard East. In addition, as part of the Project, on-site pedestrian circulation would be improved by accommodating parking within two new parking structures and providing designated pedestrian pathways to and from the parking structures and the on-site uses, thereby eliminating the pedestrian-vehicular conflicts associated with a stacked parking configuration. With the implementation of the Transit Center and modifications to the driveways described above, the Project would also improve access and circulation for vehicles and shuttles.

As previously described, bicycle lanes in the study area currently exist on North Cahuenga Boulevard between Odin Avenue and Yucca Street. In addition, there are two streets designated as bicycle routes: Odin Avenue between Highland Avenue and North Cahuenga Boulevard and Wilcox Avenue south of North Cahuenga Boulevard. As these facilities do not cross the access locations to the Project Site, the Project would not affect existing designated bicycle lanes and routes in the study area. Notwithstanding, the existing sidewalks, access driveways, and lane configurations would be maintained with the Project. In addition, the Project would include bicycle amenities (e.g., bicycle parking and bicycle-friendly amenities) located throughout the Project Site.

In summary, the Project would not decrease the performance or safety of the existing circulation system and no significant impacts with regard to pedestrian and bicycle facilities are expected to result due to the design or placement of Project access points.

(4) Parking

(a) Construction

During construction of the Project, parking for employees and construction workers would be provided on-site. In addition, the Construction Management Plan outlined above in Project Design Feature K-1, would address and manage on-site parking for employees and construction workers within the Project Site. Therefore, Project construction would not result in a significant impact with regard to the availability of parking.

(b) Operation

The parking demands of the Project would fluctuate depending on the activities, programs, and events held; time of the year (e.g., holidays); day of the week (weekdays and weekends); and time of the day. Therefore, an assessment of parking demand was conducted for several potential scenarios, including on a non-event day and during event days with varying attendance levels. The peak parking demand for the Project during the peak parking demand scenarios analyzed was estimated based on a combination of the Project's unique operational characteristics, including attendance levels, anticipated visitor arrival and departure patterns, empirical data from existing operations, industry-wide parking demand rates, average vehicle ridership rates, mode split (e.g., arriving by transit, walk, bicycle, etc.), internal capture (e.g., between the restaurant and the theatre uses), and employee data. A detailed summary of the parking demand for different operational scenarios is provided in Table 10 through Table 13 of the Traffic Study included in Appendix L of this DEIR. A summary of the parking demand scenarios analyzed and the results of the parking demand analysis is as follows:

- Non-event—This scenario assumes only office employees (e.g., Ford Theatre Foundation, Los Angeles County Arts Commission, Parks and Recreation staff), restaurant patrons, restaurant employees, and hikers would be on-site. It is also assumed that all restaurant patrons would be on-site simultaneously. During a non-event day, a peak parking demand of 291 spaces would be required.

- Event (attendance up to 1,100 patrons)—This scenario assumes an attendance level of up to 1,100 patrons in a combination of the theatres, along with the associated employees and restaurant use. During an event day with up to 1,100 patrons, a peak parking demand of 427 spaces would be required.

- Event (attendance of 1,101 to 1,300 patrons)—This scenario assumes an attendance level of 1,101 to 1,300 patrons in a combination of the theatres, along with the associated employees and restaurant use. During an event day with an attendance level of 1,101 to 1,300 patrons, a peak parking demand of 484 spaces would be required.

- Event (attendance of 1,301 to 1,598 patrons)—This scenario assumes an attendance level of 1,301 to 1,598 patrons, representing a sold out condition within all theatres, along with the associated employees and restaurant use. During an event day with an attendance level of 1,301 to 1,598 patrons, a peak parking demand of 568 spaces would be required.

As part of the Project, parking is proposed within two new parking structures, which are proposed to provide a total of 500 parking spaces (250 parking spaces in each structure). Parking within the parking structures could be expanded by approximately 75 spaces with the use of attendant assisted parking for a total of 575 parking spaces provided on-site. Additional parking at the Universal City/Studio City Metro Red Line Station would also continue to be available to accommodate the parking needs of the Project. Further, as outlined above in Project Design Feature K-3, the Project would include implementation of a Parking and Traffic Management Plan to address the varying parking needs of the Project. As summarized in Table 14 of the Traffic Study included as Appendix L of this Draft EIR, the peak parking demand for the different operation conditions would be accommodated based on the number of parking spaces to be provided and with implementation of the strategies set forth in the Parking and Traffic Management Plan, including a combination of existing on-site parking facilities, operational measures to increase parking supply such as attendant-assisted parking, employee parking management, and continued use of the parking spaces and shuttle from the Universal City/Studio City Metro Red Line Station for employees and patrons. Therefore, a sufficient number of parking spaces would be available to serve the estimated peak parking demand during a non-event day and during the analyzed event day scenarios, and Project impacts with regard to parking would be less than significant. Additionally, because the Project would increase the number of parking spaces within the Project Site and enhance

circulation and accessibility within the Project Site, it is anticipated that the Project would reduce the incentive for patrons to park on adjacent neighborhood streets.

(5) Summary of Impact Analysis

As provided by the analysis presented above, the Project would not result in significant impacts with regard to the local or regional transportation system, including intersections, highways, transit, and pedestrian and bicycle facilities. As such, the Project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, or conflict with an applicable congestion management program. In addition, the Project would not result in inadequate emergency access. Therefore, as demonstrated in the analysis above, impacts with regard to these topics would be less than significant.

(6) Consistency with Regulatory Framework

As analyzed above, the Project would not result in significant impacts to public transit, bicycle, or pedestrian facilities and therefore would not decrease the performance or safety of such facilities. In addition, with implementation of the Project, the County would continue to promote several modes of transportation including walking, biking, or public transportation. Therefore, the Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities and such impacts would be less than significant.

7. Cumulative Impacts

a. Traffic

(1) Construction

As shown in Figure III-1 in Section III, Environmental Setting, of this Draft EIR, the related projects, the closest of which is approximately 0.8 mile southwest of the Project Site, are not located in close proximity to the Project Site and may or may not be developed within the same construction schedule as the Project. In addition, as all of the related projects are located within the jurisdiction of LADOT, per standard City practice, the construction of large development projects would occur in accordance with project-specific construction management plans, as is the case with the Project. As the construction management plans are reviewed and approved by LADOT, it is anticipated that through this process, LADOT would coordinate construction activities among the related projects that would have the potential to result in cumulative intersection impacts. In addition, as analyzed above, the Project would not result in significant impacts at any of the

intersections within the study area during construction. Further, implementation of the Construction Management Plan, as outlined above in Project Design Feature K-1, would manage construction-related traffic in the study area. Thus, given the distance of the Project Site to the related Projects and the construction management plans that would be in place for the Project and the related projects, the Project's contribution to cumulative construction-related traffic impacts would not be cumulatively considerable and cumulative impacts would be less than significant.

(2) Operation

Implementation of the Project in conjunction with the related projects identified in Section III, Environmental Setting, of this Draft EIR, and projected regional growth would increase the amount of traffic in the study area. As described above in the Approach and Methodology subsection, the analysis of Future (Year 2020) with Project Conditions reflects both Project-specific and future cumulative traffic impacts related to intersection LOS. As detailed above in Table IV.K-4 on page IV.K-19, cumulative conditions (Future (Year 2020) Conditions) demonstrate four of the eight study intersections are projected to operate at LOS D or better during the analyzed periods. The remaining four intersections are projected to operate at LOS E or F during one or more of the analyzed periods. As shown in Table IV.K-7 on page IV.K-30, the Project would not contribute to any significant impacts to these intersections and the Project's contribution to cumulative impacts would not be cumulatively considerable. As such, cumulative impacts would be less than significant.

b. Congestion Management Program

As described above, the Project would not add more than 50 vehicle trips during the A.M. and P.M. peak hours at the CMP arterial monitoring stations nearest to the Project Site. In addition, the Project would add less than 150 trips along the nearest freeway segment serving the Project Site in either direction during either peak hour. Further, the Project would not result in significant impacts to public transit. Thus, no CMP impact would occur under the Project and, as a result, the Project's contribution to cumulative impacts would not be cumulatively considerable. Thus, the Project's cumulative impacts would be less than significant.

c. Access and Circulation

(1) Emergency Access

Project implementation in addition to some of the related projects and regional growth (depending on proximity to the Project Site) would contribute to an increase in the amount of traffic around the Project area. As described above, the analysis of the Future

(Year 2020) with Project Conditions reflects both Project-specific and future cumulative traffic impacts related to intersection LOS in the study area. This analysis concluded that the Project would result in less-than-significant impacts to study intersections, including intersections along the closest City-designated disaster route along Highland Avenue. Therefore, the Project's cumulative impacts would not be cumulatively considerable. In addition, as with the Project, it is anticipated that related projects would continue to consult with the applicable Police and Fire departments regarding emergency access requirements and implement specific emergency access requirements. Additionally, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Therefore, the Project's cumulative impacts to emergency would be less than significant.

(2) Bicycle and Pedestrian Access

As provided above, Project impacts to bicycle and pedestrian access would be less than significant. Based on the proximity of the Project Site to the related projects, the closest of which is approximately 0.8 mile southwest of the Project Site, development of the Project in conjunction with the related projects would not be expected to impact any existing shared bicycle and pedestrian facilities. Additionally, as with the Project, the applicants of the related projects would be required to design and construct their projects in conformance with applicable standards regarding sight distance, sidewalks, crosswalks, and pedestrian movement controls. Therefore, cumulative impacts would be less than significant.

d. Parking

The parking demand associated with the Project would not contribute to the cumulative demand for parking in the vicinity of the Project Site as a result of development of the Project and related projects. Specifically, as shown in Figure III-1 in Section III, Environmental Setting, of this Draft EIR, the related projects are sufficiently separated from the Project Site such that they would not share parking supplies. Additionally, because the Project would increase the number of parking spaces within the Project Site and enhance circulation and accessibility within the Project Site, it is anticipated that the Project would reduce the incentive for patrons to park on adjacent neighborhood streets. Therefore, cumulative parking impacts would be less than significant.

8. Mitigation Measures

The Project would result in less than significant impacts to traffic, access, and parking. No mitigation measures would be required.

9. Conclusion

a. Traffic

The Project would not result in significant impacts during Project construction or operation along the analyzed intersections under Existing with Project Conditions or Future (Year 2020) with Project Conditions.

b. Congestion Management Plan

No significant impacts to CMP arterial monitoring stations or freeway segments would occur. In addition, the Project's transit impacts would be less than significant.

c. Access and Circulation

Project access impacts as well as impacts related to pedestrian/bicycle facilities would be less than significant.

d. Parking

Project impacts related to parking would be less than significant.

IV. Environmental Impact Analysis

L.1 Utilities and Service Systems—Water

1. Introduction

This section analyzes the Project's potential impacts on water supply and water infrastructure. The analysis describes regional water supplies and the existing water infrastructure system serving the Project Site, estimates the water demand associated with the Project, and assesses whether there is sufficient water supply and infrastructure capacity to meet that demand. This analysis is based, in part, on the *Water System and Supply Study* prepared for the Project by Mollenhauer (March 2014) included as Appendix M of this Draft EIR.

2. Environmental Setting

a. Regulatory Framework

(1) State

(a) California Urban Water Management Plan Act

The California Urban Water Management Planning Act (California Water Code, Sections 10610–10656) addresses several State policies regarding water conservation and the development of water management plans to ensure the efficient use of available water supplies. The California Urban Water Management Planning Act also requires water suppliers to develop water management plans every five years to identify short-term and long-term demand management measures to meet growing water demands during normal, single-dry, and multiple-dry years. Specifically, municipal water suppliers that serve more than 3,000 customers or provide more than 3,000 acre-feet per year of water must adopt an Urban Water Management Plan.

(b) California Code of Regulations

Title 24, Part 5 of the California Code of Regulations (CCR), establishes the California Plumbing Code (last updated in 2013) which became effective January 1, 2014. The California Plumbing Code sets forth efficiency standards (i.e., maximum flow rates) for all new federally regulated plumbing fittings and fixtures, including showerheads and lavatory faucets. Accordingly, the maximum flow rate for showerheads is 2.0 gallons per

minute (gpm) at 80 pounds per square inch (psi). The maximum flow rate for lavatory faucets is 1.5 gpm at 60 psi. In addition, all water closets (i.e., flush toilets) are limited to 1.6 gallons per flush and urinals are limited to 0.5 gallon per flush. Further, Section 1605.3(h) establishes State efficiency standards for non-federally regulated plumbing fittings, including commercial pre-rinse spray valves.[1]

(2) Regional and County

(a) Metropolitan Water District of Southern California

Based on the water supply planning requirements imposed on its member agencies and ultimate customers, the Metropolitan Water District of Southern California (MWD) has adopted a series of official reports on the state of its water supplies. These plans are summarized below. As described, MWD has developed plans intended to provide solutions that, when combined with the rest of its supply portfolio, will ensure a reliable long-term water supply for its member agencies.

(i) MWD's 2010 Regional Urban Water Management Plan

MWD's 2010 Regional Urban Water Management Plan addresses the future of MWD's water supplies and demand through the year 2035.[2] Based on the 2010 Regional Urban Water Management Plan, MWD has plans for supply implementation and continued development of a diversified resource mix including programs in the Colorado River Aqueduct, State Water Project, Central Valley transfers, local resource projects, and in-region storage that enables the region to meet its water supply needs. In addition, MWD has comprehensive plans for stages of actions it would undertake to address up to 50 percent reduction in its water supplies. MWD has also developed an Emergency Storage Requirement to mitigate against potential interruption in water supplies resulting from catastrophic occurrences within the Southern California region as well as working with the State to implement a comprehensive improvement plan to address catastrophic occurrences that could occur outside of the Southern California region.

(ii) MWD's Integrated Resources Plan

MWD first adopted its Integrated Resources Plan in 1996. The Integrated Resources Plan is updated every five years. The most recent Integrated Resources Plan,

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[1] *California Building Standards Commission, 2013 California Plumbing Code, Appendix L, Section 402, www.iapmo.org/Pages/2013CaliforniaPlumbingCode.aspx, accessed March 12, 2014.*

[2] *Metropolitan Water District of Southern California, The Regional Urban Water Management Plan, November 2010, www.mwdh2o.com/mwdh2o/pages/yourwater/RUWMP/RUWMP_2010.pdf, accessed March 27, 2014.*

which was adopted in 2010, demonstrates how MWD plans to develop its water resource supply portfolio out to the year 2035, including planning for hydrologic, regulatory, and other types of uncertainties.[3] Under the strategy of the 2010 Integrated Resources Plan Update, MWD will continue to develop programs to meet its reliability within its traditional core supplies, collaborate with member agencies to develop a buffer to address uncertainty, and pursue foundational actions to address other future supply vulnerabilities and uncertainties. Overall, the strategies presented in the 2010 Integrated Resources Plan Update are projected to meet the future water supply needs of Southern California, and identify the "low-regret" actions that MWD can take in order to swiftly respond to the uncertainties that exist with all water resource programs.

(iii) MWD's Water Surplus and Drought Management Plan

In 1999, MWD incorporated the water shortage contingency analysis that is required as part of any urban water management plan into a separate, more detailed plan, called the Water Surplus and Drought Management Plan. The overall objective of the Water Surplus and Drought Management Plan is to ensure that shortage allocation of MWD's imported water supplies is not required.[4] This plan provides policy guidance to manage MWD's supplies and achieve the goals laid out in the agency's Integrated Resources Plan. The Water Surplus and Drought Management Plan separates resource actions into two major categories: Surplus Actions and Shortage Actions. The Water Surplus and Drought Management Plan considers the region to be in surplus only after MWD has met all demands for water, including replenishment deliveries. The Surplus Actions store surplus water, first inside then outside of the region. The Shortage Actions of the Water Surplus and Drought Management Plan are separated into three subcategories: Shortage, Severe Shortage, and Extreme Shortage. Each category has associated actions that could be taken as a part of the response to prevailing shortage conditions. Conservation and water efficiency programs are part of MWD's resource management strategy through all categories.

(iv) MWD's Water Supply Allocation Plan

While the Water Surplus and Drought Management Plan included a set of general actions and considerations for MWD staff to address during shortage conditions, it did not include a detailed water supply allocation plan or implementation approach. Therefore,

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[3] *Metropolitan Water District of Southern California, Integrated Water Resources Plan: Report No. 1373, 2010 Update, www.mwdh2o.com/mwdh2o/pages/yourwater/irp/IRP2010Report.pdf, accessed April 4, 2014.*

[4] *Metropolitan Water District of Southern California, Water Surplus and Drought Management Plan: Report No. 1150, August 1999, www.mwdh2o.com/mwdh2o/pages/yourwater/WSDM_Report1150.pdf, accessed April, 4, 2014.*

MWD adopted a water supply plan called the *Water Supply Allocation Plan* in February 2008. This plan includes a formula for determining reductions of water deliveries to member agencies during extreme water shortages in MWD's service area conditions (i.e., drought conditions or unforeseen cuts in water supplies).

(v) MWD's Five Year Supply Plan

In April 2008, MWD staff began working with MWD's member agencies on a *Five Year Supply Plan* (Supply Plan) to identify specific resource and conservation actions over the next five years to manage water deliveries under continued drought conditions and court ordered restrictions. The Supply Plan focuses on the following six categories of resource options to improve MWD's reliability over the next five years: water conservation, Colorado River transactions, Near Term Delta Actions, State Water Project transactions, groundwater recovery, and local resources.

(b) County of Los Angeles

In August 2008, the County Board of Supervisors adopted a Resolution declaring a countywide water supply and conservation alert, which: (a) urged the County residents, businesses, local water purveyors, and cities to intensify water conservation efforts to achieve an overall reduction in water demand of 15 to 20 percent; (b) directed all County departments to evaluate water usage and immediately implement conservation measures to reduce consumption by a target amount of 10 percent by December 31, 2008, and report back to the Board of Supervisors with recommended measures to reduce consumption by an additional 10 percent; (c) urged local water purveyors and cities to accelerate and intensify public outreach campaigns; (d) urged cities to update and adopt water wasting ordinances and prepare for enforcement of the ordinances, if necessary; and (e) encouraged County residents to follow 10 easy tips to reduce their water consumption.[5] In response to this directive, the County Board of Supervisors readopted such provisions in the Los Angeles County Code, imposing water conservation requirements for the Los Angeles County area, such as prohibiting the wash down of driveways and sidewalks, limiting the hours and duration of watering any lawn or landscaping, and prohibiting water runoff into adjoining streets.[6] In addition, the Los Angeles County Code includes

[5] *Resolution of the Board of Supervisors of the County of Los Angeles, California, Declaring a Countywide Water Supply and Conservation Alert, adopted August 5, 2008.*

[6] *Los Angeles County Code, Title 11, Chapter 11.38 Water and Sewers, Part 4 Water Conservation Requirements for the Unincorporated Los Angeles County Area, previously terminated on January 1, 1993 and readopted on October 7, 2008.*

regulations for designing, installing, and maintaining water-efficient landscapes in new projects.[7]

In November 2008, the County Board adopted a Green Building Program, in part, to improve the design and construction techniques that would promote water conservation. The Green Building Standards Ordinance[8] is a component of the Green Building Program, and requires the installation of smart irrigation controllers and high-efficiency toilets. In addition, the Drought-Tolerant Landscaping Ordinance[9] provides additional standards for the design and installation of landscaping using drought-tolerant plants that require minimal use of water and limitations on turf areas. The Low Impact Development Ordinance[10] encourages the preservation of watersheds, drainage paths, water supplies, and natural resources through compliance with additional development standards identified in the Low Impact Development Standards Manual and Green Building and Sustainability Guidelines for the County of Los Angeles. If a conflict exists between provisions of the Green Building Program and other ordinances, statutes, regulations, or requirements, the County requires the stricter provision to apply.[11]

(3) Local

(a) LADWP's 2010 Urban Water Management Plan

The Los Angeles Department of Water and Power's (LADWP) 2010 Urban Water Management Plan, adopted by the Board of Water and Power Commissioners in May 2011, details LADWP's efforts to promote the efficient use and management of its water resources and provides the basic policy principles that guide LADWP's decision-making process to secure a sustainable water supply for the City of Los Angeles in the next 25 years. LADWP's 2010 Urban Water Management Plan projects a 15 percent lower water demand trend than what was projected in the 2005 Urban Water Management Plan and lays out a detailed plan to develop a sustainable water supply portfolio that includes the increase of local water supplies and water conservation from the current 12 percent to 43 percent by 2035. Based on LADWP's 2010 Urban Water Management Plan, the focus on local supplies would increase flexibility and overall water supply reliability.

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[7] *Id. Title 26, Chapter 71, Water-Efficient Landscaping.*

[8] *Id. Title 22, Chapter 22.52, Part 20, Green Building.*

[9] *Id. Title 21, Chapter 22.52, Part 21, Drought-Tolerant Landscaping.*

[10] *Id. Title 12, Chapter 12.84, Low Impact Development Standards.*

[11] *Id. Title 22, section 22.52.2200(B).*

(b) LADWP's Securing L.A.'s Water Supply

The City of Los Angeles is faced with various ongoing challenges in securing its future water supplies due to among other things droughts, environmental restrictions, and climate change. In response to these uncertainties, the City prepared and released a Water Supply Action Plan entitled *Securing L.A.'s Water Supply* dated May 17, 2008.[12] The plan serves as a template for creating sustainable sources of water for the future of the City to reduce dependence on imported supplies. The plan also takes into account the realities of climate change and the concerns of drought and dry weather. The plan outlines short-term conservation strategies as well as long-term conservation and recycling measures. Short-term conservation strategies include enforcing prohibited uses of water, expanding the prohibited uses of water, extending outreach efforts, and encouraging regional conservation measures. Long-term conservation and recycling measures include increasing water conservation through reduction of outdoor water use and technology, maximizing water recycling, enhancing stormwater capture, accelerating clean-up of the San Fernando groundwater basin, and expanding groundwater storage.

b. Existing Conditions

(1) Water Supply

LADWP is responsible for providing water to properties within the City of Los Angeles limits, including the Project Site, and ensuring that the water quality meets applicable California health standards for drinking water. Water is supplied to the City from four primary sources: the Los Angeles Aqueducts, local groundwater, MWD, and recycled water. As shown in Table IV.L.1-1 on page IV.L.1-7, in 2011, the LADWP had an available water supply of 539,282 acre-feet, of which approximately 66 percent was from the Los Angeles Aqueducts, approximately 9 percent from local groundwater, approximately 23 percent from the MWD, and approximately 1.4 percent from recycled water. These water sources are described in further detail below.

(a) Los Angeles Aqueducts

Snowmelt runoff from the Eastern Sierra Nevada Mountains is collected and conveyed to the City via the Los Angeles Aqueducts. The Los Angeles Aqueducts' supplies come primarily from snowmelt and secondarily from groundwater pumping, and can fluctuate yearly due to the varying hydrological conditions.

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[12] *City of Los Angeles Department of Water and Power, Securing L.A.'s Water Supply, www.greencities california.org/assets/water/LA_Emergency-Water-Conservation-Plan_Water-Supply-Report-2008.pdf, accessed April 10, 2014.*

Table IV.L.1-1
Los Angeles Department of Water and Power 2002–2011 Water Supply

Year	Los Angeles Aqueducts	Local Groundwater	MWD	Recycled Water	Transfer, Spread, Spills, and Storage[a]	Total
2002	179,237	85,153	401,303	1,944	-1,405	**669,042**
2003	251,340	86,341	317,774	1,759	2,528	**654,687**
2004	203,190	75,696	392,603	1,774	-2,958	**676,221**
2005	376,394	57,623	185,002	1,401	3,140	**617,280**
2006	380,235	67,299	189,975	3,893	-1,336	**642,738**
2007	127,392	88,041	438,344	3,595	1,044	**656,327**
2008	148,407	64,604	430,959	7,048	1,664	**649,354**
2009	137,261	66,998	357,005	7,570	3,052	**565,782**
2010	251,126	68,346	208,264	6,900	-938	**535,574**
2011	357,752	48,772	124,913	7,692	-153	**539,282**

Units are in acre-feet.

[a] *A negative number does not represent a loss. Rather, the negative number indicates the amount of water that has been taken or stored into the reservoir system. A positive number indicates spills from the reservoir system.*

Source: Los Angeles Department of Water and Power, 2012.

The City holds water rights in the Eastern Sierra Nevada where the Los Angeles Aqueducts' water supplies originate. These supplies originate from both streams and from groundwater. As indicated in Table IV.L.1-1, approximately 357,752 acre-feet of LADWP's water supplies were from the Los Angeles Aqueduct in 2011. Average deliveries from the Los Angeles Aqueduct system from 2002 through 2011 were approximately 241,233 acre-feet of water annually. Based on modeling results, LADWP projects that the average annual long-term Los Angeles Aqueducts delivery over the next 25 years is expected to be approximately 254,000 acre-feet per year and gradually decline to 244,000 acre-feet per year due to climate change impacts.[13] In addition, in the last decade, environmental considerations have required that the City reallocate approximately one-half of the Los Angeles Aqueducts water supply to environmental mitigation and enhancement projects.

[13] *Los Angeles Department of Water and Power, 2010 Urban Water Management Plan.*

(b) Groundwater

LADWP traditionally extracts groundwater from wellfields throughout the Owens Valley and local groundwater basins. Groundwater from the Owens Valley is currently accounted for in the Los Angeles Aqueduct discussion and data above. LADWP has water rights in the San Fernando and Sylmar Basins as well as two other local groundwater basins, the Central and West Coast Basins. The San Fernando, Sylmar, and Central Basins are subject to court judgments. Accordingly, pumping in the San Fernando and Sylmar Basins must be reported to the court-appointed Upper Los Angeles River Area Watermaster and pumping in the Central Basin is reported to the California Department of Water Resources, which acts as Watermaster.

LADWP has accumulated nearly 486,759 acre-feet of stored water credits in the San Fernando Basin as of October 2011.[14] This water can be withdrawn from the basin during normal and dry years or in an emergency, in addition to LADWP's approximately 87,000 acre-foot annual entitlement in the basin. LADWP currently has an annual entitlement of 3,405 acre-feet from the Sylmar Basin. In addition, LADWP's annual entitlement to the Central Basin is 15,000 acre-feet.

As shown in Table IV.L.1-2 on page IV.L.1-9, from the 2010–2011 water year (October through September), the LADWP extracted 43,951 acre-feet from the San Fernando Basin, 963 acre-feet from the Sylmar Basin, and 4,536 acre-feet from the Central Basin.[15] LADWP plans to continue production from its groundwater basins in the coming years to offset reductions in imported water supplies. Extraction from the basins will, however, be limited by water quality and overdraft protection. Both LADWP and the California Department of Water Resources have programs in place to monitor wells to prevent overdrafting. LADWP's groundwater pumping practice is based on a "safe yield" operation. The objective, over a period of years, is to extract an amount of groundwater equal to the native and imported water that recharges the basin.

(c) Metropolitan Water District of Southern California

MWD imports a portion of its water supplies from Northern California through the State Water Project's California Aqueduct and from the Colorado River through MWD's own Colorado River Aqueduct. As one of the 26 member agencies of MWD, LADWP purchases water from MWD to supplement LADWP water supplies from the Los Angeles Aqueducts and local groundwater. As of June 30, 2010, LADWP had a preferential right to

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[14] *Los Angeles Department of Water and Power, 2012.*

[15] *Los Angeles Department of Water and Power, 2012.*

Table IV.L.1-2
Local Groundwater Basin Supply (acre-feet)

Fiscal Year (Jul-Jun)	San Fernando	Sylmar	Central
2006–2007	76,251	3,919	13,609
2007–2008	50,009	2,997	10,754
2008–2009	52,896	868	11,817
2009–2010	59,958	2,544	11,135
2010–2011	43,951	963	4,536

Units are in acre-feet.
Source: Los Angeles Department of Water and Power, 2012.

purchase 20.51 percent of MWD's total water supply.[16] As indicated in Table IV.L.1-1 on page IV.L.1-7, in 2011, LADWP received approximately 124,913 acre-feet of water from MWD. LADWP will continue to rely on MWD to meet its current and future supplemental water needs. Summaries of MWD's individual supplies, along with the challenges facing each supply and specific actions that MWD is taking to meet each of the challenges facing its water supplies, are presented below.

(i) The Colorado River

The Colorado River was MWD's original source of water upon MWD's establishment in 1928. MWD has a legal entitlement to receive water from the Colorado River under a permanent service contract with the Secretary of the Interior (Section 5 of the Federal Boulder Canyon Project Act). California is apportioned the use of 4.4 million acre-feet of water from the Colorado River each year plus one-half of any surplus that may be available for use collectively in Arizona, California, and Nevada. Since 2003, due to increased Colorado River water use by Arizona and Nevada and droughts in the Colorado River Basin, MWD's net diversions of Colorado River water have been limited to a low of nearly 633,000 acre-feet in 2006 and a high of approximately 1,105,232 acre-feet in 2009. Average annual net deliveries for 2003 through 2010 were approximately 849,500 acre-feet, with annual volumes dependent on availability of unused higher priority agricultural water and increasing transfer of conserved water. There are various agreements and guidelines that affect the management of Colorado River water supplies, and MWD has taken steps to augment its share of Colorado River water supplies by entering into agreements with other agencies that have rights to use such water. Challenges facing MWD's Colorado River

[16] *Los Angeles Department of Water and Power, 2012.*

supply include risk of future droughts in the Colorado River Basin, pending litigation, and environmental considerations. Federal and state environmental laws protecting fish species and other wildlife species also have the potential to affect Colorado River operations.

(ii) State Water Project

The State Water Project is a water storage and delivery system of reservoirs, aqueducts, power plants, and pumping plants. The main purpose of the State Water Project is to divert and store surplus water during wet periods and distribute it to areas throughout the State. MWD is one of the 29 agencies that have long-term contracts for water service from the Department of Water Resources, and is the largest agency in terms of the number of people it serves (almost 19 million), the share of the State Water Project that it has contracted to receive (approximately 46 percent), and the percentage of total annual payments made to the Department of Water Resources by agencies with state water contracts (approximately 58 percent in 2011). MWD's State Water Contract is set to expire in 2035 and MWD presently intends to exercise an option to continue service to at least 2052.[17]

The availability of State Water Project water supply is analyzed by the Department of Water Resources in terms of "Table A" and Article 21 water deliveries.[18] Table A deliveries represent the schedule of the maximum amount of water that water contractors to the Department of Water Resources may receive annually from the State Water Project. Table A deliveries are not guarantees of annual delivery amounts but are used to allocate individual contractors' portion of the delivery amounts available. Article 21 deliveries refer to Table A deliveries with additional water supplies received only under specified conditions. The State Water Project, under a 100 percent allocation, provides MWD with 1,911,500 acre-feet of water. For calendar year 2014, the Department of Water Resources' initial allocation estimate to State Water Project contractors was set at 5 percent of contracted amounts. On January 31, 2014, the Department of Water Resources announced that its 2014 State Water Project allocation would be decreased from 5 percent to 0 percent of total contracted water deliveries to the State Water Project contractors.[19] The allocation reflects the recent precipitation conditions, existing storage in

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[17] *Los Angeles Department of Water and Power, 2012.*

[18] *All water contracts signed in the 1960s included an estimate of the date that State Water Project water would first be delivered and a schedule of the amount of water the contractor could expect to be delivered annually. That amount of water, known as the contractor's annual Table A amount, was designed to increase gradually until the designated maximum for that State Water Project contractor was reached.*

[19] *Department of Water Resources. California State Water Project, Notice to State Water Project Contractors Number 12-09, www.dwr.water.ca.gov/swpao/deliveries.cfm, accessed April 10, 2014.*

State Water Project conservation reservoirs, and State Water Project operational constraints.

The listing of several fish species as threatened or endangered under the federal and/or California Endangered Species Acts have impacted State Water Project operations and limited the flexibility of the State Water Project. Other issues, such as the decline of some fisheries in the Bay-Delta and surrounding regions and certain operational actions in the Bay-Delta, may also substantially reduce MWD's water supply from the Bay-Delta. The State Water Project operational requirements may be further modified under new biological opinions for listed species under the federal Endangered Species Act or by the California Department of Fish and Game's issuance of incidental take authorizations under the California Endangered Species Act. To address the environmental concerns within the Delta, several programs have been proposed and/or recently completed. These programs include the CALFED Bay-Delta Program, the Delta Vision Process, and the Bay-Delta Conservation Plan. To improve water supply reliability for the entire Southern California region, MWD has also been pursuing voluntary water transfer and exchange programs with State, federal, public and private water districts and individuals.

(d) Water Conservation and Recycling

Water conservation and recycling will play an increasing role in meeting future water demands. LADWP has implemented water conservation and recycling programs with efforts underway to further promote and increase the level of these programs. LADWP is committed to supplying a higher percentage of the City's water demand through water conservation and recycling. In addition, the City's *Securing L.A.'s Water Supply* Plan serves as a template for creating sustainable sources of water for the future of the City to reduce dependence on imported supplies. The premise of the plan is for the City to meet all new demand for water due to projected population growth through a combination of water conservation and water recycling. More recently, LADWP's 2010 Urban Water Management Plan details the City's efforts to promote the efficient use and management of its water resources and provides the basic policy principles that guide LADWP's decision-making process to secure a sustainable water supply for the City of Los Angeles in the next 25 years. LADWP's 2010 Urban Water Management Plan projects a 15 percent lower water demand trend than what was projected in the 2005 Urban Water Management Plan and lays out a detailed plan to develop a sustainable water supply portfolio that includes the increase of local water supplies and water conservation from the current 12 percent to 43 percent by 2035.

(e) Precipitation Conditions

According to the Department of Water Resources, with rainfall precipitation far below normal during the winter season, California's 2014 water year has been one of the driest

years in decades and follows two consecutive dry years throughout the State.[20,21] In response to the drought conditions, California Governor Edmund G. Brown Jr. declared a State of Emergency on January 17, 2014 and directed State officials to take all necessary actions to prepare for water shortages. On January 31, 2014, the Department of Water Resources announced several actions to address water shortages, including reducing the anticipated allocation of water to customers of the State Water Project as described above, notifying long-time water rights holders in the Sacramento Valley that their water rights may be reduced to 50 percent, and asking the State Water Resources Control Board to adjust requirements that hinder conservation of currently stored water.[22] In addition, the Department of Water Resources expects to install temporary rock barriers across several Delta channels in order to protect water quality in the Delta and preserve water supplies stored in upstream reservoirs. A Drought Operations Plan and Operational Forecast, prepared by several agencies, was also released on April 8, 2014 that outlines proposed actions and a range of coordinated operations of the Central Valley Project and the State Water Project from April 1, 2014 through November 15, 2014. The purposes of this plan are to operate the Central Valley Project and the State Water Project to provide for, at a minimum, essential human health and safety needs; control saltwater intrusion in the Sacramento-San Joaquin Delta; preserve enough cold water in Shasta Lake and other reservoirs to maintain cool temperatures in the Sacramento River for Chinook salmon (these water supplies may be needed to provide critical needs in 2015 if conditions remain dry); and maintain minimum protections for endangered species.

(f) Global Warming and Climate Change

Climate change has also been a factor for California's water supply. Potential impacts of climate change on California's water resources include increases in temperature that could result in drought, stressed cold-water species in rivers, and increased demand for irrigation; changes in precipitation patterns that could lead to floods, lowered groundwater table, a reduction in snowpack, and decreased hydroelectric power; and changes in sea levels that could increase pressure on Delta levees.[23] Based on ongoing environmental and policy planning efforts, MWD has demonstrated a commitment to addressing climate change by evaluating the vulnerability of its water systems to global warming impacts and has developed appropriate response strategies and management tools that account for the impacts of climate change on future water supplies.

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[20] *A water year extends from October 1 through September 30.*

[21] *California Department of Water Resources, Water Conditions, www.water.ca.gov/waterconditions/waterconditions.cfm, accessed April 10, 2014.*

[22] *California Department of Water Resources, Breaking Drought News, www.water.ca.gov/waterconditions/index.cfm, accessed April 10, 2014.*

[23] *State of California, Department of Water Resources, Managing an Uncertain Future, October 2008.*

(2) Water Demand

LADWP's 2010 Urban Water Management Plan provides water supply and demand projections in five-year increments to 2035, based on projected population estimates provided by the Southern California Association of Governments. Table IV.L.1-3 on page IV.L.1-14 shows the projected water demand from the year 2015 through 2035 for the City of Los Angeles.

As shown in Table IV.L.1-3, in 2035 during average year hydrological conditions, the City's water demand is forecasted to be approximately 710,800 acre-feet per year. Use of the current demand per capita within this demand forecast provides a conservative estimate of projected future water demand to ensure that water supplies are available to meet projected demands. LADWP's 2010 Urban Water Management Plan anticipates adequate water supplies would be available to the service areas under normal, single-dry, and multi-dry year conditions through 2035.[24]

Based on water demand factors from the 2010 California Plumbing Code and sewage generation factors established by the City of Los Angeles Bureau of Sanitation, which also serve to estimate water consumption, the existing average daily domestic water demand associated with the existing uses at the Project Site is approximately 6,529 gpd, as provided in Table IV.L.1-4 on page IV.L.1-15.

(3) Water Infrastructure

Domestic and fire water service to the Project Site is provided from a 4-inch water service lateral line that connects to an 8-inch LADWP water main located in Cahuenga Boulevard East. Based on a Service Advisory Report coordinated between LADWP and the County Fire Department, included in Appendix K of this Draft EIR, the water main has a fire flow of 1,750 gpm at a residual pressure of 72 psi. The Project Site is served by two existing public fire hydrants located along the public sidewalk of Cahuenga Boulevard, west of the Project Site. Currently, the Project Site does not have a dedicated separate fire service meter, supply line, or on-site fire hydrants.

b. Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, Project impacts with regard to water supply and water infrastructure would be significant if the Project would:

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[24] *Los Angeles Department of Water and Power, 2010 Urban Water Management Plan.*

Table IV.L.1-3
City of Los Angeles Water Demand Projections Based on Hydrological Conditions
(Thousand AFY)

Hydrological Conditions	Years				
	2015	**2020**	**2025**	**2030**	**2035**
Average Year	614.8	652	675.6	701.2	710.8
Single Dry Year	651.7	691.1	716.1	743.2	753.4
	2011	**2012**	**2013**	**2014**	**2015**
Multi-Dry Year (2011–2015)	590	608.2	626.5	602.9	627.1
	2016	**2017**	**2018**	**2019**	**2020**
Multi-Dry Year (2016–2020)	647.1	661.2	675.4	644.6	665.1
	2021	**2022**	**2023**	**2024**	**2025**
Multi-Dry Year (2021–2025)	683	694.5	706.1	670.9	689.1
	2026	**2027**	**2028**	**2029**	**2030**
Multi-Dry Year (2026–2030)	707.9	720.1	732.4	696.1	715.2
	2031	**2032**	**2033**	**2034**	**2035**
Multi-Dry Year (2031–2035)	731.2	740.3	749.3	708.8	725

AFY = acre-feet per year
Source: Los Angeles Department of Water and Power, 2010 Urban Water Management Plan.

- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects; or

- Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.

c. Project Design Features

The following Project Design Features would be implemented as part of the Project:

Project Design Feature L.1-1: The Project shall install new on-site water connections, where necessary, to distribute water within the Project Site.

Table IV.L.1-4
Existing Project Site Water Demand

Use	Unit	Average Daily Consumption Rate (gpd/unit)	Average Daily Water Demand (gpd)
Amphitheatre	1,196 seats	5 gpd/seat[a]	5,980
[Inside] the Ford	87 seats	5 gpd/seat[a]	435
Box office	365 sf	50 gpd/1000 sf[b]	18
Concessions Area	320 sf	300 gpd/1000 sf[b]	96
Total			**6,529**

[a] *Generation Factors are based on the 2010 California Plumbing Code.*

[b] *Water demand was calculated using the City of Los Angeles Department of Public Works sewage generation factors, which also serve to estimate water consumption.*

Source: Mollenhauer; Matrix Environmental, 2014.

Project Design Feature L.1-2: The Project shall implement water conservation features, including, but not limited to: high-efficiency toilets and urinals, auto lavatory faucets, use of "tankless" or "on demand" water heaters, drought-tolerant planting, minimal irrigation system, use of permeable surfaces, weather-based irrigation controller with rain shutoff, use of a separate water meter (or sub meter), flow sensor, and master valve shutoff for irrigated landscape areas.

d. Analysis of Project Impacts

(1) Construction

Construction activities for the Project would result in a temporary increase in water demand. Demand for water would be associated with soil compaction and earthwork, dust control, mixing and placement of concrete, equipment and site cleanup, irrigation for plant and landscaping establishment, water line testing and flushing, and other short-term related activities. These activities would occur incrementally throughout construction of the Project (from the start of construction to Project buildout) and would be temporary in nature. The amount of water used during construction would vary depending on the conditions of soils, weather, size of the construction site, and site-specific operations. It is estimated that a total of approximately 650,000 to 800,000 gallons of water could be used throughout construction of the Project. It is noted however that this increase in water demand associated with Project construction would be temporary in nature and would occur intermittently throughout construction as needed. In addition, as concluded in LADWP's 2010 Urban Water Management Plan, projected water demand for the City would be met

by the available supplies during an average year, single-dry year, and multiple-dry year through the year 2035, as well as the intervening years.

The Project would require construction of new, on-site water distribution lines to serve the proposed uses. Construction impacts associated with the installation of water distribution lines are expected to be confined to trenching in order to place the lines below surface. As discussed in Section IV.J.1, Public Services—Fire Protection, of this Draft EIR, to accommodate the required fire flow for the Project, two new connections would be provided to the existing 8-inch high pressure water main in Cahuenga Boulevard East. Vehicular and pedestrian access within the Project Site and immediately surrounding the Project Site could be affected by construction activities associated with upgrading the existing water main. However, as discussed in Section IV.K, Traffic, Access, and Parking, of this Draft EIR, during construction of the Project, a Construction Management Plan would be implemented to ensure that adequate and safe access remains available within and near the Project Site during construction activities. As part of the Construction Management Plan, provisions for temporary traffic control (e.g., flag persons) would be provided during all construction activities adjacent to public rights-of-way to improve traffic flows. In addition, prior to ground disturbance, Project contractors would coordinate with LADWP to identify the locations and depth of all lines. LADWP would also be notified in advance of proposed ground disturbance activities to avoid water lines and disruption of water service.

Based on the above, sufficient water supplies would be available to accommodate Project construction activities and, while the Project would require the construction of upgraded infrastructure facilities, the construction of such infrastructure improvements would not cause significant environmental effects. As such, construction-related impacts to water supply and infrastructure would be less than significant.

(2) Operation

(a) Water Supply

The analysis of the Project's impacts relative to water supply is based on a calculation of the Project's water demand by applying water demand rates contained in the 2010 California Plumbing Code to the proposed uses, as provided in Table IV.L.1-5 on page IV.L.1-17. As shown therein, it is estimated that the Project would have an average daily domestic water demand of approximately 17,470 gpd. When accounting for the existing total Project Site water demand of approximately 6,529 gpd, the Project would result in a net increase in average daily water demand of approximately 10,941 gpd. However, as noted in the Water System and Supply Study included in

Table IV.L.1-5
Proposed Project Site Water Consumption

Use	Unit	Average Daily Consumption Rate[a] (gpd unit)	Average Daily Water Demand (gpd)
Amphitheatre	1,196 seats	5 gpd/seat	5,980
New Theatre	299 seats	5 gpd/seat	1,495
Flex Space	99 seats	5 gpd/ person	495
Restaurant-employees	13 employees	20 gpd/employee	260
Restaurant-meals	500 meals	12 gpd/ meal	6,000
Office and Amenities-visitors	66 people	5 gpd/person	330
Office and Amenities-employees	120 employees	20 gpd/employee	2,400
Maintenance Area	27 employees	20 gpd/employee	540
Project Site Total Water Demand at Project Buildout			**17,470**
Existing Project Site Total Water Demand			**(6,529)**
Net Increase in Water Demand			**10,941**
Net Increase in Water Demand with Reduced Flow Fixtures			**5,471[b]**

[a] *Water consumption estimates based on 2010 California Plumbing Code*

[b] *This accounts for a 50-percent reduction due to high efficiency flow fixtures that have been developed since the 2010 Plumbing Code consumption factors were established.*

Source: Mollenhauer, Water System and Supply Study, 2014.

Appendix M of this Draft EIR, since development of the water demand rates from the California Plumbing Code used to calculate the Project's water demand, most water fixtures, including those that would be implemented as part of the Project, now have reduced flow rates by 50 percent. Therefore, when accounting for typical flow rates of existing water fixtures, the water demand of the Project is estimated to be approximately 5,471 gpd or approximately 6.13 acre-feet per year (assuming constant water use throughout the year).

It is noted that the Project's estimated water demand is likely conservative as it does not account for additional water conservation features that would be implemented by the Project, including those required by the County as part of the County's Green Building Program. These water saving features, which could include updated landscaping and modern irrigation, would reduce the Project's net increase in water demand accordingly.

Based on LADWP's 2010 Urban Water Management Plan water demand projections through 2035, as shown in Table IV.L.1-3 on page IV.L.1-14, the water demand for the City in 2020 (Project buildout) during average year hydrological conditions is expected to reach

approximately 652,000 acre-feet. During a single-dry year, water demand is estimated to reach approximately 691,100 acre-feet and during a multiple-dry year period, water demand is forecasted to reach approximately 665,100 acre-feet. As concluded in LADWP's 2010 Urban Water Management Plan, projected water demand for the City would be met by the available supplies during an average year, single-dry year, and multiple-dry year through the year 2035, as well as the intervening years (i.e., 2020). The Project's estimated net increase in water demand of approximately 6.13 acre-feet per year would comprise approximately 0.0009 percent of the water demand for the City in 2020 during an average year, single-dry year, and multiple-dry year period. Therefore, the Project would be well within the available and projected water supplies for normal, single-dry, and multiple-dry years through the year 2035 and, as such, LADWP would be able to meet the water demand for the Project as well as existing and planned water demands of its future service area.

It should be noted that the water demand projections in LADWP's 2010 Urban Water Management Plan are based on demographic growth projections in the 2008 Regional Transportation Plan prepared by the Southern California Association of Governments. Since preparation of the 2010 Urban Water Management Plan, new growth forecasts have become available in the 2012 Regional Transportation Plan/Sustainable Communities Strategy. According to the Southern California Association of Governments, the 2012 growth forecast is lower than the 2008 growth forecast in terms of current (2010) estimates and future (2035) projections.[25] Therefore, the 2010 Urban Water Management Plan is based on a more conservative overall growth scenario.

Based on the above, the estimated water demand for the Project would not exceed the available supplies projected by LADWP. Thus, LADWP would be able to meet the water demand of the Project, as well as the existing and planned future water demands of its service area. Therefore, the Project's operation-related impacts on water supply would be less than significant.

(b) Water Infrastructure

Water service to the Project Site would continue to be supplied by LADWP for domestic and fire protection uses. While domestic water demand is typically the main contributor to water consumption, fire flow demands have a much greater instantaneous impact on infrastructure, and therefore are the primary means for analyzing infrastructure capacity.

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[25] *Southern California Association of Governments, Regional Transportation Plan 2012-2035 and Sustainable Communities Strategy, Growth Forecast Appendix, pgs. 10 and 16, adopted April 2012.*

As provided in Appendix K of this Draft EIR, with implementation of an approved automatic fire sprinkler system within all of the buildings proposed, as set forth in Project Design Feature J.1-3 included in Section IV.J.1, Public Services—Fire Projection, of this Draft EIR, the required fire flow would be 4,000 gpm at a pressure of 20 psi. Based on pressure flow reports obtained from LADWP, the existing 8-inch LADWP water main in Cahuenga Boulevard East provides a flow of approximately 1,750 gpm at a residual pressure of 72 psi. As previously described, to accommodate the required fire flow of 4,000 gpm, the Project would include two new connections to the existing 8-inch high pressure water main in Cahuenga Boulevard East. The Project would also include the installation of four private fire hydrants on-site and provide booster for all proposed hydrants to meet the minimum flow rate and pressure requirements around the Project Site. The enhanced fire system would be a dedicated separate fire service system with no shared connections to the domestic supply lines. The Project would also provide new, on-site water distribution lines to serve the proposed uses.

With implementation of the proposed water infrastructure improvements described above, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site. Therefore, the Project would not result in operation-related impacts to water infrastructure and impacts would be less than significant.

4. Cumulative Impacts

The Project, related projects, and growth forecasted in the City through 2020 (i.e., the Project buildout year), would cumulatively increase the demand for water, thus potentially resulting in cumulative impacts on water supplies and water infrastructure. Cumulative growth in the greater Project area through 2020 includes specific known development projects, as described in Section III, Environmental Setting, of this Draft EIR, as well as general ambient growth projected to occur.

a. Water Supply

The geographic context for the cumulative impact analysis on water supply is the LADWP service area. As discussed above, LADWP, as a public water service provider, is required to prepare and periodically update an Urban Water Management Plan to plan and provide for water supplies to serve existing and projected demands. The 2010 Urban Water Management Plan prepared by LADWP accounts for existing development within the City, as well as projected growth through the year 2035 based on demographic growth projections in the Southern California Association of Governments' 2008 Regional

Transportation Plan.[26] Additionally, under the provisions of Senate Bill 610, LADWP is required to prepare a comprehensive water supply assessment for every new development "project" (as defined by Section 10912 of the Water Code) within its service area that reaches certain thresholds. The types of projects that are subject to the requirements of SB 610 tend to be larger projects that may or may not have been included within the growth projections of the 2010 Urban Water Management Plan. The water supply assessment for such projects would evaluate the quality and reliability of existing and projected water supplies, as well as alternative sources of water supply and measures to secure alternative sources if needed. In addition, Senate Bill 221 requires that for residential subdivisions with 500 units or more that are in non-urban areas, written verification from the service provider (e.g., LADWP) be submitted indicating sufficient water supply is available to serve the proposed subdivision, or the local agency shall make a specified finding that sufficient water supplies are or will be available prior to completion of the project. Continued efforts by LADWP to secure the reliability of water supplies in the future, combined with project-specific requirements to conduct analyses to ensure the availability of sufficient water supply to meet demand are expected to continue through 2020 (the Project's buildout year) and beyond.

As previously stated, based on LADWP's 2010 Urban Water Management Plan water demand projections through 2035, as shown in Table IV.L.1-3 on page IV.L.1-14, and the service area reliability assessment conducted by the LADWP in its 2010 Urban Water Management Plan, LADWP determined that it would be able to reliably provide water to its customers through the year 2035. As such, LADWP would be able to meet the water demand for the Project and the related projects.

Compliance of the Project with regulatory requirements that promote water conservation such as the County's Green Building Program, as well as Assembly Bill 32 which is discussed in detail in Section IV.C, Greenhouse Gas Emissions, of this Draft EIR, would also assist in assuring that adequate water supply is available on a cumulative basis.

Based on the above, it is anticipated that LADWP would be able to supply the demands of the Project, the related projects, and future growth through 2020 and beyond. Therefore, cumulative impacts on water supply would be less than significant.

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[26] *As discussed above, since preparation of the 2010 Urban Water Management Plan, new growth forecasts have become available in the 2012 Regional Transportation Plan/Sustainable Communities Strategy. According to the Southern California Association of Governments, the 2012 growth forecast is lower than the 2008 growth forecast in terms of current (2010) estimates and future (2035) projections. Therefore, the 2010 Urban Water Management Plan is based on a more conservative overall growth scenario.*

b. Water Infrastructure

The geographic context for the cumulative impact analysis on water infrastructure is the vicinity of the Project Site. Development of the Project and future new development in the vicinity of the Project Site would cumulatively increase demands on the existing water infrastructure system. However, new development projects would be subject to LADWP review (or applicable jurisdiction) to assure that the existing public utility facilities would be adequate to meet the domestic and fire water demands of each project, and individual projects would be subject to LADWP requirements regarding infrastructure improvements needed to meet respective water demands, flow and pressure requirements, etc. Furthermore, LADWP, Los Angeles Department of Public Works, and the Los Angeles Fire Department would conduct ongoing evaluations to ensure facilities are adequate. Therefore, cumulative impacts on the water infrastructure system would be less than significant.

5. Mitigation Measures

As the Project would have a less than significant impact on water supply and water infrastructure during construction and operation, mitigation measures are not required.

6. Conclusion

Project-level and cumulative impacts on water supply and water infrastructure would be less than significant.

IV. Environmental Impact Analysis

L.2 Utilities and Service Systems—Energy and Energy Conservation

1. Introduction

This section analyzes the Project's potential impacts on electricity and natural gas. The analysis estimates the electricity and natural gas demand generated by the Project and evaluates whether the current and planned electrical and natural gas supplies and distribution systems are adequate to meet the Project's forecasted energy consumption. The analysis is based on the electrical loads (Electricity Memorandum) provided by Lucci & Associates, Inc., in May 2014 and the gas demand estimates (Natural Gas Memorandum) provided by The Sullivan Partnership, Inc., in May 2014, both of which are provided in Appendix N of this Draft EIR.

2. Environmental Setting

a. Regulatory Framework

(1) State

(a) Senate Bill 1389

Senate Bill 1389 (Public Resources Code Sections 25300–25323) requires the development of an integrated plan for electricity, natural gas, and transportation fuels. The California Energy Commission must adopt and transmit to the Governor and Legislature an Integrated Energy Policy Report every two years. The most recently completed report, the 2013 Integrated Energy Policy Report, addresses the state's "loading order," reduction of demand response, renewable energy, electricity system, progress toward its 2050 greenhouse gas reduction goals, natural gas supplies, and the transportation sector's contribution toward the state's greenhouse gas emissions.[1]

[1] *California Energy Commission, 2013 Integrated Energy Policy Report, pp. 1-3, www.energy.ca.gov/2013publications/CEC-100-2013-001/CEC-100-2013-001-CMF.pdf, accessed May 14, 2014.*

(b) Assembly Bill 32

Assembly Bill 32 (Health and Safety Code Sections 38500–38599), also known as the California Global Warming Solutions Act of 2006, commits the State to achieving the following: year 2000 greenhouse gas emission levels by 2010 and year 1990 levels by 2020. To achieve these goals, Assembly Bill 32 tasked the California Public Utilities Commission and California Energy Commission with providing information, analysis, and recommendations to the California Air Resources Board on ways to reduce greenhouse gas emissions in the electricity and natural gas utility sectors.

(c) California Energy Commission

The California Energy Commission (CEC) was created as the state's principal energy planning organization in 1974.[2] As discussed below, Title 24, Part 6, of the California Code of Regulations contains the CEC's 2013 Building Energy Efficiency Standards for Residential and Nonresidential Buildings.

(d) California Energy Code

The 2013 California Energy Code, which is Part 6, Title 24, California Code of Regulations, contains the CEC's 2013 Building Energy Efficiency Standards for Residential and Nonresidential Buildings and will go into effect on July 1, 2014.[3] Until July 1, 2014, the 2010 California Energy Code, Part 6 is the effective code. The 2013 Building Energy Efficiency Standards focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings, and include requirements that will enable both demand reductions during critical peak periods and future solar electric and thermal system installations.[4]

(e) California Green Building Standards Code

The California Green Building Standards Code, which is Part 11, Title 24, of the California Code of Regulations, is commonly referred to as the CALGreen Code. The 2013 CALGreen Code went into effect on January 1, 2014 and the affected energy provisions of

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[2] *California Energy Commission (CEC), About the California Energy Commission, www.energy.ca.gov/commission/, accessed May 14, 2014.*

[3] *California Building Standards Commission, Building Standards Information Bulletin 13-07, dated December 18, 2013, www.energy.ca.gov/title24/2013standards/documents/2013-12-23_BSC-BULLETIN-13-07.pdf, accessed May 14, 2014.*

[4] *CEC, 2013 Building Energy Efficiency Standards for Residential and Nonresidential Buildings, May 2012, www.energy.ca.gov/2012publications/CEC-400-2012-004/CEC-400-2012-004-CMF-REV2.pdf, accessed May 14, 2014.*

the CALGreen Code will go into effect on July 1, 2014.[5] The 2013 CALGreen Code includes mandatory measures for non-residential development related to site development; water use; weather resistance and moisture management; construction waste reduction, disposal, and recycling; building maintenance and operation; pollutant control; indoor air quality; environmental comfort; and outdoor air quality.[6]

(f) California Environmental Quality Act

In accordance with CEQA and Appendix F, Energy Conservation, of the CEQA Guidelines, in order to assure that energy implications are considered in project decisions, EIR's are required to include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. Appendix F of the CEQA Guidelines provides a list of energy-related items that may be included throughout the various chapters of an EIR, including potential mitigation measures. In addition, while not described as significance thresholds for determining the significance of impacts related to energy, Appendix F provides the following items that may be considered in the energy analysis:

- The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project's life cycle including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed;
- The effects of the project on local and regional energy supplies and on requirements for additional capacity;
- The effects of the project on peak and base period demands for electricity and other forms of energy;
- The degree to which the project complies with existing energy standards;
- The effects of the project on energy resources; or
- The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

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[5] *California Energy Commission (CEC), About the California Energy Commission, www.energy.ca.gov/commission/, accessed May 14, 2014.*

[6] *2013 California Green Building Standards Code Nonresidential Mandatory Measures, www.documents.dgs.ca.gov/bsc/documents/2013/2013-Green-Building-Standards-Updates.pdf, accessed May 14, 2014.*

(2) Local

(a) County of Los Angeles General Plan

As discussed in more detail in Section IV.H, Land Use and Planning, of this Draft EIR, the County of Los Angeles General Plan directs future growth and development in the County's unincorporated areas and establishes goals, policies, and objectives that pertain to the entire County. The current General Plan, adopted in 1980, includes a Conservation and Open Space Element that sets policy regarding energy resources. The General Plan policy consistency analysis provided in Section IV.H, Land Use and Planning, of this Draft EIR indicates the Project would be consistent with relevant General Plan polices related to energy.

(b) County Green Building Standards

Title 31 of the County Code, known as the Green Building Standards Code, adopts by reference the 2013 California Green Building Standards Code (CALGreen Code), which is designed to improve public health, safety, and general welfare by utilizing design and construction methods that reduce the negative environmental impact of development and encourage sustainable construction practices.

b. Existing Conditions

(1) Electricity

(a) Regional Conditions

Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

Energy capacity, or electrical power, is generally measured in watts (W) while energy use is measured in watt-hours (Wh). On a utility scale, a generator's capacity is typically rated in megawatts (MW), which is one million watts, while energy usage is measured in megawatt-hours (MWh) or gigawatt-hours (GWh), which is one billion watt-hours.

The average annual electricity demand growth in California from 2012 to 2024 is expected to range from 0.88 to 1.82 percent, while peak annual electricity demand growth is expected to range from 0.97 to 1.92 percent.[7]

The Project Site is located within the service area of the City of Los Angeles Department of Water and Power (LADWP). The Los Angeles Department of Water and Power provides electrical service throughout the City of Los Angeles (City) and many areas of the Owens Valley, serving approximately four million people within a service area of approximately 465 square miles, excluding the Owens Valley. Electrical service provided by the LADWP is divided into two planning districts: Valley and Metropolitan. The Valley Planning District includes the LADWP service area north of Mulholland Drive, and the Metropolitan Planning District includes the LADWP service area south of Mulholland Drive. The Project Site is located within LADWP's Metropolitan Planning District.

LADWP generates power from a variety of energy sources including coal, natural gas, large hydroelectric, nuclear, and renewable sources (which include small hydroelectric, solar, wind, geothermal, biomass, and waste sources). LADWP has a net dependable generation capacity greater than 7,327 MW.[8] During the 2013 fiscal year ending June 30, the most recent period for which data is available, LADWP delivered a total of approximately 23.5 million MWh of electricity to its customers.[9]

While LADWP customers represent approximately 10 percent of all the electricity consumed in California, approximately 25 percent of California's total transmission capacity is owned by LADWP. Electricity from LADWP's power generation sources is delivered to customers over a transmission system including approximately 20,000 miles of alternating current (AC) and direct current (DC) transmission and distribution circuits operating at voltages ranging from 120 volts to 500 kilovolts (kV) which are used to deliver electricity from generating plants to customers. The LADWP transmission and distribution system supplies power to the Project Site from as many as 25 different sources.[10]

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[7] *California Energy Commission, 2013 Integrated Energy Policy Report, p. 13, www.energy.ca.gov/2013publications/CEC-100-2013-001/CEC-100-2013-001-CMF.pdf, accessed May 14, 2014.*

[8] *LADWP, 2013 Power Integrated Resource Plan, Section 1, page 15, www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=19royumucu_4&_afrLoop=1255794105910782, accessed May 14, 2014.*

[9] *LADWP, Power Facts and Figures, www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?_adf.ctrl-state=19royumucu_4&_afrLoop=1257120283317305, accessed May 14, 2014.*

[10] *LADWP, 2013 Power Integrated Resource Plan, Section 2, www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=19royumucu_4&_afrLoop=1255794105910782, accessed May 14, 2014.*

(b) Local Conditions

LADWP currently supplies electrical power to the Project Site from overhead service lines located throughout the Project Site.

(c) Project Site Conditions

The existing estimated peak electrical consumption at the Project Site is approximately 220 KW during a one year period.[11]

(2) Natural Gas

(a) Regional Conditions

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as fuel source. Natural gas provides almost one-third of the State's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet (cf).

By 2020, more installed renewable generation is projected to both decrease the need for natural gas in the power generation sector and to result in a one percent decrease in natural gas demand for power generation between 2011 and 2025.[12]

Natural gas to the Project area is provided by the Southern California Gas Company (SoCalGas). SoCalGas is the principal distributor of natural gas in Southern California, serving residential, commercial, and industrial markets. SoCalGas serves approximately 20.9 million customers in more than 500 communities encompassing approximately 20,000 square miles throughout Central and Southern California, from the City of Visalia to the Mexican border.[13] SoCalGas receives gas supplies from several sedimentary basins in the western United States and Canada, including supply basins located in New Mexico (San Juan Basin), West Texas (Permian Basin), the Rocky Mountains, and Western Canada, as well as local California supplies.[14] Natural gas for SoCalGas is delivered to the region

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[11] *Information provided by Lucci & Associates, Inc., (refer to Appendix N of this Draft EIR).*

[12] *California Energy Commission, Draft Staff Report, 2013 Natural Gas Issues, Trends, and Outlook, p. 4, www.energy.ca.gov/2014publications/CEC-200-2014-001/CEC-200-2014-001-SD.pdf, accessed May 14, 2014.*

[13] *SoCalGas, Company Profile, www.socalgas.com/about-us/company-info.shtml, accessed May 14, 2014.*

[14] *California Gas and Electric Utilities, 2012 California Gas Report, July 2012, p. 80, www.socalgas.com/ regulatory/documents/cgr/2012%20CGR_Final.pdf, accessed May 14, 2014.*

through interstate pipelines. Gas supply available to SoCalGas from all sources was approximately 2,834 million cubic feet per day in 2012 (the most recent year for which data are available).[15] SoCalGas' total natural gas deliveries in 2012 were approximately 1,888 million cubic feet per day.[16]

(b) Local Conditions

SoCalGas natural gas service lines currently do not connect to the Project Site.

(c) Project Site Conditions

Existing natural gas usage within the Project Site is limited to the former motel building. Existing natural gas usage within the former motel building is unknown.

3. Environmental Impacts

a. Methodology

The Project's future electricity demand was estimated by Lucci & Associates, Inc., and the Project's future natural gas demand was estimated by The Sullivan Partnership, Inc. The Project's estimated energy demands were then analyzed relative to LADWP's and SoCalGas' existing and planned energy supplies in 2020 (i.e., the Project buildout year) to determine if these two energy utility companies would be able to meet the Project's energy demands. LADWP and SoCalGas were consulted to determine if adequate off-site infrastructure would exist to accommodate the Project's energy demand.

b. Thresholds of Significance

Appendix G of the CEQA Guidelines provides a set of screening questions that address impacts with regard to several environmental topics. Appendix G does not contain specific thresholds to identify when a significant energy-use impact would occur. As discussed above, Appendix F of the CEQA Guidelines states that the potentially significant energy implications of a project should be considered in an EIR and provides direction as to the type of information, analysis, and mitigation measures that may be considered in evaluating a project. However, Appendix F of the CEQA Guidelines does not provide set significance thresholds regarding energy.

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[15] *California Gas and Electric Utilities, 2013 California Gas Report Supplement, July 2013, p. 16, www.socalgas.com/regulatory/documents/cgr/2013-cgr.pdf, accessed May 14, 2014.*

[16] *California Gas and Electric Utilities, 2013 California Gas Report Supplement, July 2013, p. 29, www.socalgas.com/regulatory/documents/cgr/2013-cgr.pdf, accessed May 14, 2014.*

For purposes of this EIR, the Project would result in a significant impact with regard to energy if the Project would:

- Result in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities; or
- Cause wasteful, inefficient, and unnecessary consumption of energy during construction, operation, and/or maintenance.

c. Project Design Features

As discussed in Section II, Project Description, of this Draft EIR, as part of the Project, green building design and construction practices capable of achieving Leadership in Energy and Environmental Design (LEED™) certification would be implemented in compliance with the County's Green Building Ordinance. Accordingly, the Project would incorporate the County's Green Building Standards, including compliance with the California Energy Code. Design features that could be implemented would include, but not be limited to, light colored or "cool" roofs, efficient lighting and lighting control systems, energy-efficient heating and cooling systems and controls. No other specific project design features beyond the project improvements discussed in Section II, Project Description, of this Draft EIR are proposed with regard to energy.

d. Analysis of Project Impacts

(1) Energy Demand

(a) Construction

(i) Electricity

During construction of the Project, electricity would be consumed to construct the new buildings and facilities. This electricity would be supplied from existing electrical systems within the Project Site. Electricity consumption during Project construction would vary throughout Project construction based on the construction activity (i.e., grading, building construction, etc.). However, the electricity consumption that would occur due to Project construction activities would be offset by the reduction in electricity consumption resulting from the demolition of existing uses. Furthermore, such electricity demand would be temporary in nature.

Additionally, as discussed in Section II, Project Description of this Draft EIR, 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 that would be installed along Cahuenga Boulevard East. In

addition, temporary electrical poles could be installed within the Project Site until full build-out of the Project. Vehicular and pedestrian access within the Project Site and immediately surrounding the Project Site could be affected by construction activities associated with implementation of electrical service improvements. However, as discussed in Section IV.K, Traffic, Access, and Parking, of this Draft EIR, during construction of the Project, a Construction Management Plan would be implemented to ensure that adequate and safe access remains available within and near the Project Site during construction activities. As part of the Construction Management Plan, provisions for temporary traffic control (e.g., flag persons) would be provided during all construction activities adjacent to public rights-of-way to maintain and improve traffic flows.

Overall, demolition and construction activities would require limited electricity consumption and would not be expected to have any adverse impact on available electricity supplies and infrastructure. Therefore, construction-related impacts to electricity supply and infrastructure would be less than significant.

(ii) Natural Gas

Construction of the Project, including new buildings and facilities, typically would not involve the consumption of natural gas. Natural gas would not be supplied to support Project construction activities, thus there would be no demand generated by construction. The Project would, however, involve installation of new natural gas connections to serve the Project Site. Since the Project is located in an area already served by existing natural gas infrastructure, the Project would likely not require extensive infrastructure improvements to serve the Project Site. Construction impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to place the lines below surface. Vehicular and pedestrian access within the Project Site and immediately surrounding the Project Site could be affected by such construction activities. However, previously discussed, during construction of the Project, a Construction Management Plan would be implemented to ensure that adequate and safe access remains available within and near the Project Site during construction activities. As part of the Construction Management Plan, provisions for temporary traffic control (e.g., flag persons) would be provided during all construction activities adjacent to public rights-of-way to maintain and improve traffic flows. In addition, prior to ground disturbance, Project contractors would notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service. Therefore, construction-related impacts to natural gas supply and infrastructure would be less than significant.

(b) Operation

(i) Electricity

Project operations would increase the existing demand for electricity. Based on the electricity demand estimates provided by Lucci & Associates, Inc., included as Appendix N of this Draft EIR, the Project's peak electricity demand would be approximately 2,105 KW of electricity per year. When accounting for the existing electricity usage of the former motel building, which would be removed as part of the Project, the Project's net peak electricity demand would be reduced to 2,065 KW per year. The estimated electrical consumption is a conservative estimate and does not factor in reductions in consumption from the implementation of energy conservation features, as noted above. LADWP forecasts that in the 2020-2021 fiscal year, the annual electricity sold within its service area would increase to 22,888 GWh with a peak demand of 5,532 MW.[17] The Project-related net annual peak electricity consumption would represent approximately 0.04 percent of the forecasted electricity peak demand in 2020. Therefore, it is anticipated that LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to support the Project's demand. In addition, LADWP has indicated that electric service to meet the Project is available and would be provided in accordance with LADWP's Rules and Regulations. While the availability of electricity is dependent upon adequate generating capacity and fuel supplies, the estimated power requirement for the Project is part of the total load growth forecast for the City and has been taken into account in the planned growth of the City's power system.[18] Thus, operational impacts associated with the Project's consumption of electricity would be less than significant.

(ii) Natural Gas

Operation of the Project would result in an increase in the consumption of natural gas for the heating of spaces and water, and cooking at the proposed restaurant. Based on the natural gas demand estimates provided by The Sullivan Partnership, Inc., included as Appendix N of this Draft EIR, the Project's natural gas demand is estimated to be approximately 8,500 cubic feet per hour. This estimated natural gas demand is a conservative estimate and does not factor in reductions in consumption from the implementation of energy conservation features, as noted above. In addition, as existing natural gas usage associated with the former motel building is unknown, the Project's

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[17] *LADWP, 2013 Power Integrated Resource Plan, Appendix A, Table A-1, www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=jkg1wnzfo_4&_afrLoop=641547117678742, accessed May 14, 2014.*

[18] *Written correspondence dated December 13, 2013 from the City of Los Angeles Department of Water and Power, Darrell A. Miller (refer to Appendix N).*

estimated natural gas demand does not account for existing natural gas usage within the former motel building, which would be removed as part of the Project.

The California Energy Commission analyzes energy usage throughout the state and publishes a staff demand forecast every few years, the most recent of which covers the 2012–2024 period. The California Energy Commission estimates natural gas consumption within SoCalGas' planning area could increase to 7,263 million Therms in 2020 (Project buildout year).[19] Based on the Project's estimated yearly natural gas consumption of 496,400 Therms per year,[20] the Project would account for approximately 0.007 percent of the forecast for the 2020 natural gas consumption throughout SoCalGas' planning area. Given the limited percentage of total demand represented by the Project, SoCalGas' planned demand forecasts likely account for Project development. In addition, SoCalGas has indicated that natural gas facilities are available in the area of the Project Site.[21] Further, the Project would incorporate design features to address applicable energy regulations and requirements. Specifically, as described above, green building design and construction practices capable of achieving LEED™ certification would be implemented as part of the Project in compliance with the County's Green Building Ordinance. As such, operational impacts associated with the consumption of natural gas would be less than significant.

(2) Energy Conservation

As described above, green building design and construction practices capable of achieving Leadership in Energy and Environmental Design (LEED™) certification would be implemented as part of the Project in compliance with the County's Green Building Ordinance. Accordingly, the Project would incorporate the County's Green Building Standards, including compliance with the California Energy Code. Design features that could be implemented would include, but not be limited to, light colored or "cool" roofs, efficient lighting and lighting control systems, energy-efficient heating and cooling systems and controls. In addition, as discussed in Section IV.L.1, Utilities and Service Systems—

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[19] *The California Energy Commission's forecast includes three scenarios: a high energy demand case, a low energy demand case, and a mid energy demand case. The consumption forecast for the preliminary low energy demand case is used in this calculation to provide a conservative analysis. California Energy Commission, Draft Staff Report, California Energy Demand 2014–2024 Preliminary Forecast, May 2013, p. 55, www.energy.ca.gov/2013publications/CEC-200-2013-004/CEC-200-2013-004-SD-V1.pdf, accessed May 14, 2014. Note that this is a draft report that has not yet been finalized.*

[20] *The Project's estimated demand of 8,500 cubic feet per hour was converted to Therms (85 Therms), multiplied by 16 hours per day (assuming all Project components operate 16 hours per day), and multiplied by 365 days per year.*

[21] *Written correspondence dated December 31, 2013 from the Southern California Gas Company, Zakee Singleton (refer to Appendix N).*

Water, the Project would incorporate a variety of water conservation features that would also promote energy conservation. Further, as part of the Project, the County would continue to promote the use of alternative modes of transportation by providing shuttles to and from the Universal City/Studio City Metro Red Line Station, thereby reducing energy usage associated with additional Project vehicles. Overall, the Project would be designed and constructed in accordance with state and local green building standards that would serve to reduce the energy demand of the Project. Additionally, based on the above, the Project's energy demand would be within the existing and planned electricity and natural gas capacities of LADWP and SoCalGas, respectively. Therefore, development of the Project would not cause wasteful, inefficient, and unnecessary consumption of energy and would be consistent with the intent of Appendix F of the CEQA Guidelines.

4. Cumulative Impacts

The geographic context for the cumulative impact analysis on electricity is the service area of LADWP, and geographic context for the cumulative impact analysis on natural gas is the service area of SoCalGas. The Project in conjunction with forecasted 2020 growth in these energy utility companies' service areas would cumulatively increase the consumption of energy, thus potentially resulting in cumulative impacts on electricity and natural gas.

a. Electricity

The Project in conjunction with forecasted 2020 growth in LADWP's service area would increase electricity consumption and thus, would cumulatively increase the need for additional electricity supplies and infrastructure capacity. As previously analyzed, LADWP forecasts that in the 2020-2021 fiscal year, electricity consumption within its service area would increase to 22,888 GWh with a peak demand of 5,532 MW. Future cumulative growth expected during this period within LADWP's service area is accounted for in this forecast. As discussed above, Project-related net annual peak electricity consumption would represent approximately 0.04 percent of the forecasted electricity peak demand in 2020. Based on this small percentage, the Project's contribution to the cumulative electricity demand would not be substantial. In addition, based on the types of uses proposed by the related projects listed in Section III, Environmental Setting, of this Draft EIR, it is anticipated that the related projects would similarly comprise a limited percentage of the forecasted total electricity demand within LADWP's service area in 2020. Further, as future electrical demands factor cumulative growth, the demand forecasts likely account for Project development and other future development, including the related projects, within LADWP's service area. Although the Project, related projects, and other future development would result in the irreversible use of renewable and non-renewable electricity resources which would limit future availability, the use of such resources would be on a

relatively small scale and would be consistent with regional and local growth expectations for LADWP's service area. Additionally, like the Project, related projects would be expected to incorporate energy conservation features, comply with applicable regulations including the City's and County's Green Building Ordinance, and incorporate mitigation measures, as necessary. Accordingly, the Project's contribution to cumulative impacts related to electricity consumption and energy conservation would be less than significant.

Electricity infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by LADWP are ongoing. It is expected that LADWP would continue to expand delivery capacity as needed to meet demand increases within its service area. Development projects, inclusive of the related projects, within its service area would also be anticipated to incorporate site-specific infrastructure improvements, as necessary. As such, cumulative impacts with respect to electricity infrastructure would be less than significant.

b. Natural Gas

Buildout of the Project, related projects, and other future development projects in SoCalGas' service area is expected to increase natural gas consumption and thus cumulatively increase the need for additional natural gas supplies and infrastructure capacity. The California Energy Commission estimates natural gas consumption within SoCalGas' planning area will increase to 7,263 million Therms in 2020 (Project buildout year). Future 2020 cumulative growth within SoCalGas' service area is accounted for in this forecast. As previously indicated, the Project's annual natural gas usage would represent approximately 0.007 percent of the forecasted total consumption in 2020. It is anticipated that given the type of developments proposed by the related projects listed in Section III, Environmental Setting, of this Draft EIR, the related projects would similarly comprise a limited percentage of the forecasted total consumption within SoCalGas' service area in 2020. Further, as future natural gas demands factor cumulative growth, the demand forecasts likely account for Project development and other future development, including the related projects, in SoCalGas' service area. Although related projects would result in the irreversible use of renewable and non-renewable electricity resources which would limit future availability, the use of such resources would be on a relatively small scale and would be consistent with regional and local growth expectations for SoCalGas' service area. Furthermore, like the Project, the related projects and any other future development would be expected to incorporate energy conservation features, comply with applicable regulations including the County's Green Building Ordinance, and incorporate mitigation measures, as necessary, to address natural gas demands. Accordingly, the Project's contribution to cumulative impacts related to natural gas and energy conservation would be less than significant.

Natural gas infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by SoCalGas occur as needed. It is expected that SoCalGas' would continue to expand delivery capacity if necessary to meet demand increases within its service area. Development projects within its service area would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate. As such, cumulative impacts with respect to natural gas infrastructure would be less than significant.

5. Mitigation Measures

As discussed above, the Project's impacts on energy would be less than significant. As such, no mitigation measures would be required.

6. Conclusion

As indicated above, the Project's impacts on energy would be less than significant.

V. Alternatives

V. Alternatives

1. Introduction

The identification and analysis of alternatives to a project is a fundamental aspect of the environmental review process under CEQA. Specifically, Public Resources Code Section 21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is… to identify alternatives to the project."

Direction regarding the consideration and discussion of project alternatives in an EIR is provided in CEQA Guidelines Section 15126.6, in part, as follows:

> An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives which are infeasible.

The CEQA Guidelines emphasize that the selection of project alternatives be based primarily on the ability to avoid or substantially lessen significant impacts relative to the proposed project, "even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." The CEQA Guidelines further direct that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are addressed. In selecting project alternatives for analysis, potential alternatives must be feasible. CEQA Guidelines Section 15126.6(f)(1) states that:

> Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations,

> jurisdictional boundaries…, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site….

Beyond these factors, CEQA Guidelines Section 15126.6(e) requires the analysis of a "no project" alternative and CEQA Guidelines Section 15126.6(f) requires an evaluation of alternative location(s) for the project, if feasible. Based on the alternatives analysis, an environmentally superior alternative is to be designated. If the environmentally superior alternative is the No Project Alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives.

2. Overview of Alternatives to the Project

The intent of the alternatives analysis is to reduce the significant impacts of a project. As evaluated in Section IV, Environmental Impact Analysis, of this Draft EIR, implementation of the Project would not result in significant impacts to any of the environmental issues evaluated in this Draft EIR which could not be reduced with compliance with regulatory requirements and the implementation of project design features and mitigation measures. Accordingly, the identification of alternatives to the Project was based, in part, on comments received during the Notice of Preparation scoping and public consultation period and the objectives established for the Project (listed in Section II, Project Description, of this Draft EIR). The following alternatives to the Project are evaluated in this section:

- Alternative 1: No Project/No Build
- Alternative 2: Reduced Project
- Alternative 3: Simultaneous Event Schedules

Each of these alternatives is described and evaluated below.

3. Alternatives Considered and Rejected

As set forth in CEQA Guidelines Section 15126.6(c), an EIR should identify any alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to the CEQA Guidelines, among the factors that may be used to eliminate an alternative from detailed consideration is the alternative's failure to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. Alternatives to the Project that have been considered and rejected as infeasible include:

- **Alternative Site:** To meet the Project's underlying purpose to enhance on-site programs, expand opportunities for diverse County residents to come together, and ensure the future of the existing Amphitheatre as an active and relevant historic resource, the County has identified improvements that are needed to transform the existing Ford Theatres into a multi-use cultural and recreational destination while addressing existing critical program needs of the regional arts ecosystem. Accordingly, the objectives of the Project are closely tied to the concept of improving existing conditions on the Project Site by creating a cohesive and integrated multi-use cultural and recreational destination with enhanced and new technologically advanced performing arts facilities with supporting uses and creating recreational opportunities.

  As described in Section II, Project Description, of this Draft EIR, the Project Site is currently developed with an Amphitheatre and already operates as a performing arts venue. In addition, the 32-acre Project Site is also already a designated County regional park, which is comprised primarily of undeveloped open space. As such, the development of the proposed improvements within the existing Project Site would be consistent with and would complement and enhance the existing setting and uses within the Project Site. Therefore, given the Project Site's unique location and the unavailability of large expanses of land such as the Project Site within Los Angeles County, it is not reasonable to assume that a property of the same size and character that is developed with a large theatre would be available for the County to acquire. In addition, since the County owns the existing property, the County currently does not incur any land costs. Furthermore, since one of the key objectives of the Project is to provide an on-site natural progression of appropriately-sized rehearsal and performing arts spaces which can be used at the same time, development of the Project on an alternative site could also require construction of a large theatre similar to the existing on-site Amphitheatre in addition to the Project components so that a natural progression of theatre spaces are all provided in one location. As such, development of the Project on an alternative site would likely result in greater impacts compared to the Project. Additionally, one of the key components of the underlying purpose of the Project is to ensure the future of the existing on-site Amphitheatre as an active and relevant historic resource. As the proposed Amphitheatre rehabilitation improvements are limited to the Project Site, development of the Project on an alternative site would not achieve the underlying purpose or the basic Project objectives related to enhancing the existing Project Site and preserving the historic integrity of the existing Amphitheatre.

  Based on the above, an alternative site is not considered feasible as it would fail to achieve the underlying purpose of the Project and the basic Project objectives. In addition, development at an alternative site likely would not reduce any of the Project's already less than significant impacts. Further, it is not expected that the County can reasonably acquire, control, or have access to an alternative site within Los Angeles that would provide for the uses contemplated for the Project.

Thus, in accordance with Section 15126.6(f) of the State CEQA Guidelines, this alternative was rejected from further consideration.

- **Improved Parking Only:** This Alternative assumes the existing facilities would be maintained and the two existing surface parking areas along Cahuenga Boulevard East would be replaced by two parking structures providing a combined 500 spaces. This Alternative was suggested during the Notice of Preparation scoping and public consultation period.

  While this Alternative would reduce some of the Project's already less than significant impacts, similar to the No Project/No Build Alternative analyzed below, this Alternative would be expected to result in greater impacts with regard to surface water quality and groundwater quality. Specifically, this Alternative would not implement the Project's Best Management Practices, such as catch basins and planter drains, which would result in an improvement in surface water quality runoff from the Project Site as the Project Site currently does not have BMPs in place for the treatment of stormwater runoff from the existing impervious surfaces. Therefore, while significant impacts to surface water quality would not occur under this Alternative, impacts would be greater than those of the Project. In addition, without the development of any of the performing arts facilities, offices, restaurant, hiking trail, and other supporting uses, this Alternative would not realize the underlying purpose of the Project to enhance on-site programs that support the work of County of Los Angeles artists and arts organizations by offering programs that meet the specialized needs of a broader cross section of the regional arts community, including emerging theatre, dance, and music ensembles and multi-disciplinary collaborations; to expand opportunities for diverse County residents to come together by creating new spaces and programs that better serve the community; and to ensure the future of the Amphitheatre as an active and relevant historic resource. Similarly, this Alternative would not support the objectives of the Project regarding rehabilitation of the Amphitheatre and artist and patron enhancements. Therefore, an alternative that only implements the parking proposed as part of the Project is not considered feasible as it would fail to achieve the underlying purpose and basic Project objectives. Thus, in accordance with Section 15126.6(f) of the State CEQA Guidelines, this alternative was rejected from further consideration.

4. Analysis Format

In accordance with CEQA Guidelines Section 15126.6(c) and Section 15126.6(d), each alternative is evaluated in sufficient detail to determine whether the overall environmental impacts would be less, similar, or greater than the corresponding impacts of the Project. Furthermore, each alternative is evaluated to determine whether the Project objectives identified in Section II, Project Description, of this Draft EIR would be mostly attained by the alternative. The evaluation of each of the alternatives follows the process described below:

a. The net environmental impacts of the alternative after implementation of reasonable mitigation measures are determined for each environmental issue area analyzed in this Draft EIR.

b. Post-mitigation significant and non-significant environmental impacts of the alternative and the Project are compared for each environmental issue area as follows:

   - Less: Where the net impact of the alternative would be clearly less adverse or more beneficial than the impact of the Project, the comparative impact is said to be "less."

   - Greater: Where the alternative's net impact would be clearly more adverse or less beneficial than the impact of the Project, the comparative impact is said to be "greater."

   - Similar: Where the impacts of the alternative and the Project would be roughly equivalent, the comparative impact is said to be "similar."

c. The comparative analysis of the impacts is followed by a general discussion of whether the underlying purpose and most of the basic Project objectives would be attained by the alternative.

Table V-1 on page V-6 provides a summary matrix that compares the impacts associated with the Project with the impacts of each of the analyzed alternatives. As provided in Table V-1, an alternative may result in "no impact," where implementation of the proposed improvements would not result in a change in the physical conditions within the area that would create an impact with regards to the environmental topic analyzed. Impacts may also be considered "less than significant," where implementation of the proposed improvements would result in a change in the physical conditions within the area that would be below the thresholds of significance and not create an adverse effect.

Table V-1
Comparison of Impacts Associated with the Project and Impacts of the Alternatives

Environmental Issue	Project Impact	Alternative 1: No Project/No Build	Alternative 2: Reduced Project/ No 299-Seat Theatre	Alternative 3: Simultaneous Event Schedules
A. AESTHETICS				
Aesthetics	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)
Views	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)
Light	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)
Glare	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)
B. AIR QUALITY				
Construction—Regional Emissions	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)
Construction—Localized Emissions	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)
Operational—Regional Emissions	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)
Operational—Localized Emissions	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)
Toxic Air Contaminants	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)
Odors	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)
C. GREENHOUSE GAS EMISSIONS				
Greenhouse Gas Emissions	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)

Table V-1 (Continued)
Comparison of Impacts Associated with the Project and Impacts of the Alternatives

Environmental Issue	Project Impact	Alternative 1: No Project/No Build	Alternative 2: Reduced Project/ No 299-Seat Theatre	Alternative 3: Simultaneous Event Schedules
D. BIOLOGICAL RESOURCES				
Biological Resources	Less Than Significant with Mitigation	Less (No Impact)	Similar (Less Than Significant with Mitigation)	Similar (Less Than Significant with Mitigation)
E. CULTURAL RESOURCES				
Historic Resources	Less Than Significant with Mitigation	Less (No Impact)	Similar (Less Than Significant with Mitigation)	Similar (Less Than Significant with Mitigation)
Archaeological Resources	Less Than Significant with Mitigation	Less (No Impact)	Similar (Less Than Significant with Mitigation)	Similar (Less Than Significant with Mitigation)
Paleontological Resources	Less Than Significant with Mitigation	Less (No Impact)	Similar (Less Than Significant with Mitigation)	Similar (Less Than Significant with Mitigation)
F. GEOLOGY AND SOILS				
Geology and Soils	Less Than Significant With Mitigation	Less (No Impact)	Similar (Less Than Significant with Mitigation)	Similar (Less Than Significant with Mitigation)
G. HYDROLOGY, SURFACE WATER QUALITY, AND GROUNDWATER				
Hydrology	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)
Surface Water Quality	Less Than Significant	Greater (Less Than Significant)	Less (Less Than Significant)	Similar (Less Than Significant)
Groundwater Hydrology	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)

Table V-1 (Continued)
Comparison of Impacts Associated with the Project and Impacts of the Alternatives

Environmental Issue	Project Impact	Alternative 1: No Project/No Build	Alternative 2: Reduced Project/ No 299-Seat Theatre	Alternative 3: Simultaneous Event Schedules
Groundwater Quality	Less Than Significant	Greater (Less Than Significant)	Less (Less Than Significant)	Similar (Less Than Significant)
H. LAND USE AND PLANNING				
Land Use Consistency	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)
I. NOISE				
Construction Noise	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)
Construction Vibration (Building Damage)	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)
Construction Vibration (Human Annoyance)	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)
Operational Noise	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)
J. PUBLIC SERVICES				
Fire Protection	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)
Police Protection	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)
K. TRAFFIC, ACCESS, AND PARKING				
Construction	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)

Table V-1 (Continued)
Comparison of Impacts Associated with the Project and Impacts of the Alternatives

Environmental Issue	Project Impact	Alternative 1: No Project/No Build	Alternative 2: Reduced Project/ No 299-Seat Theatre	Alternative 3: Simultaneous Event Schedules
Intersection Level of Service	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Greater (Significant)
Congestion Management Plan	Less Than Significant	Greater (Less Than Significant)	Less (Less Than Significant)	Similar (Less Than Significant)
Access and Circulation	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)
Parking	Less Than Significant	Greater (Less Than Significant)	Less (Less Than Significant)	Similar (Less Than Significant)
L. UTILITIES				
Water	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)
Energy	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)

Source: Matrix Environmental, 2014.

VI. Alternatives

A. Alternative 1: No Project/No Build

1. Description of the Alternative

In accordance with the CEQA Guidelines, the No Project Alternative for a development project on an identifiable property consists of the circumstance under which a proposed project does not proceed. Section 15126.6(e)(3)(B) of the CEQA Guidelines states: "In certain instances, the No Project Alternative means 'no build' wherein the existing environmental setting is maintained. However, where failure to proceed with the project will not result in the preservation of existing environmental conditions, the analysis should identify the practical result of the project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment." Accordingly, for purposes of this analysis, Alternative 1, the No Project/No Build Alternative assumes the Project would not be approved, and the existing environment would be maintained, with the exception of the previously approved Amphitheatre improvements and other on-going routine interior and exterior maintenance improvements. Specifically, as described in Section II, Project Description, of this Draft EIR, in September 2013, the County prepared and approved 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. The previously approved Amphitheatre 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 previously approved Amphitheatre improvements will occur internal to the Project Site, within the boundaries of the existing Amphitheatre. This Alternative would not result in any changes to the existing operations at the Ford Theatres. The site plan under this Alternative would resemble existing conditions, as illustrated in Figure II-2 in Section II, Project Description of this Draft EIR.

2. Environmental Impact Analysis

a. Aesthetics, Views, Light, and Glare

(1) Aesthetics

Alternative 1 would not include development of any of the components proposed as part of the Project. In addition, implementation of the previously approved Amphitheatre

improvements would occur internal to the Project Site. Other routine maintenance activities would also be limited. As such, there would be no potential for construction activities that would temporarily alter the visual appearance of the Project Site. Therefore, no visual quality impacts associated with construction would occur, and aesthetics impacts under Alternative 1 would be reduced in comparison to the less than significant impacts of the Project.

Similarly, as Alternative 1 would not alter the existing uses on the Project Site, introduce new buildings on the Project Site, or change the appearance of the Project Site, no operational impacts related to aesthetics would occur under Alternative 1. Accordingly, the aesthetics impacts of Alternative 1 would be reduced in comparison to the less than significant impacts of the Project.

(2) Views

As no development would occur under Alternative 1, existing views of or across the Project Site would not be altered and no on-site visual resources would be affected. Therefore, Alternative 1 would have no potential to obstruct an existing, publicly available, recognized view resource. No impacts related to views would occur under the No Project/No Build Alternative, and impacts would be reduced in comparison to the less than significant impacts of the Project.

(3) Light and Glare

Alternative 1 would not result in the construction of any new development on-site. In addition, based on the limited nature of the previously approved Amphitheatre improvements as well as other routine maintenance activities, this Alternative would not introduce substantial light sources associated with construction equipment or construction-related equipment and materials with the potential to cause substantial glare. No construction-related impacts with regard to light and glare would occur under Alternative 1, and such impacts would be reduced compared to the less than significant impacts of the Project.

The No Project/No Build Alternative would not alter the existing uses on the Project Site, or introduce any new sources of light or glare. Therefore, Alternative 1 would not change the existing lighting environment on the Project Site. No operation-related light and glare impacts would occur under this Alternative and such impacts would be reduced in comparison to the less than significant impacts of the Project.

b. Air Quality

(1) Construction

The No Project/No Build Alternative would not include any new development proposed as part of the Project. In addition, given the nature of the previously approved Amphitheatre improvements and other limited routine maintenance activities, such activities would not generate substantial air pollutant emissions. As such, construction-related regional and localized air quality impacts under this Alternative would not occur, and such impacts would be reduced compared to the Project's less than significant impacts.

Similarly, Alternative 1 would not result in diesel particulate emissions that could generate toxic air contaminants (TACs) or produce odors associated with construction activities. Therefore, no impacts associated with the release of TACs and odors during construction would occur under this Alternative, and such impacts would be less than the less than significant impacts of the Project.

(2) Operation

Alternative 1 would not result in any operational emissions related to vehicular traffic or the consumption of electricity and natural gas beyond those currently generated by existing uses on-site. Therefore, this Alternative would have no operational air quality impacts, and impacts would be reduced compared to the less than significant regional and localized impacts of the Project.

As set forth in Section IV.B, Air Quality, of this Draft EIR, the primary sources of potential air toxics associated with Project operations would include diesel particulate matter from delivery trucks and to a lesser extent, facility operations. As the No Project/No Building Alternative would not result in new development or increased operations on-site, no new operational diesel particulate matter emissions would occur. Therefore, no operational impacts associated with TACs would occur under the Alternative 1, and such impacts would be reduced compared to the Project.

As no development would occur under the No Project/No Build Alternative, no operational odor impacts would occur, and such impacts would be reduced compared to the less than significant impacts of the Project.

c. Greenhouse Gas Emissions

Since there would be no new permanent development or operations on-site, no new greenhouse gas (GHG) emissions would occur. As such, no new impacts associated with

global climate change would occur, and impacts would be less than the less than significant impacts of the Project

d. Biological Resources

As previously described, Alternative 1 would not include development of any of the components proposed as part of the Project. In addition, implementation of the previously approved Amphitheatre improvements would occur internal to the Project Site, within the boundaries of the existing Amphitheatre. Other routine maintenance activities would also be limited to the existing structures and landscaping. As such, Alternative 1 would not disturb areas within the Project Site where potential biological resources and sensitive habitats may exist. In addition, as set forth in the Notice of Exemption for the previously approved Amphitheatre improvements, trees to be removed based on their health, root structure, and impact to the stabilization of the hillside facing the Amphitheatre stage would be replaced with new landscaping, including new trees and shrubs. Therefore, none of the plant communities, plant species, wildlife species, and oak trees that exist within the Project Site would be affected under Alternative 1. As such, no significant impacts to biological resources would occur under Alternative 1, and such impacts would be less than those of the Project's, which would be less than significant with implementation of mitigation measures.

e. Cultural Resources

(1) Historic Resources

The No Project/No Build Alternative would not involve construction activities with the potential to affect the character-defining features of the historic Amphitheatre. In addition, as set forth in the Notice of Exemption prepared and approved by the County for the rehabilitation of portions of the existing Amphitheatre, the proposed improvements intended to address long deferred maintenance and needed repairs would be consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties because the proposed improvements would preserve and be consistent with the historic use and character of the property. Therefore, no significant impacts to historic resources would result under Alternative 1, and impacts would be less than those of the Project, which would be less than significant with mitigation.

(2) Archaeological and Paleontological Resources

No substantial grading or other earthwork activities would occur under Alternative 1. Thus, there would be no potential for this Alternative to uncover subsurface archaeological and paleontological resources. No impacts to archaeological and paleontological

resources would result under the No Project/No Build Alternative, and impacts would be less than those of the Project, which would be less than significant with mitigation.

f. Geology and Soils

The Project Site is located within the seismically active region of Southern California; thus, as with the Project, Alternative 1 would be exposed to certain site-specific geologic hazards. However, as the No Project/No Build Alternative would not introduce new development on-site, the potential for impacts related to soil erosion during construction activities would not occur. In addition, this Alternative would not introduce new activities or increase the level of human activity within the Project Site. Therefore, the No Project/No Build Alternative would not expose additional people and structures to potential adverse effects associated with geologic hazards. No impacts related to geology and soils would occur under Alternative 1, and impacts would be less than those of the Project, which would be less than significant with mitigation.

g. Hydrology, Surface Water Quality, and Groundwater

(1) Hydrology

Under Alternative 1, no new development would occur and existing development would remain. In addition, the previously approved Amphitheatre improvements and other routine maintenance activities would occur within the boundaries of the existing development. Therefore, this Alternative would not alter the amount of pervious surfaces on the Project Site, and no modifications to the existing drainage patterns of the Project Site would occur. Further, as with the Project, this Alternative would include the proposed drainage improvements as part of the previously approved Amphitheatre improvements and would not result in an increase in the volume of runoff generated from the Project Site. Therefore, no impacts to hydrology would occur under Alternative 1, and impacts would be less than the less than significant impacts of the Project.

(2) Surface Water Quality

As no new development would occur under Alternative 1, no new pollutants from stormwater runoff would be introduced into the stormwater system. However, this Alternative would not implement the Project's Best Management Practices (BMPs), such as catch basins and planter drains, which would result in an improvement in surface water quality runoff from the Project Site as the Project Site currently does not have BMPs in place for the treatment of stormwater runoff from the existing impervious surfaces. Therefore, while significant impacts to surface water quality would not occur under this Alternative, impacts would be greater than those of the Project.

(3) Groundwater

Under Alternative 1 no new development would occur, and the Project Site would remain in its existing condition. Therefore, potential changes to groundwater levels that could affect groundwater hydrology from conversion of impervious to pervious surfaces would not occur. No impacts to groundwater hydrology would occur under Alternative 1 and impacts would be reduced compared to the less than significant impacts of the Project.

With regard to groundwater quality, since no new development would occur under Alternative 1, no new pollutants from stormwater runoff would be introduced into the groundwater via infiltration from available landscape areas. However, as Alternative 1 would not implement the Project's BMPs, groundwater quality would not be improved as under the Project. Therefore, impacts to groundwater quality under Alternative 1 would be greater than the Project, although still less than significant.

h. Land Use and Planning

Under the No Project/No Build Alternative, there would be no changes to the existing land uses on-site. The existing theatre and support uses would continue to operate, and, as with the Project, the existing site land use and zoning designations would remain. In addition, no land use approvals or permits would be required. Therefore, Alternative 1 would not result in any inconsistencies with existing land use plans and policies that govern the Project Site. No impacts associated with consistency with land use regulations and plans would occur and, impacts would be less than the less than significant impacts of the Project.

i. Noise

(1) Construction

The No Project/No Build Alternative would not include any new development proposed as part of the Project. On-site construction activities would be limited to the previously approved Amphitheatre improvements and other limited routine maintenance activities that would generate limited noise and vibration within the Project Site. Thus, no impacts with regard to construction noise and vibration would occur under the No Project/No Build Alternative. Such impacts would be less than those of the Project.

(2) Operation

With regard to operation, the No Project/No Build Alternative would not introduce new on-site noise sources and would not result in an increase in off-site auto traffic. As such, no new or increased sources of noise within the Project vicinity would occur as a

result of this Alternative. Therefore, no impact with respect to operational noise would occur under Alternative 1, and impacts would be less than those of the Project.

j. Public Services

(1) Fire Protection

Alternative 1 would not involve any new development or otherwise result in changes to existing site operations. Therefore, this Alternative would not increase the level of activity on the Project Site or increase the service population for the City of Los Angeles Fire Department (LAFD) stations that serve the Project Site. No impacts to fire protection services would occur, and impacts would be less than the less than significant impacts of the Project.

(2) Police Protection

Alternative 1 would not involve any new development or otherwise result in changes to existing site operations. Therefore, this Alternative would not increase the daytime service population on-site or have the potential to increase calls for police protection services from the Los Angeles Sheriff's Department (LASD) and the City of Los Angeles Police Department (LAPD). No impacts to police protection services would occur, and impacts would be less than the less than significant impacts of the Project.

k. Traffic, Access, and Parking

Under Alternative 1, all transportation conditions would remain the same as current conditions. As construction activities under Alternative 1 would be limited to maintenance activities there would be no significant construction traffic impacts with this Alternative. In addition, as there would be no new development, there would be no additional trips generated by this Alternative, and no difference in overall transportation conditions from current conditions. Thus, there would be no impacts regarding traffic, access, and parking under Alternative 1, and impacts would be less than those of the Project.

l. Utilities and Service Systems

(1) Water

Alternative 1 would not involve construction activities which would generate a substantial short-term demand for water. As such, no construction-related impact to water supply and infrastructure would occur under the No Project/No Build Alternative, and impacts would be reduced compared to the less than significant impacts of the Project.

No changes to existing land uses or site operations would occur under Alternative 1. Therefore, no increase in the Project Site's long-term water demand would occur. No operational impacts to water supply and water infrastructure would occur, and impacts would be less than the less than significant impacts of the Project.

(2) Energy

The No Project/No Build Alternative would not involve construction activities which would generate a substantial short-term demand for electricity. In addition, construction activities would not involve the consumption of natural gas. As such, no construction-related impacts to energy would occur, and such impacts would be less than the less than significant impacts of the Project.

No changes to existing land uses or site operations would occur under Alternative 1. Therefore, no increase in energy consumption from the Project Site would occur. No operational impacts to energy would occur, and impacts would be less than the less than significant impacts of the Project.

3. Comparison of Impacts

As analyzed above, impacts to aesthetics, views, light, and glare; air quality; greenhouse gas emissions; biological resources; historical, archaeological, and paleontological resources; geology and soils; hydrology, surface water quality during construction, groundwater hydrology and groundwater quality during construction; land use and planning; noise; fire and police protection; traffic, access, and parking; and water and energy would be reduced as compared to the Project. However, impacts with regard to surface water quality and groundwater quality during operation would be greater than the Project.

4. Relationship of the Alternative to Project Objectives

No new development would be introduced on the Project Site under Alternative 1, and the existing uses on the Project Site would continue to operate as they do currently. However, as with the Project, this Alternative would include implementation of the previously approved Amphitheatre improvements. The previously approved Amphitheatre improvements would include hillside stabilization, stage reconstruction, disabled access and code compliance improvements, theatrical systems infrastructure improvements, and mechanical and electrical systems upgrades. Implementation of these improvements would address long deferred maintenance and needed repairs, mitigation of water infiltration, provision of slope stabilization, and improvements to the theatrical infrastructure

and performer amenities. As such, Alternative 1 would meet the Project's objective to preserve the historic integrity of the Amphitheatre by providing improvements necessary to respond to damage from water intrusion, soil erosion, and structural decay, and ensure its future viability as a cultural and historical resource for the communities of Los Angeles County. In addition, as the previously approved Amphitheatre improvements would occur within the boundaries of the existing Amphitheatre, Alternative 1 would also meet the Project objective to provide site improvements that are focused on areas of the site that have been previously developed and preserve the canyon setting of the Project Site. While this Alternative would include theatrical systems infrastructure improvements as part of the previously approved Amphitheatre improvements, Alternative 1 would not provide for the additional Amphitheatre rehabilitation improvements proposed as part of the Project. Therefore, this Alternative would not meet the following objective to the same extent as the Project: provide operational improvements for the historic outdoor Amphitheatre that includes modern technical infrastructure and performing arts technology and amenities to support world class theatrical and cultural experiences for patrons and program participants while providing improved access to the Ford Theatres and its canyon park setting as a public cultural and recreational destination.

Additionally, as Alternative 1 would not include the development of any new facilities, this Alternative would not meet the Project's objectives regarding additional artist and patron enhancements. Specifically, without the development of the 299-seat theatre and the Flex Space proposed under the Project, this Alternative would not meet the objective to support the development of Los Angeles County-based artists, arts organizations and arts producers that represent diverse performing arts genres, disciplines, and communities by providing an on-site natural progression of appropriately-sized enclosed rehearsal and performing arts spaces which can be used at the same time to expand creative capacity, create new work, and increase audiences. Similarly, Alternative 1 would not achieve the Project objective to repurpose the areas of the Ford Theatres currently used for on-grade parking to meet existing critical program needs of the regional arts ecosystem, including a much needed mid-size theatre space and low- to no-cost, accessible flexible spaces for rehearsals and performances year-round for artists, particularly dance and theatre groups, which do not have sufficient right-sized rehearsal and performance spaces in Los Angeles County. Furthermore, since Alternative 1 would not include the development of new plaza areas or the proposed restaurant and structured parking, this Alternative would not support the following Project objectives: enhance patron pre-show and post-show experience by providing plaza areas and support functions for meeting, dining and picnicking, while enabling visits of variable lengths by the creation of non-stacked parking to ease ingress and egress; and further the Ford's capacity for community building by creating new small and medium interstitial spaces and opportunities for artists, audiences, and the public to interact, dialogue, and find meaning and expression through the arts on the Project Site.

Alternative 1 would also not develop a Transit Center or include pedestrian and vehicular circulation improvements and, as such, would not achieve the objective to create pedestrian and vehicular circulation access that is integrated with a transit center and sufficient on-site parking so as to provide for improved and safer patron arrival and departures. In addition, as this Alternative does not propose a hiking trail, Alternative 1 would not meet the Project objective to enhance the Ford Theatres' role as a County Regional Park by increasing public access to the entire site, integrating passive recreational opportunities, and encouraging visitors to experience the natural landscape and views or surrounding iconic landmarks from a formal trail within the park boundary. Further, since this Alternative would not include the installation of an enhanced sound wall, Alternative 1 would also not support the objective to mitigate noise pollution from the adjacent Hollywood Freeway to provide a more pastoral experience focused on the stage and preserve audience views of the natural landscaped canyon from inside the Amphitheatre. Additionally, without development of the Ford Terrace, Alternative 1 would not provide for improved operation and maintenance relating to stage logistics including set loading and unloading and set staging areas in close proximity to the Amphitheatre. Lastly, Alternative 1 would not construct any of the proposed offices and, as such, would not support the objective to provide on-site accessible modern office space to accommodate daily personnel and improve communication and interaction of staff with the arts community.

Overall, Alternative 1, the No Project/No Build Alternative, would not meet most of the Project objectives, nor would it meet the Project's underlying purpose to enhance on-site programs that support the work of County of Los Angeles artists and arts organizations by offering programs that meet the specialized needs of a broader cross section of the regional arts community, including emerging theatre, dance, and music ensembles and multi-disciplinary collaborations; to expand opportunities for diverse County residents to come together by creating new spaces and programs that better serve the community; and to ensure the future of the Amphitheatre as an active and relevant historic resource.

VI. Alternatives

B. Alternative 2: Reduced Project Alternative

1. Description of the Alternative

The Reduced Project Alternative would develop the Project Site similar to the Project and would include the same components as the Project as follows: rehabilitation of certain portions of the existing Amphitheatre, the Ford Terrace, the Ford Plaza, the Transit Center, and a 0.75-mile hiking trail. However, the Reduced Project Alternative would not include development of the 299-seat theatre within the Ford Plaza. In addition, under this Alternative, the 99-seat Flex Space proposed within the Transit Center would be relocated to the area of the 299-seat theatre as proposed by the Project. With the relocation of the Flex Space from the Transit Center to the Ford Plaza under this Alternative, the footprint of the Transit Center would be reduced but would continue to feature a designated area for bus and valet drop-off, a three-level parking structure, and a maintenance facility. All other components and features of the Project as described in Section II, Project Description, of this Draft EIR would be maintained under the Reduced Project Alternative. Further, under Alternative 2, building heights and architectural features would be similar to the building heights and architectural features of the Project.

Overall, implementation of this Alternative would result in approximately 39,550 net new square feet compared to the Project's approximately 47,550 net new square feet of development. As such, this Alternative would reduce the proposed net new development by approximately 8,000 square feet or approximately 17 percent. Additionally, this Alternative would provide for 12 net new seats within the Project Site in comparison to the Project's 311 net new seats. In addition, while this Alternative would not provide the 299-seat theatre, the number of annual events and attendees would increase but would be reduced when compared to the Project.

2. Environmental Impact Analysis

a. Aesthetics, Views, Light, and Glare

(1) Aesthetics

Similar to the Project, the Reduced Project Alternative would temporarily alter the visual appearance of the Project Site due to the removal of existing buildings, surface

parking areas, and landscaping. Other construction activities, such as site preparation and grading, the staging of construction equipment and materials, and the construction of new structures would also temporarily alter the visual quality of the Project Site. As this Alternative would not include development of the 299-seat theatre, the overall amount of building construction and associated construction activities would be reduced compared to the Project. As with the Project, development of the Reduced Project Alternative would not cause the loss of unique visual resources or prominent existing features that contribute positively to the existing visual character and quality of the Project Site. Impacts to aesthetics during construction would be less than significant and less than the Project's less than significant impacts.

As with the Project, the Reduced Project Alternative would alter the existing visual character of the Project Site due to the rehabilitation of certain portions of the Amphitheatre and the development of the Ford Terrace, the Ford Plaza, the Transit Center, and a 0.75-mile hiking trail. As described above, these Project components would be developed similar to the Project, except that the 299-seat theatre would not be included within the Ford Plaza and the Flex Space proposed within the Transit Center would be relocated to the Ford Plaza within the area proposed for the 299-seat theatre. The development of a reduced Transit Center and the removal of the 299-seat theatre would reduce the building area and massing within the Project Site compared to the Project. In addition, as building heights proposed under this Alternative would be similar to the Project, the buildings proposed under this Alternative would be similarly compatible with the surrounding area. Further, as with the Project, this Alternative would incorporate architectural design features such as variations in building planes to reduce massing and introduce new landscaping to enhance the existing site and provide visual relief. Other Project features, including signage and lighting would be implemented similar to the Project and would not degrade the existing visual character of the area. Additionally, as with the Project, proposed structures would be designed to complement the existing historic character of the Ford Theatres and be consistent with the Secretary of the Interior Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings. In summary, impacts to aesthetics under the Reduced Project Alternative would be less than significant and less than the less than significant impacts of the Project.

(2) Views

As described in Section IV.A, Aesthetics, Views, Light, and Glare, of this Draft EIR, valued visual resources within the Project Site include the hillsides surrounding the existing developed areas of the Project Site as well as the historic portions of the Amphitheatre, which are generally only visible from areas within the Project Site. As with the Project, development of this Alternative would visually fill-in existing surface parking areas fronting Cahuenga Boulevard East with new development. While this Alternative would not

construct the 299-seat theatre within the Ford Plaza, the Flex Space proposed as part of the Transit Center would be relocated within the area proposed for the 299-seat theatre. Therefore, as the 299-seat theatre and the Flex Space would occupy generally the same building footprint, no substantial visual changes are anticipated within the Ford Plaza from removal of the 299-seat theatre. Similarly, as the Flex Space under the Project has been designed as an extension of the north parking structure such that these two structures visually appear as one building, the relocation of the Flex Space to the Ford Plaza would also not result in substantial view changes within the Transit Center. Therefore, similar to the Project, given the topography of the Project Site and the location of existing development within a canyon setting, the natural hillsides would remain a prominent feature from public vantages. In addition, this Alternative would implement similar architectural features as the Project, including light-colored materials, and perimeter landscaping, which would serve to soften the visual effect on views along Cahuenga Boulevard East. Other Project features, including the relocation of the existing cell towers and the potential installation of electrical poles, would be implemented similar to the Project and would have similar effects on views. Overall, like the Project, with implementation of this Alternative, public views of the Project Site would continue to feature a semi-urban environment with a background of rolling hills, pockets of trees, and landscaping. Therefore, as with the Project, view impacts would be less than significant. Such impacts would be similar to those of the Project.

(3) Light and Glare

(a) Construction

As with the Project, substantial lighting is not anticipated during construction within the Project Site as most construction activities would occur during daylight hours. In addition, similar to the Project, to the extent construction activities during winter includes artificial light sources, such use would be temporary and would cease upon completion of construction activities. The Reduced Project Alternative would also implement the same project design feature related to construction lighting, which would provide that construction lighting be shielded and/or aimed so that no direct beam illumination would fall outside of the Project Site boundary. Therefore, like the Project, light impacts associated with construction would be less than significant under this Alternative. However, such impacts would be reduced compared to the Project due to the reduced construction activities.

Similar to the Project, any glare generated during construction of this Alternative would be highly transitory and short-term given the movement of construction equipment and materials within each area of the Project Site. In addition, large surfaces that are usually required to generate substantial glare are typically not an element of construction activities. Therefore, as with the Project, no significant impact related to construction glare would occur under this Alternative. As the amount of development proposed under this Alternative would be reduced compared to the Project, thereby reducing the potential for

glare from construction equipment and materials, such impacts would be less than those of the Project.

(b) Operation

Similar to the Project, the Reduced Project Alternative would increase light levels within the Project Site and the surrounding area through the introduction of new light sources, including accent lighting to highlight architectural features, landscape elements, and the Project's signage; light boxes on the north parking structure, the restaurant, and the proposed sound wall to illuminate the façades; exterior lighting to provide clear identification of circulation, gathering spaces, parking facilities and for security purposes; and new theatrical lighting within the Amphitheatre. However, this Alternative would not introduce any additional lighting from the 299-seat theatre proposed by the Project. Therefore, the number of new lighting sources would be reduced as compared to the Project. Overall, as with the Project, the Reduced Project Alternative would not significantly increase nighttime lighting levels in the area and impacts with regard to lighting would be less than significant. However, such impacts would be less compared to the Project due the reduced development under this Alternative.

This Alternative would be anticipated to use the same building materials as the Project, including plaster, concrete, metal panels, fritted glass, and cement board. This Alternative would also implement the same project design feature as the Project regarding the use of non-reflective windows, glass, and metal or use of standard low-reflective or non-reflective glazing. The replacement of existing surface parking areas with structured parking similar to the Project would also reduce the potential for daytime glare from windows of parked vehicles. Thus, as with the Project, impacts related to glare under Alternative 2 would be less than significant. However, such impacts would be reduced compared to the Project due to the reduced development under this Alternative.

b. Air Quality

(1) Construction

(a) Regional and Localized Air Quality Impacts

As with the Project, construction of this Alternative would generate pollutant emissions through the use of heavy-duty construction equipment and through haul truck and construction worker trips. The overall amount of site preparation and building construction would be less under this Alternative compared to the Project due to the decrease in square footage to be developed under this Alternative. Therefore, pollutant emissions from construction activities would be less on a daily basis, as the intensity and not the duration of these activities would decrease compared to the Project. Thus, overall

construction emissions generated by this Alternative would be less than those of the Project over the construction period. Similarly, impacts during maximum conditions, those used for measuring significance, would be less than those of the Project. As such, similar to the Project, regional and localized emissions would be less than significant. However, such impacts would be less than those of the Project.

(b) Toxic Air Contaminants

With respect to construction air toxics, diesel particulate emissions associated with heavy equipment operations during grading and excavation activities represent the greatest potential for TAC emissions. As noted above, the construction emissions generated by this Alternative would be less than those of the Project over the construction period and thus would result in reduced diesel particulate emissions. In addition, as with the Project, there would be no residual emissions after construction and corresponding individual cancer risk. Therefore, like the Project, construction-related air toxic emission impacts of this Alternative would be less than significant and less than those of the Project.

(c) Odors

As with the Project, this Alternative would have the potential to produce odors during construction associated with the operation of construction equipment, the application of asphalt, the application of architectural coatings and other interior and exterior finishes, and roofing. However, like the Project, any odors produced during construction of this Alternative would dissipate away from the construction area and would be quickly diluted. Thus, as with the Project, impacts associated with objectionable odors during construction would be less than significant. However, such impacts would be reduced under this Alternative compared to the Project due to the reduction in construction emissions.

(2) Operation

(a) Regional and Localized Air Quality Impacts

Based on the reduction in square footage, the number of daily trips generated by this Alternative would be reduced compared to the Project. As vehicular emissions are dependent on the number of trips, vehicular sources would have a similar decrease in pollutant emissions compared to the Project. With the reduction in overall square footage, both area sources and stationary sources would also generate a similar reduction in pollutant emissions. As the overall square footage and vehicular trips associated with this Alternative would decrease in comparison to the Project, regional operational emissions under this Alternative would be less than those of the Project, and like the Project would be less than significant.

As described in Section IV.B, Air Quality, of this Draft EIR, localized operational impacts are determined by the peak hour intersection traffic volumes. Therefore, the decrease in operational trips during the peak hours associated with this Alternative would contribute to a proportionate decrease in localized emissions of carbon monoxide. Since the localized CO hotspot analysis for the Project did not result in any significant localized CO impacts and as traffic volumes would decrease with this Alternative, similar to the Project, localized impacts would be less than significant under this Alternative. However, such impacts would be less than those of the Project.

(b) Toxic Air Contaminants

As set forth in Section IV.B, Air Quality, of this Draft EIR, the primary sources of potential air toxics associated with Project operations would include diesel particulate matter from delivery trucks and to a lesser extent, natural gas equipment. With the reduction in daily trips and square footage, this Alternative would reduce the Project's operational diesel particulate matter emissions associated with increased truck deliveries. Thus, similar to the Project, this Alternative would result in a less-than-significant air quality impact associated with air toxics. However, such impacts would be reduced compared to the Project.

(c) Odors

As with the Project, this Alternative would not include any uses identified by the SCAQMD as being associated with odors. Therefore, similar to the Project, potential odor impacts would be less than significant under this Alternative and would be less than those of the Project due to the reduction in building square footage.

c. Greenhouse Gas Emissions

As with the Project, this Alternative would incorporate numerous project design features to reduce GHG emissions and would be designed to target the criteria for LEED Certification designation. With consideration of this Alternative's design features to reduce cumulative GHG, this Alternative would emit fewer GHG than the Project due to its reduction in daily trips relative to the Project. By incorporating energy and vehicle trip reducing features such as designing, constructing, and operating the Project to target LEED certification, this Alternative would be similar to the Project and would result in a reduction in GHG emissions from "business-as-usual" consistent with the goals of the State of California and County of Los Angeles, and is considered less than significant. Such impacts would be less than those of the Project.

d. Biological Resources

While the Reduced Project Alternative would not include development of the 299-seat theatre, this Alternative would disturb the same general Project Site area at-grade. As such, the Project's potential impacts with regard to plant communities, plant species, wildlife species, wildlife movement, and oak trees would also occur under the Reduced Project Alternative. To reduce potential impacts to biological resources, this Alternative would also implement the same mitigation measures proposed by the Project. Therefore, as with the Project, potential impacts to biological resources under this Alternative would be less than significant with mitigation. Such impacts would be similar to those of the Project.

e. Cultural Resources

(1) Historic Resources

While the Reduced Project Alternative would not include development of the 299-seat theatre, this Alternative would disturb the same general Project Site area at-grade and would include removal of the same structures proposed under the Project. Therefore, as with the Project, the rehabilitation of portions of the Amphitheatre and development of the Ford Terrace, Ford Plaza, Transit Center, and the hiking trail would not be anticipated to result in a substantial adverse change in the significance of the Ford Theatres as a historic resource. Notwithstanding, similar to the Project, given the fluid nature of architectural designs until the approval of final design plans, impacts with regards to historic resources could be potentially significant. The Reduced Project Alternative would implement the same mitigation measure as the Project to ensure the design is consistent with the Secretary of the Interior Standards. Therefore, impacts to historic resources under Alternative 2 would be less than significant with mitigation and similar to the Project.

(2) Archaeological and Paleontological Resources

While the Reduced Project Alternative would not include development of the 299-seat theatre, this Alternative would disturb the same general Project Site area at-grade. Therefore, this Alternative would result in a similar volume of excavated soil and a similar maximum depth of excavation. As such, the potential for the Reduced Project Alternative to uncover subsurface archaeological and paleontological resources would be similar to that of the Project. In the event archaeological and paleontological resources are encountered, this Alternative would be subject to the same mitigation and regulatory requirements as the Project to ensure that the resources are properly recovered and evaluated. Therefore, impacts relative to archaeological and paleontological resources under the Reduced Project Alternative would be similar to those of the Project, which would be less than significant with mitigation.

f. Geology and Soils

The Project Site is located within the seismically active region of Southern California; thus, as with the Project, Alternative 2 would be exposed to certain site-specific geologic hazards (e.g., ground shaking). In addition, as this Alternative would be developed within the same site as the Project and disturb the same general area as the Project, the Reduced Project Alternative would be exposed to the same potential hazards associated with liquefaction and lateral spreading, landslides and slope stability, and corrosive soils. As with the Project, the Reduced Project Alternative would be designed and constructed to conform to the current seismic design provisions of the California Building Code and the Los Angeles County Building Code. This Alternative would also implement the same mitigation measures as the Project to address potential impacts from liquefaction and lateral spreading and landslides and slope stability. Therefore, as with the Project, impacts due to strong seismic ground shaking, liquefaction and lateral spreading, and landslides and slope stability would be less than significant with mitigation. Like the Project, with compliance with California Building Code and County Building Code requirements, impacts with regard to corrosive soils would be less than significant. While the Reduced Project Alternative would disturb the same general areas as the Project, with elimination of the 299-seat theatre proposed under the Project, this Alternative would not introduce new activities or increase the level of human activity within the Project Site to the same extent as the Project. Therefore, the Reduced Project Alternative would expose fewer people and structures to potential geologic hazards within the Project Site. Therefore, impacts with regard to seismic ground shaking, liquefaction and lateral spreading, landslides and slope stability, and corrosive soils would be reduced compared to those of the Project.

The Reduced Project Alternative would involve similar grading and other earth-moving activities during construction, which could result in erosion. With compliance with regulatory requirements and implementation of appropriate BMPs like the Project, potential erosion impacts would be less than significant. Such impacts would be similar to those of the Project.

g. Hydrology, Surface Water Quality, and Groundwater

(1) Hydrology

Construction of the Reduced Project Alternative would require the removal of existing buildings, paving, and landscaping within the Project Site as well as earthwork activities (i.e., grading, excavation) to a similar extent as the Project. Therefore, as with the Project, construction activities under this Alternative would have the potential to temporarily alter existing drainage patterns and flows by exposing the underlying soils and making the Project Site temporarily more permeable. This potential would be similar to that of the Project since the construction area to be disturbed under this Alternative would resemble

that of the Project. Similar to the Project, during construction of the Reduced Project Alternative, runoff would be properly controlled through the implementation of a Storm Water Pollution Prevention Plan (SWPPP) and appropriate BMPs. Therefore, construction-related impacts on surface water hydrology under the Reduced Project Alternative would be less than significant, and such impacts would be similar to those of the Project.

Upon buildout, it is estimated that the Reduced Project Alternative would result in a similar net increase in the amount of impervious surfaces on-site as compared to the Project due to the similar area that would be developed. Like the Project, this Alternative would also implement the County's Low Impact Development (LID) requirements to manage post-construction stormwater runoff. Therefore, impacts to surface water hydrology during operation would be less than significant under Alternative 2 and similar to the less than significant impacts of the Project.

(2) Surface Water Quality

As with the Project, during construction of the Reduced Project Alternative, exposed and stockpiled soils could be subject to erosion and conveyance into nearby storm drains during storm events. In addition, construction activities such as earth moving, maintenance/operation of construction equipment, and handling/storage/disposal of materials could contribute to pollutant loading in stormwater runoff. On-site watering activities to reduce airborne dust could also contribute to pollutant loading in runoff. The degree to which new pollutants could be introduced to the site during construction would be reduced compared to the Project given the reduction in construction activities. In addition, like the Project, the Reduced Project Alternative would include a site-specific SWPPP that would specify BMPs and erosion control measures to be used during construction to minimize pollution in runoff. Therefore, as with the Project, construction-related impacts on surface water quality would be less than significant and such impacts would be less than those of the Project.

Similar to the Project, during operation of the Reduced Project Alternative, stormwater runoff from the Project Site has the potential to introduce pollutants into the stormwater system. The degree to which additional pollutants could be introduced to the Project Site during operation would be reduced compared to the Project due to the reduction in the uses that would be developed. In addition, implementation of County LID requirements, inclusive of stormwater BMPs similar to those of the Project to address water quality in stormwater runoff such as catch basins and planter drains would further reduce and treat potential pollutants in stormwater runoff. Thus, operational impacts on surface water quality would be less than significant, and would be less than the less than significant impacts of the Project.

(3) Groundwater

With regard to groundwater hydrology, the Reduced Project Alternative would require a similar volume of excavated soil and a similar maximum depth of excavation compared with the Project. In addition, the Reduced Project Alternative would result in a similar net increase in the amount of impervious surfaces on-site as compared to the Project. Therefore, as with the Project, development of this Alternative is not expected to encounter groundwater beneath the Project Site, which would require temporary or permanent dewatering operations. Therefore, impacts to groundwater hydrology during construction and operation of Alternative 2 would be less than significant and similar to the less than significant impacts of the Project.

Regarding groundwater quality, hazardous materials, such as fuels, paints, solvents, and concrete additives could be used during on-site grading and building construction, and would therefore require proper management and, in some cases, disposal. The management of any resultant hazardous wastes could increase the opportunity for hazardous materials releases into groundwater. As with the Project, the Reduced Project Alternative would comply with all applicable federal, state, and local requirements concerning the handling, storage, and disposal of hazardous waste, which would reduce the potential for construction activities to release contaminants into groundwater that could affect existing contaminants, expand the area or increase the level of groundwater contamination, or cause a violation of regulatory water quality standards at an existing production well. Additionally, similar to construction, any surface handling of hazardous materials during operation would involve small quantities and would be handled and stored in accordance with manufacturers' specifications and applicable regulations, thereby resulting in a negligible potential impact to groundwater quality. Therefore, as with the Project, impacts with respect to groundwater water quality would be less than significant under Alternative 2. However, such impacts would be less than those of the Project due to the reduction in construction activities and overall development.

h. Land Use and Planning

Land use consistency impacts under the Reduced Project Alternative would be generally similar to those of the Project due to similarities in the development proposals. As such, the Reduced Project Alternative would be consistent with SCAG's regional plans, the County General Plan, and the County Code to the same extent as the Project. Therefore, impacts related to land use consistency would be less than significant and similar to the less than significant impacts of the Project.

i. Noise

(1) Construction

Under this Alternative, the overall amount of site preparation and building construction would be less compared to the Project due to the decrease in square footage to be developed. Therefore, noise and vibration impacts at sensitive receptors would be less on a daily basis, as the intensity and not the duration of these activities would decrease compared to the Project. Similar to the Project, construction of this Alternative would result in less than significant construction noise and vibration impacts. Construction-related noise and vibration impacts would be reduced when compared with the Project.

(2) Operation

This Alternative would include on-site noise sources that would produce noise levels that would be generally similar to those that would occur under the Project, except for additional noise sources associated with the 299-seat theatre. In addition, this Alternative would reduce the number of trips during a peak day in comparison to the Project. Furthermore, the Reduced Project Alternative would implement the same project design features as the Project, as applicable. Thus, as with the Project, noise impacts under this Alternative would be less than significant. However, such impacts would be reduced as compared to the Project.

j. Public Services

(1) Fire Protection

The types of construction activities required for the Reduced Project Alternative would be similar to the Project, although the extent of construction activities would be reduced. Accordingly, while construction-related traffic on adjacent streets which could temporarily interfere with local and on-site emergency response would be similar to the Project on a peak day, such traffic would be reduced throughout the entire duration of the construction period as compared to the Project. In addition, as with the Project, construction traffic management plans would be implemented to ensure that adequate emergency access is maintained to the Project Site and neighboring uses at all times. Further, similar to the Project, construction activities would comply with applicable codes and ordinances relating to fire safety practices. As such, construction impacts on fire protection and emergency medical services would be less than significant under this Alternative, and less than the less than significant impacts of the Project.

Like the Project, the Reduced Project Alternative does not include the development of any new residential uses and, as such, would not increase the permanent residential

population within the service area of Fire Station No. 76. In addition, while this Alternative would generate an increase in the on-site population associated with the additional seats and events to be provided within the Flex Space as well as the proposed hiking trail, the Reduced Project Alternative would involve a reduced floor area and reduced on-site population in comparison to the Project from removal of the 299-seat theatre. Notwithstanding, similar to the Project, compliance with applicable regulatory requirements under this Alternative would ensure that adequate fire prevention features would be provided that would reduce the demand for firefighting services. Similarly, while the additional traffic generated by this Alternative could potentially affect emergency response, the additional traffic would be reduced relative to the Project and would not substantially impact response times or emergency vehicle access, particularly given significant traffic impacts would not occur. Further, as this Alternative would implement the same onsite fire water system improvements as the Project, the Reduced Project Alternative would also meet the fire flow requirements set forth by the County Fire Department and LAFD. Given the Project Site's location in a Very High Fire Hazard Severity Zone, Alternative 2 would be required to comply with all applicable City and County requirements regarding construction, access, water mains, fire hydrants, fire flows, and brush clearance for this zone, similar to the Project. Overall, impacts to fire protection and emergency medical services from Alternative 2 would be less than significant and less as compared to the Project.

(2) Police Protection

As previously described, the types of construction activities required for Alternative 2 would be similar to the Project, although the extent of construction activities would be reduced due to the reduction in development under this Alternative. Therefore, construction-related traffic that could temporarily interfere with local and on-site emergency response would be reduced throughout the entire duration of the construction period as compared to the Project. In addition, as with the Project, construction traffic management plans would be implemented to ensure that adequate emergency access is maintained to the Project Site and neighboring uses at all times. Furthermore, the Reduced Project Alternative would implement the same project design features as the Project regarding the implementation of security measures during construction. Therefore, as with the Project, construction-related impacts to police protection services would be less than significant. However, such impacts would be less than under the Project due to the reduced development.

Similar to the Project, Alternative 2 would not include the development of any residential uses and, as such, would not increase the permanent residential population within the service area of the Parks Bureau South Zone or the Hollywood Community Police Station. In addition, while this Alternative would generate an increase in the on-site population associated with the additional seats and events to be provided within the Flex Space as well as the proposed hiking trail, the Reduced Project Alternative would involve a

reduced floor area and reduced on-site population in comparison to the Project from removal of the 299-seat theatre. Alternative 2 would also implement the same project design features which would serve to reduce the potential for criminal activities and assist law enforcement efforts. Furthermore, while the additional traffic generated by this Alternative could potentially cause delays in law enforcement response times, the additional traffic would be reduced relative to the Project and would not substantially impact response times or emergency vehicle access, particularly given significant traffic impacts would not occur. Therefore, impacts related to police protection services would be less than significant under Alternative 2 and less than the less than significant impacts of the Project.

k. Traffic, Access, and Parking

(1) Construction

As with the Project, construction of the Reduced Project Alternative would generate additional trips from heavy-duty construction equipment, haul trucks, and construction worker trips. However, the overall amount of building construction would be reduced as compared to the Project. Thus, the number of construction-related trips (workers and trucks) would be reduced as compared to the Project. In addition, as with the Project, this Alternative would include implementation of a Construction Management Plan to manage construction-related traffic. The Reduced Project Alternative would also not require the relocation or removal of transit stops in the vicinity of the Project Site or impede emergency, bicycle, and pedestrian access. Additionally, as with the Project, parking for construction workers and employees would be provided on-site. Overall, construction-related traffic, access, and parking impacts under the Reduced Project Alternative would be less than significant, and less than those of the Project.

(2) Operation

As the Reduced Project Alternative would not include the 299-seat theatre, the frequency of events and associated traffic would be reduced under this Alternative in comparison to the Project. It is noted however that during the weekday morning commuter peak period between 7:00 A.M. to 10:00 A.M. and the weekday evening peak period between 6:00 P.M. to 9:00 P.M., the Reduced Project Alternative would generate a similar amount of traffic as the number of employees commuting during the weekday morning peak period would be the same as under the Project and since the Project would stagger start times for events held in the Amphitheatre and the 299-seat theatre during the weekday evening peak period. The amount of traffic generated during the remaining peak times (weekday afternoon, Saturday midday, and Saturday evening) would be reduced compared to the Project. Therefore, overall operational impacts with regard to traffic, access, and parking would be reduced compared to the Project but would remain less than significant.

I. Utilities and Service Systems

(1) Water

Like the Project, construction activities associated with the Reduced Project Alternative would generate a short-term demand for water. This demand would be reduced compared to the Project due to the reduction in construction activities. Therefore, as with the Project, impacts on water supply and infrastructure associated with short-term construction activities would be less than significant and less than those of the Project.

As with the Project, operation of Alternative 2 would generate an increased demand for water relative to existing conditions. Based on the reduction in total development and population associated with events within the 299-seat theatre, water demand for this Alternative would be less than that of the Project. In addition, Alternative 2 would implement the same water conservation measures as the Project. Therefore, like the Project, this Alternative's estimated net water demand would be within LADWP's available and projected water supplies for normal, single-dry, and multi-dry years through the year 2035. The Reduced Project Alternative would also include implementation of the same water infrastructure improvements as the Project. Therefore, impacts to water supply and infrastructure under Alternative 2 would be less than significant and less than the less than significant impacts of the Project.

(2) Energy

Like the Project, construction activities associated with Alternative 2 would generate a short-term demand for electricity to operate construction equipment and light construction activities, if necessary. However, given the reduced level of construction, the demand for electricity would be reduced compared to the Project. The Reduced Project Alternative would implement the same infrastructure improvements as the Project to supply electricity to the proposed uses. As the construction of new buildings and infrastructure typically does not involve the consumption of natural gas, no natural gas would be consumed during construction of this Alternative, similar to the Project. Overall, impacts on energy supply and infrastructure associated with short-term construction activities would be less than significant and less than those of the Project, which would also be less than significant.

As with the Project, operation of Alternative 2 would generate an increased demand in electricity and natural gas relative to existing conditions. However, this demand would be reduced compared to the Project given the elimination of the 299-seat theatre and associated events and visitors. Therefore, as with the Project, impacts on energy supply and infrastructure would be less than significant. Such impacts would be less than those of the Project.

3. Comparison of Impacts

As evaluated above, the Reduced Project Alternative would reduce the Project's impacts with regard to aesthetics, light, and glare; air quality; greenhouse gas emission; surface water quality and groundwater quality; noise; public services; traffic, access, and parking; and utilities and service systems. However, as with the Project, such impacts would remain less than significant when compared to the applicable significance thresholds. Impacts associated with views; biological resources; cultural resources; geology and soils; surface water hydrology and groundwater hydrology; and land use and planning would be similar to those of the Project.

4. Relationship of the Alternative to Project Objectives

With implementation of the previously approved Amphitheatre improvements as well as the Amphitheatre rehabilitation improvements proposed as part of the Project, the Reduced Project Alternative would meet the Project's objective to preserve the historic integrity of the Amphitheatre by providing improvements necessary to respond to damage from water intrusion, soil erosion, and structural decay, and ensure its future viability as a cultural and historical resource for the communities of Los Angeles County. Similarly, this Alternative would support the objective to provide operational improvements for the historic outdoor Amphitheatre that includes modern technical infrastructure and performing arts technology and amenities to support world class theatrical and cultural experiences for patrons and program participants while providing improved access to the Ford Theatres and its canyon park setting as a public cultural and recreational destination. Furthermore, since the Reduced Project would include the development of new plaza areas, the proposed restaurant, and structured parking, this Alternative would realize the following Project objectives: enhance patron pre-show and post-show experience by providing plaza areas and support functions for meeting, dining and picnicking, while enabling visits of variable lengths by the creation of non-stacked parking to ease ingress and egress; and further the Ford's capacity for community building by creating new small and medium interstitial spaces and opportunities for artists, audiences, and the public to interact, dialogue, and find meaning and expression through the arts on the Project Site.

The Reduced Project Alternative would also develop a Transit Center and include pedestrian and vehicular circulation improvements and, as such, would achieve the objective to create pedestrian and vehicular circulation access that is integrated with a transit center and sufficient on-site parking so as to provide for improved and safer patron arrival and departures. In addition, as this Alternative would include a hiking trail, Alternative 2 would meet the Project objective to enhance the Ford Theatres' role as a County Regional Park by increasing public access to the entire site, integrating passive

recreational opportunities, and encouraging visitors to experience the natural landscape and views or surrounding iconic landmarks from a formal trail within the park boundary. Further, since the Reduced Project Alternative would include the installation of an enhanced sound wall, Alternative 2 would also support the objective to mitigate noise pollution from the adjacent Hollywood Freeway to provide a more pastoral experience focused on the stage and preserve audience views of the natural landscaped canyon from inside the Amphitheatre. Additionally, with development of the Ford Terrace, the Reduced Project Alternative would provide for improved operation and maintenance relating to stage logistics including set loading and unloading and set staging areas in close proximity to the Amphitheatre. Alternative 2 would further include development of the proposed offices and, as such, would support the objective to provide on-site accessible modern office space to accommodate daily personnel and improve communication and interaction of staff with the arts community. The Reduced Project Alternative would also disturb the same general area as the Project and, as such, Alternative 2 would meet the Project objective to provide site improvements that are focused on areas of the site that have been previously developed and preserve the canyon setting of the Project Site.

However, without the development of the 299-seat theatre proposed under the Project, the Reduced Project Alternative would not fully meet the objective to support the development of Los Angeles County-based artists, arts organizations and arts producers that represent diverse performing arts genres, disciplines, and communities by providing an on-site natural progression of appropriately-sized enclosed rehearsal and performing arts spaces which can be used at the same time to expand creative capacity, create new work, and increase audiences. Similarly, the Reduced Project Alternative would only partially meet the Project objective to repurpose the areas of the Ford Theatres currently used for on-grade parking to meet existing critical program needs of the regional arts ecosystem, including a much needed mid-size theatre space and low- to no-cost, accessible flexible spaces for rehearsals and performances year-round for artists, particularly dance and theatre groups, which do not have sufficient right-sized rehearsal and performance spaces in Los Angeles County.

Overall, Alternative 2, the Reduced Project Alternative, would meet most of the Project objectives and would partially meet the remaining objectives. However, without providing a key component of the Project, the Reduced Project Alternative would not achieve the Project's underlying purpose to enhance on-site programs that support the work of County of Los Angeles artists and arts organizations by offering programs that meet the specialized needs of a broader cross section of the regional arts community, including emerging theatre, dance, and music ensembles and multi-disciplinary collaborations; to expand opportunities for diverse County residents to come together by creating new spaces and programs that better serve the community; and to ensure the future of the Amphitheatre as an active and relevant historic resource.

VI. Alternatives

C. Alternative 3: Simultaneous Event Schedules

1. Description of the Alternative

The Simultaneous Event Schedules Alternative would include the development of the same components as the Project but with long term flexibility in the scheduling of events within the Amphitheatre and proposed 299-seat theatre. Specifically, under Alternative 3, events held in the Amphitheatre, the 299-seat theatre, and the Flex Space would be able to have simultaneous events with concurrent start times whereas under the Project, events held in the Amphitheatre and the 299-seat theatre would have staggered start times of at least 45 minutes after 6:00 P.M. on weekday evenings to reduce traffic impacts. As with the Project, Alternative 3 would comprise the following: (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 Center, which would include a designated area for bus and valet drop-off, a new three-level parking structure, 99-seat Flex Space, and maintenance facility; and (5) a 0.75-mile hiking trail. These components would be developed within the Project Site in the same manner as proposed under the Project described in Section II, Project Description, of this Draft EIR. The estimated increases in annual events and attendance projected to occur under the Project would also remain under this Alternative.

2. Environmental Impact Analysis

a. Aesthetics, Views, Light, and Glare

(1) Aesthetics

During construction of Alternative 3, the visual appearance of the Project Site would be altered due to the removal of existing buildings, surface parking areas, and landscaping. Other construction activities, including site preparation and grading, the staging of construction equipment and materials, and the construction of foundations, new structures, and outdoor open space areas would also alter the visual quality of the Project Site. As the overall amount of building construction and associated construction activities would be

similar to the Project, temporary visual quality impacts during construction would be similar to the Project. Therefore, as with the Project, impacts to aesthetics during construction would be less than significant. Such impacts would be similar to those of the Project.

As described above, this Alternative would develop the same components as the Project. These components would be developed within the Project Site in the same manner as proposed under the Project. Therefore, as with the Project, development of Alternative 3 would not substantially degrade the existing visual character or quality of the Project Site or surrounding area. Therefore, like the Project, impacts related to aesthetics would be less than significant. Such impacts would be similar as compared to the Project.

(2) Views

As Alternative 3 would implement the same components as the Project and in the same manner as the Project, view changes under Alternative 3 would be similar to those of the Project. As such, while Alternative 3 would modify existing public views along Cahuenga Boulevard, Pilgrimage Bridge, and the Hollywood Freeway, the proposed structures would not dominate the viewshed along Cahuenga Boulevard and public views of the Project Site would continue to feature a semi-urban environment with a background of rolling hills, pockets of trees, and landscaping. Therefore, impacts with regard to views under Alternative 3 would be less than significant and similar to those of the Project.

(3) Light and Glare

(a) Construction

As previously described, Alternative 3 would include the same type of uses as the Project and would be developed in a similar manner to the Project. Therefore, like the Project, substantial lighting is not anticipated during construction within the Project Site as most construction activities would occur during daylight hours. In addition, should lighting be required during construction activities occurring in the winter, such use would be temporary and would cease upon completion of construction. Further, Alternative 3 would implement the same project design feature related to construction lighting, which would provide that construction lighting be shielded and/or aimed so that no direct beam illumination would fall outside of the Project Site boundary. Therefore, like the Project, light impacts associated with construction would be less than significant under this Alternative, and such impacts would be similar to those of the Project.

As with the Project, any glare generated during construction of this Alternative would be highly transitory and short-term given the movement of construction equipment and materials within each area of the Project Site. In addition, large surfaces that are usually required to generate substantial glare are typically not an element of construction activities.

Therefore, as with the Project, no significant impact related to construction glare would occur under Alternative 3. As this Alternative would involve the same amount of development as the Project, such impacts would be similar to those of the Project.

(b) Operation

As Alternative 3 would develop the Project Site similar to the Project, this Alternative would also increase light levels within the Project Site and the surrounding area through the introduction of new light sources, including accent lighting to highlight architectural features, landscape elements, and the Project's signage; light boxes on the north parking structure, the new theatre, the restaurant, and the proposed sound wall to illuminate the façades; exterior lighting to provide clear identification of circulation, gathering spaces, parking facilities and for security purposes; and new theatrical lighting within the Amphitheatre. This Alternative would also include implementation of the same project design feature as the Project regarding shielding and aiming to prevent glare and light spill and the upward emition of light. Overall, as with the Project, Alternative 3 would not create a new source of substantial glare which would adversely affect day or nighttime views in the area and impacts with regard to lighting would be less than significant. Such impacts would be similar to those of the Project.

Additionally, like the Project, building materials for this Alternative would be anticipated to include plaster, concrete, metal panels, fritted glass, and cement board. This Alternative would also implement the same project design feature as the Project regarding use of non-reflective exterior windows, glass, and metal and use of a standard low-reflective or non-reflective glazing. The replacement of existing surface parking areas with structured parking similar to the Project would also reduce the potential for daytime glare from windows of parked vehicles. Thus, as with the Project, impacts related to glare under Alternative 3 would be less than significant and such impacts would be similar to those of the Project.

b. Air Quality

(1) Construction

(a) Regional and Localized Air Quality Impacts

As with the Project, construction of this Alternative would generate pollutant emissions through the use of heavy-duty construction equipment and through haul truck and construction worker trips. This Alternative would include the development of the same components as the Project. Therefore, pollutant emissions from construction activities would be the same on a daily basis, as the intensity and the duration of these activities would be the same compared to the Project. Thus, overall construction emissions

generated by this Alternative would be the same as those of the Project over the construction period. Similarly, impacts during maximum conditions, those used for measuring significance, would be the same as those of the Project. As such, like the Project, regional and localized emissions would be less than significant and impacts would be similar to those of the Project.

(b) Toxic Air Contaminants

With respect to construction air toxics, diesel particulate emissions associated with heavy equipment operations during grading and excavation activities represent the greatest potential for TAC emissions. As noted above, the construction emissions generated by this Alternative would be the same as those of the Project over the construction period and thus would result in the same amount of diesel particulate emissions. In addition, as with the Project, there would be no residual emissions after construction and corresponding individual cancer risk. Therefore, like the Project, construction-related air toxic emission impacts of this Alternative would be less than significant and similar to those of the Project.

(c) Odors

As with the Project, this Alternative would have the potential to produce odors during construction associated with the operation of construction equipment, the application of asphalt, the application of architectural coatings and other interior and exterior finishes, and roofing. However, like the Project, any odors produced during construction of this Alternative would dissipate away from the construction area and would be quickly diluted. Thus, as with the Project, impacts associated with objectionable odors during construction would be less than significant and such impacts would be the same under this Alternative compared to the Project.

(2) Operation

(a) Regional and Localized Air Quality Impacts

The simultaneous start times between the Amphitheatre and the 299-seat theatre proposed under this Alternative would not result in a change in the number of daily trips or the estimated increases in annual events and attendance projected to occur under the Project. As vehicular emissions are dependent on the number of daily trips, vehicular sources would result in the same daily pollutant emissions compared to the Project. This Alternative would include the development of the same components as the Project, thus both area sources and stationary sources would result in the same amount of pollutant emissions. As the square footage and daily vehicular trips associated with this Alternative would not change in comparison to the Project, regional operational emissions under this

Alternative would be similar to those of the Project, and like the Project would be less than significant.

As described in Section IV.B, Air Quality, of this Draft EIR, localized operational impacts are determined by the peak hour intersection traffic volumes. As the operational trips during the peak hours associated with this Alternative would not change compared to the Project, localized emissions of carbon monoxide would also remain the same. Since the localized CO hotspot analysis for the Project did not result in any significant localized CO impacts and as traffic volumes would not increase with this Alternative, like the Project, localized impacts would be less than significant under this Alternative and such impacts would be similar to those of the Project.

(b) Toxic Air Contaminants

As set forth in Section IV.B, Air Quality, of this Draft EIR, the primary sources of potential air toxics associated with Project operations would include diesel particulate matter from delivery trucks and to a lesser extent, natural gas equipment. With the same daily trips and square footage, this Alternative would result in the same operational diesel particulate matter emissions associated with increased truck deliveries as the Project. Thus, similar to the Project, this Alternative would result in a less-than-significant air quality impact associated with air toxics and such impacts would be the same compared to the Project.

(c) Odors

As with the Project, this Alternative would not include any uses identified by the SCAQMD as being associated with odors. Therefore, like the Project, potential odor impacts would be less than significant under this Alternative and would be similar to those of the Project.

c. Greenhouse Gas Emissions

As with the Project, this Alternative would incorporate numerous project design features to reduce GHG emissions and would be designed to target the criteria for LEED Certification designation. With consideration of this Alternative's design features to reduce cumulative GHG, this Alternative would emit the same GHG emissions as the Project since this Alternative would not result in a change in the number of daily trips or the estimated increases in annual events and attendance. In addition, this Alternative would have the same project components and thus GHG emissions from energy, water, and solid waste would remain the same. By incorporating energy and vehicle trip reducing features such as designing, constructing, and operating the Alternative to target LEED certification, as with the Project, this Alternative would result in a reduction in GHG emissions from

"business-as-usual" consistent with the goals of the State of California and County of Los Angeles and is considered less than significant. Such impacts would be similar to those of the Project.

d. Biological Resources

As this Alternative would disturb the same area as the Project Site, the Project's potential impacts with regard to plant communities, plant species, wildlife species, wildlife movement, and oak trees would also occur under Alternative 3. To reduce potential impacts to biological resources, this Alternative would implement the same mitigation measures proposed by the Project. Therefore, as with the Project, potential impacts to biological resources under this Alternative would be less than significant with mitigation. Such impacts would be similar to those of the Project.

e. Cultural Resources

(1) Historic Resources

Alternative 3 would disturb the same area as the Project and would include removal of the same structures proposed under the Project. Therefore, as construction activities under this Alternative would be the same as those of the Project, Alternative 3 would not be anticipated to result in a substantial adverse change in the significance of the Ford Theatres as a historic resource. Notwithstanding, similar to the Project, given the fluid nature of architectural designs until the approval of final design plans, impacts with regards to historic resources could be potentially significant. Alternative 3 would implement the same mitigation measure as the Project to ensure the design is consistent with the Secretary of the Interior Standards. Therefore, impacts to historic resources under Alternative 3 would be less than significant with mitigation and similar to the Project's impacts, which would also be less than significant with mitigation.

(2) Archaeological and Paleontological Resources

As previously described, construction activities under this Alternative would be similar to the Project. Therefore, Alternative 3 would result in a similar volume of excavated soil and a similar maximum depth of excavation. As such, the potential for Alternative 3 to uncover subsurface archaeological and paleontological resources would be similar to that of the Project. In the event archaeological and paleontological resources are encountered, this Alternative would be subject to the same mitigation and regulatory requirements as the Project to ensure that the resources are properly recovered and evaluated. As such, impacts relative to archaeological and paleontological resources under Alternative 3 would be similar to those of the Project, which would be less than significant with mitigation.

f. Geology and Soils

The Project Site is located within the seismically active region of Southern California; thus, as with the Project, Alternative 3 would be exposed to certain site-specific geologic hazards (e.g., ground shaking). In addition, as this Alternative would be developed within the same site as the Project and disturb the same general area as the Project, Alternative 3 would be exposed to the same potential hazards associated with liquefaction and lateral spreading, landslides and slope stability, and corrosive soils. As with the Project, this Alternative would be designed and constructed to conform to the current seismic design provisions of the California Building Code and the Los Angeles County Building Code. This Alternative would also implement the same mitigation measures as the Project to address potential impacts from liquefaction and lateral spreading and landslides and slope stability. Therefore, as with the Project, impacts due to strong seismic ground shaking, liquefaction and lateral spreading, and landslides and slope stability would be less than significant with mitigation. Such impacts would be similar to those of the Project. Similarly, with compliance with California Building Code and County Building Code requirements, impacts with regard to corrosive soils would be less than significant, and similar to the Project.

Alternative 3 would involve similar grading and other earth-moving activities during construction, which could result in erosion. With compliance with regulatory requirements and implementation of appropriate BMPs like the Project, potential erosion impacts would be less than significant. Such impacts would be similar to those of the Project.

g. Hydrology, Surface Water Quality, and Groundwater

(1) Hydrology

Construction of Alternative 3 would require onsite demolition, grading, and excavation activities to a similar extent as the Project. Therefore, as with the Project, construction activities under this Alternative would have the potential to temporarily alter existing drainage patterns and flows by exposing the underlying soils and making the Project Site temporarily more permeable. This potential would be similar to that of the Project since building footprints under this Alternative would resemble those of the Project. Similar to the Project, during construction of Alternative 3, runoff would be properly controlled through the implementation of a SWPPP and appropriate BMPs comparable to those proposed as part of the Project. Therefore, construction-related impacts on surface water hydrology under Alternative 3 would be less than significant, and such impacts would be similar to those of the Project.

Additionally, upon buildout, it is estimated that Alternative 3 would result in a similar net increase in the amount of impervious surfaces on-site as compared to the Project due

to the similar building footprints. Like the Project, this Alternative would also implement the County's LID requirements to manage post-construction stormwater runoff, which would reduce the volume of water leaving the Project Site compared to existing conditions. Therefore, impacts to surface water hydrology during operation would be less than significant under Alternative 3 and similar to the less than significant impacts of the Project.

(2) Surface Water Quality

As with the Project, during construction of Alternative 3, exposed and stockpiled soils could be subject to erosion and conveyance into nearby storm drains during storm events. In addition, construction activities such as earth moving, maintenance/operation of construction equipment, and handling/storage/disposal of materials could contribute to pollutant loading in stormwater runoff. On-site watering activities to reduce airborne dust could also contribute to pollutant loading in runoff. The degree to which new pollutants could be introduced to the site during construction would be substantially similar to that of the Project given the similar amount of construction activities. In addition, like the Project, the Alternative 3 would include a site-specific SWPPP that would specify BMPs and erosion control measures to be used during construction to minimize pollution in runoff. Therefore, as with the Project, construction-related impacts on surface water quality would be less than significant and such impacts would be similar to those of the Project.

Similarly, during operation of Alternative 3, stormwater runoff from the Project Site has the potential to introduce pollutants into the stormwater system. The degree to which additional pollutants could be introduced to the Project Site during operation would be substantially similar to that of the Project due to the same uses and amount of development that would be provided. In addition, implementation of the County's LID requirements, inclusive of stormwater BMPs similar to those of the Project to address water quality in stormwater runoff such as catch basins and planter drains, would reduce and treat potential pollutants in stormwater runoff. Thus, operational impacts on surface water quality under this Alternative would be less than significant, and would be similar to the less than significant impacts of the Project.

(3) Groundwater

With regard to groundwater hydrology, Alternative 3 would require a similar volume of excavated soil and a similar maximum depth of excavation compared with the Project. In addition, Alternative 3 would result in a similar net increase in the amount of impervious surfaces on-site as compared to the Project due to the similar building footprints. Therefore, as with the Project, development of this Alternative is not expected to encounter groundwater beneath the Project Site, which would require temporary or permanent dewatering operations. Therefore, impacts to groundwater hydrology during construction

and operation of Alternative 3 would be less than significant and similar to the less than significant impacts of the Project.

Regarding groundwater quality, hazardous materials, such as fuels, paints, solvents, and concrete additives could be used during on-site grading and building construction, and would therefore require proper management and, in some cases, disposal. The management of any resultant hazardous wastes could increase the opportunity for hazardous materials releases into groundwater. As with the Project, the Alternative 3 would comply with all applicable federal, State, and local requirements concerning the handling, storage and disposal of hazardous waste, which would reduce the potential for construction activities to release contaminants into groundwater that could affect existing contaminants, expand the area or increase the level of groundwater contamination, or cause a violation of regulatory water quality standards at an existing production well. Additionally, similar to construction, any surface handling of hazardous materials during operation would involve small quantities and would be handled and stored in accordance with manufacturers' specifications and applicable regulations, thereby resulting in a negligible potential impact to groundwater quality. Therefore, as with the Project, impacts with respect to groundwater water quality would be less than significant under Alternative 3 and such impacts would be similar to the less than significant impacts of the Project.

h. Land Use and Planning

Land use consistency impacts under Alternative 3 would be similar to those of the Project due to similarities in the development proposals. As such, Alternative 3 would be consistent with SCAG's regional plans, the County General Plan, and the County Code to the same extent as the Project. Therefore, impacts related to land use consistency would be less than significant and similar to the less than significant impacts of the Project.

i. Noise

(1) Construction

This Alternative would include the development of the same components as the Project. Therefore, noise and vibration impacts at sensitive receptors would be the same as the intensity and the duration of these activities would be the same compared to the Project. As with the Project, construction of this Alternative would result in less than significant construction noise and vibration impacts, and such impacts would be similar to those of the Project.

(2) Operation

As with the Project, this Alternative would include on-site noise sources that would produce noise levels that would be similar to those that would occur under the Project. As analyzed in Section IV.I, Noise, of this Draft EIR, these on-site noise sources would result in less than significant impacts with implementation of the project design features. Thus, with implementation of the same project design features to be implemented under the Project, noise impacts associated with these on-site noise sources under this Alternative would also be less than significant. Additionally, the simultaneous theatre use under this Alternative would not result in a change to the number of daily trips or the estimated increases in annual events and attendance projected to occur under the Project. As vehicular noise is dependent on the number of daily trips, vehicular noise would result in the same noise level compared to the Project. Overall, operational noise impacts under the Simultaneous Event Schedules Alternative would be less than significant and similar to the Project.

j. Public Services

(1) Fire Protection

The types of construction activities required for Alternative 3 would be similar to the Project due to the similar types and amounts of new development. Accordingly, construction-related traffic which could temporarily interfere with local and on-site emergency response would be similar to the Project. As with the Project, construction traffic management plans would be implemented to ensure that adequate emergency access is maintained to the Project Site and neighboring uses at all times. In addition, similar to the Project, construction would comply with applicable codes and ordinances relating to fire safety practices. As such, construction impacts on fire protection and emergency medical services would be less than significant under this Alternative, and similar to the less than significant impacts of the Project.

Like the Project, Alternative 3 does not include the development of any new residential uses and, as such, would not increase the permanent residential population within the service area of Fire Station No. 76. As this Alternative would develop the same type and amount of uses as the Project, Alternative 3 would generate an increase in the population at the Project Site that would be similar to that of the Project. As with the Project, compliance with applicable regulatory requirements under this Alternative would ensure that adequate fire prevention features would be provided that would reduce the demand for firefighting services. Similarly, while the additional traffic generated by this Alternative could potentially affect emergency response, the additional traffic, which would be similar to the Project, would not substantially impact response times or emergency vehicle access. Further, with implementation of the same onsite fire water system

improvements as the Project, Alternative 3 would also meet the fire flow requirements set forth by the County Fire Department and LAFD. Given the Project Site's location in a Very High Fire Hazard Severity Zone, Alternative 3 would be required to comply with all applicable City and County requirements regarding construction, access, water mains, fire hydrants, fire flows, and brush clearance for this zone, similar to the Project. Overall, impacts to fire protection and emergency medical services from development of Alternative 3 would be less than significant and similar to the less than significant impacts of the Project.

(2) Police Protection

The types of construction activities required for Alternative 3 would be similar to the Project due to the similar types and amounts of new development. Therefore, construction-related traffic that could temporarily interfere with local and on-site emergency response would be similar to the Project. As with the Project, construction traffic management plans would be implemented under Alternative 3 to ensure that adequate emergency access is maintained to the Project Site and neighboring uses at all times. In addition, the Alternative 3 would implement the same project design features as the Project regarding the implementation of security measures during construction. Therefore, as with the Project, construction-related impacts to police protection services would be less than significant and similar to those of the Project.

Like the Project, Alternative 3 would not include the development of any residential uses and, as such, would not increase the permanent residential population within the service area of the Parks Bureau South Zone or the Hollywood Community Police Station. As this Alternative would develop the same type and amount of uses as the Project, Alternative 3 would generate an increase in the population at the Project Site that would be similar to that of the Project. Alternative 3 would implement the same project design features as the Project, which would serve to reduce the potential for criminal activities and assist law enforcement efforts. Furthermore, while additional traffic generated by the Project could potentially cause delays in law enforcement response times, the additional traffic would not substantially impact emergency vehicle access or response times. Therefore, impacts related to police protection services would be less than significant under Alternative 3 and similar to the less than significant impacts of the Project.

k. Traffic, Access, and Parking

(1) Construction

As with the Project, construction Alternative 3 would generate additional trips from heavy-duty construction equipment, haul trucks, and construction worker trips. As the overall amount of building demolition, excavation, and building construction would be the

same as the Project, the number of construction-related trips during these phases would be the same as the Project. In addition, as with the Project, this Alternative would implement a Construction Management Plan to manage construction-related traffic. Similar to the Project, the Simultaneous Event Schedules Alternative would also not require the relocation or removal of transit stops in the vicinity of the Project Site or impede emergency, bicycle, and pedestrian access. Additionally, as with the Project, parking for construction workers and employees would be provided on-site. Overall, construction-related traffic, access, and parking impacts under the Simultaneous Event Schedules Alternative would be less than significant, and similar to those of the Project.

(2) Operation

As discussed above, the Simultaneous Event Schedules Alternative would develop the same types and amount of uses as the Project. In addition, the estimated increases in annual events and attendance projected to occur under the Project would also remain under this Alternative. However, under the Simultaneous Event Schedules Alternative, events held in the Amphitheatre, the 299-seat theatre, and the Flex Space would be able to have simultaneous events with concurrent start times whereas under the Project, events held in the Amphitheatre and the 299-seat theatre would have staggered start times on weekday evenings. Therefore, while this Alternative would generate the same amount of overall traffic and transit trips as the Project, as well as the same demand for parking, the trips generated by this Alternative during the evening peak period between 6:00 P.M. to 9:00 P.M., would be greater than the Project. Accordingly, the traffic impacts to study intersections during this peak period would be greater than the Project. Specifically, the Simultaneous Event Schedules Alternative would result in one significant traffic impact during the weekday evening peak period at Intersection No. 6: US-101 Northbound Off-ramp & Cahuenga Boulevard North. Therefore, impacts with respect to intersection level of service would be significant and unavoidable under the Simultaneous Event Schedules Alternative and such impacts would be greater compared to the Project. Impacts regarding congestion management program facilities, access and circulation, and parking would be less than significant and similar to the Project.

I. Utilities and Service Systems

(1) Water

Like the Project, construction activities associated with Alternative 3 would generate a short-term demand for water. This demand would be similar to the Project due to the similar amount of construction activities and grading and dust control that would be required. Therefore, as with the Project, impacts on water supply and infrastructure associated with short-term construction activities would be less than significant under Alternative 3. Such impacts would be similar to those of the Project.

As with the Project, operation of Alternative 3 would generate an increased demand for water relative to existing conditions. As Alternative 3 would construct the same types and amounts of new uses as the Project, this Alternative would result in the same increase in water demand as the Project. Alternative 3 would also implement the same water conservation measures as the Project. Therefore, like the Project, this Alternative's estimated net water demand would be within LADWP's available and projected water supplies for normal, single-dry, and multi-dry years through the year 2035. Additionally, Alternative 3 would include implementation of the same water infrastructure improvements as the Project. Therefore, impacts to water supply and infrastructure under Alternative 3 would be less than significant and similar to the less than significant impacts of the Project.

(2) Energy

Like the Project, construction activities associated with Alternative 3 would generate a short-term demand for electricity. This demand would be similar to the Project due to the similar amount of construction activities that would be required. Alternative 3 would also implement the same infrastructure improvements as the Project to supply electricity to the proposed uses. As the construction of new buildings and infrastructure typically does not involve the consumption of natural gas, no natural gas would be consumed during construction of this Alternative, similar to the Project. Overall, impacts on energy supply and infrastructure associated with short-term construction activities would be less than significant under Alternative 3 and similar to the less than significant impacts of the Project.

As with the Project, operation of Alternative 3 would generate an increased demand in electricity and natural gas relative to existing conditions. As Alternative 3 would construct the same types and amounts of new uses as the Project, this Alternative would result in the same increase in energy consumption as the Project. Therefore, similar to the Project, impacts on energy supply and infrastructure under Alternative 3 would also be less than significant. Such impacts would be similar to those of the Project.

3. Comparison of Impacts

As analyzed above, the impacts of Alternative 3 would be similar to the Project for all environmental issues except traffic. Specifically, impacts associated with aesthetics, views, light, and glare; air quality; greenhouse gas emissions; biological resources; cultural resources; geology and soils; hydrology, surface water quality, and groundwater; land use and planning; noise; public services; and utilities and service systems would be similar under this Alternative when compared with the Project. However, as Alternative 3 would provide for simultaneous events with concurrent start times within the Amphitheatre and the proposed 299-seat theatre, which would create significant impacts to traffic, impacts

regarding intersection levels of service would be greater under this Alternative as compared to the Project.

4. Relationship of the Alternative to Project Objectives

The types and amounts of uses proposed under Alternative 3 would be the same as under the Project. As such, this Alternative would meet the Project's underlying purpose to enhance on-site programs that support the work of County of Los Angeles artists and arts organizations by offering programs that meet the specialized needs of a broader cross section of the regional arts community, including emerging theatre, dance, and music ensembles and multi-disciplinary collaborations; to expand opportunities for diverse County residents to come together by creating new spaces and programs that better serve the community; and to ensure the future of the Amphitheatre as an active and relevant historic resource. This Alternative would also achieve the Project objectives that support this underlying purpose.

Specifically, with implementation of the previously approved Amphitheatre improvements as well as the Amphitheatre rehabilitation improvements proposed as part of the Project, Alternative 3 would meet the Project's objective to preserve the historic integrity of the Amphitheatre by providing improvements necessary to respond to damage from water intrusion, soil erosion, and structural decay, and ensure its future viability as a cultural and historical resource for the communities of Los Angeles County. Similarly, this Alternative would support the objective to provide operational improvements for the historic outdoor Amphitheatre that includes modern technical infrastructure and performing arts technology and amenities to support world class theatrical and cultural experiences for patrons and program participants while providing improved access to the Ford Theatres and its canyon park setting as a public cultural and recreational destination. Additionally, as Alternative 3 would include the development of the proposed facilities, this Alternative would meet the objective to support the development of Los Angeles County-based artists, arts organizations and arts producers that represent diverse performing arts genres, disciplines, and communities by providing an on-site natural progression of appropriately-sized enclosed rehearsal and performing arts spaces which can be used at the same time to expand creative capacity, create new work, and increase audiences. Similarly, Alternative 3 would achieve the Project objective to repurpose the areas of the Ford Theatres currently used for on-grade parking to meet existing critical program needs of the regional arts ecosystem, including a much needed mid-size theatre space and low- to no-cost, accessible flexible spaces for rehearsals and performances year-round for artists, particularly dance and theatre groups, which do not have sufficient right-sized rehearsal and performance spaces in Los Angeles County.

Furthermore, since Alternative 3 would include the development of new plaza areas, the proposed restaurant, and structured parking, this Alternative would support the following Project objectives: enhance patron pre-show and post-show experience by providing plaza areas and support functions for meeting, dining and picnicking, while enabling visits of variable lengths by the creation of non-stacked parking to ease ingress and egress; and further the Ford's capacity for community building by creating new small and medium interstitial spaces and opportunities for artists, audiences, and the public to interact, dialogue, and find meaning and expression through the arts on the Project Site.

Alternative 3 would also develop a Transit Center and include pedestrian and vehicular circulation improvements and, as such, would achieve the objective to create pedestrian and vehicular circulation access that is integrated with a transit center and sufficient on-site parking so as to provide for improved and safer patron arrival and departures. In addition, as this Alternative would include a hiking trail, Alternative 3 would meet the Project objective to enhance the Ford Theatres' role as a County Regional Park by increasing public access to the entire site, integrating passive recreational opportunities, and encouraging visitors to experience the natural landscape and views or surrounding iconic landmarks from a formal trail within the park boundary. Further, since Alternative 3 would include the installation of an enhanced sound wall, this Alternative would also support the objective to mitigate noise pollution from the adjacent Hollywood Freeway to provide a more pastoral experience focused on the stage and preserve audience views of the natural landscaped canyon from inside the Amphitheatre. Additionally, with development of the Ford Terrace, the Alternative 3 would provide for improved operation and maintenance relating to stage logistics including set loading and unloading and set staging areas in close proximity to the Amphitheatre. Alternative 3 would further include development of the proposed offices and, as such, would support the objective to provide on-site accessible modern office space to accommodate daily personnel and improve communication and interaction of staff with the arts community. This Alternative would also disturb the same general area as the Project and, as such, Alternative 3 would meet the Project objective to provide site improvements that are focused on areas of the site that have been previously developed and preserve the canyon setting of the Project Site.

VI. Alternatives

D. Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No Project Alternative is the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining alternatives.

A comparative summary of the environmental impacts anticipated under each alternative with the environmental impacts associated with the Project is provided in Table V-1 on page V-6. A more detailed description of the potential impacts associated with each alternative is provided above. Pursuant to Section 15126.6(c) of the CEQA Guidelines, the analysis below addresses the ability of the alternatives to "avoid or substantially lessen one or more of the significant effects" of the Project.

As previously stated, implementation of the Project would not result in significant and unavoidable impacts with regard to the environmental issues evaluated in this Draft EIR. Notwithstanding, of the alternatives analyzed in this Draft EIR, Alternative 1, the No Project/No Build Alternative is considered the Environmentally Superior Alternative as it would reduce most of the less than significant impacts occurring under the Project. However, Alternative 1 would result in greater (but less than significant) impacts to surface water quality and groundwater quality. In addition, as indicated above, this Alternative would not meet most of the objectives established for the Project.

In accordance with the CEQA Guidelines requirement to identify an Environmentally Superior Alternative other than the No Project Alternative, a comparative evaluation of the remaining alternatives indicates that Alternative 2, the Reduced Project Alternative, would be the Environmentally Superior Alternative. As summarized in Table V-1, this Alternative would reduce more of the Project impacts compared to Alternative 3. However, as described above, without the development of the proposed 299-seat theatre, this Alternative would not meet the underlying purpose of the Project. Additionally, as with the Alternatives evaluated herein, the Project also would not result in significant and unavoidable impacts with regard to the environmental issues evaluated in this Draft EIR.

VI. Other CEQA Considerations

VI. Other CEQA Considerations

1. Significant Unavoidable Impacts

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts which cannot be avoided, including those effects that can be mitigated but not reduced to a less than significant level.

As evaluated in Section IV, Environmental Impact Analysis, of this Draft EIR, implementation of the Project would not result in significant impacts to any of the environmental issues evaluated in this Draft EIR which could not be reduced with compliance with regulatory requirements or the implementation of specific project design features and/or mitigation measures. Therefore, the Project would not result in significant unavoidable impacts.

2. Significant Irreversible Environmental Changes

In accordance with Section 15126.2(c) of the CEQA Guidelines, an EIR is required to evaluate significant irreversible environmental changes that would be caused by implementation of a project. As stated in CEQA Guidelines Section 15126.2(c):

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

During construction and operation, the Project would necessarily consume non-renewable resources and resources that are effectively non-renewable due to their long regeneration time. The Project would require a commitment of non-renewable and renewable resources that would include: (1) building materials; (2) water; and (3) energy

resources. The Project's use of these resources is discussed below in addition to a discussion regarding potential environmental hazards.

a. Building Materials

During construction, the Project would consume non-renewable resources that would include the following building materials: certain types of lumber and other forest products; aggregate materials used in concrete and asphalt, such as sand, gravel and stone; metals, such as steel, copper, and lead; and petrochemical construction materials, such as plastics. In accordance with the County's Green Building Ordinance, during construction of the Project, a minimum of 65 percent of the non-hazardous construction and demolition debris would be recycled and/or salvaged for reuse. Thus, the consumption of non-renewable building materials, such as lumber, aggregate materials, and plastics, would be reduced. In addition, as described in Section II, Project Description, of this Draft EIR, existing waste reduction and recycling practices would continue and would be enhanced with implementation of the Project.

b. Water

Water, which is a limited, slowly renewable resource, also would be consumed during Project construction. Project consumption of water during construction and operation of the Project is addressed in Section IV.L.1, Utilities and Service Systems—Water, of this Draft EIR. As evaluated therein, given the temporary nature of construction activities, demolition and construction activities would require minimal water demand and are not anticipated to have any adverse impact on available water supplies and infrastructure. In addition, the Project's operational water demand would be within the projected water supplies for normal, single-dry, and multiple-dry years, and the City of Los Angeles Department of Water and Power (LADWP) would be able to meet the water demand for the Project in addition to the existing and planned water demands of its future service area. Furthermore, pursuant to Project Design Feature L.1-2, the Project would implement a variety of water conservation features including, but not limited to, high-efficiency plumbing fixtures, the use of water efficiency landscaping, and native/adapted/drought-tolerant plants. Thus, as evaluated in Section IV.L.1, Utilities and Service Systems—Water, of this Draft EIR, while Project operation would result in the irreversible consumption of water, the Project would not result in a significant impact related to water supply or infrastructure.

c. Energy Resources

Fossil fuels, such as diesel, gasoline, and oil, would be consumed to power construction vehicles and equipment and for the generation of electricity. As evaluated in

Section IV.L.2, Utilities and Service Systems—Energy, of this Draft EIR, electricity consumption during Project construction would vary based on the construction activity (i.e., grading, building construction, etc.). Given the nature of construction activities, the consumption of fossil fuels for energy use would occur on a temporary basis. In addition, any electricity consumption that would occur due to Project construction activities would be somewhat offset by the reduction in electricity consumption resulting from the demolition of some of the existing uses within the Project Site.

Fossil fuels for electricity, natural gas, and transportation would also be consumed during operation of the Project. As non-renewable fossil fuels would represent the primary energy source during Project operations, the existing finite supplies of these resources would be incrementally reduced. The consumption of non-renewable fossil fuels for energy use is analyzed in Section V.L.2, Utilities and Service Systems—Energy, of this Draft EIR. As analyzed therein, the Project's estimated increase in electricity and natural gas demand would be within the anticipated service capabilities of LADWP and the Southern California Gas Company, respectively. The Project would also comply with Title 24 of the California Code of Regulations, which sets forth the Building Energy Efficiency Standards to limit the amount of energy consumed by the Project. Furthermore, the Project would be designed and constructed to achieve the equivalent of LEED™ certification, at minimum, and would comply with the County's Green Building ordinance, which would also service to minimize the amount of energy consumed by the Project. Therefore, energy would not be used in a wasteful manner and long-term impacts associated with the consumption of fossil fuels would not be significant.

d. Environmental Hazards

The potential for hazards and hazardous materials within the Project Site was evaluated as part of the Initial Study prepared for the Project included as Appendix A of this Draft EIR. As provided therein, 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. In addition, operation of the Project would involve the routine use and handling of potentially hazardous materials typical of those used for a multi-use cultural and recreational center, including 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. Similarly, demolition activities would comply with regulatory requirements to ensure asbestos, lead-based paints, and polychlorinated biphenyls are not released into the environment.

Overall, the analysis concluded that there are no known recognized environmental conditions on-site that have the potential to result in significant hazards impacts. In addition, compliance with regulations and standards would serve to protect against a significant and irreversible environmental change that could result from the accidental release of hazardous materials.

e. Conclusion

Based on the above, Project construction and operation would require the irretrievable commitment of slowly renewable, and non-renewable resources, which would limit the availability of these resources and the Project Site for future generations or for other uses. However, the consumption of such resources would not be considered substantial and would be consistent with regional and local growth forecasts and development goals for the area. The loss of such resources would not be highly accelerated when compared to existing conditions and such resources would not be used in a wasteful manner. Therefore, although irreversible environmental changes would result from the Project, such changes are concluded to be less than significant.

3. Growth-Inducing Impacts

Section 15126.2(d) of the CEQA Guidelines requires that growth-inducing impacts of a project be considered in a Draft EIR. Growth-inducing impacts are characteristics of a project that could directly or indirectly foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. According to the CEQA Guidelines, such projects include those that would remove obstacles to population growth (e.g., a major expansion of a waste water treatment plant that, for example, may allow for more construction in service areas). In addition, as set forth in the CEQA Guidelines, increases in the population may tax existing community service facilities, thus requiring construction of new facilities that could cause significant environmental effects. The CEQA Guidelines also require a discussion of the characteristics of projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. Finally, the CEQA Guidelines state that it must not be assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment.

As discussed in the Initial Study prepared for the Project, which is provided in Appendix A of this Draft EIR, the Project would not include the development of residential uses. Therefore, the Project would not directly induce population growth within the Project area. In addition, while the Project would create temporary construction-related jobs, 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. Therefore, 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, as such, no new permanent residences in the vicinity of the Project Site would be generated during construction of the Project. Further, while the Project would increase existing County Arts Commission, County Department of Parks and Recreation, and Ford Theatre Foundation staffing within the Project Site by 85 employees, the existing 140 Los Angeles Philharmonic employees within the Project Site would be relocated off-site to other existing facilities. With the relocation of these employees, the Project would result in an overall net decrease in employees on-site. Thus, the Project would not indirectly induce population growth as a result of employment opportunities within the Project Site.

With regard to infrastructure-induced population growth, the proposed roadway improvement including the installation of a new signal at the Project Site driveway providing egress from the south parking structure is intended to improve access and allow for safer left turns from the driveway to Cahuenga Boulevard East. This improvement would not open any large undeveloped areas for new use. Utility and other infrastructure upgrades are also intended to meet Project-related demand. Specifically, any new water and wastewater connections and electrical and natural gas infrastructure have been designed to provide for the Project and would not generate substantial capacity that would induce growth. In conclusion, the Project is not expected to indirectly induce population growth through the construction of infrastructure.

4. Potential Secondary Effects

Section 15126.4(a)(1)(D) of the CEQA Guidelines requires that "if a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measure shall be discussed but in less detail than the significant effects of the project as proposed." With regard to this section of the CEQA Guidelines, the potential impacts that could result with the implementation of each mitigation measure included for the Project was reviewed. The following provides a discussion of the potential secondary impacts that could occur as a result of the implementation of the Project mitigation measures, listed by environmental issue area.

a. Aesthetics, Views, Light, and Glare

Impacts on aesthetics, views, light, and glare would be less than significant and no mitigation measures are required. Therefore, no potential secondary impacts would occur.

b. Air Quality

Impacts on air quality would be less than significant and no mitigation measures are required. Therefore, no potential secondary impacts would occur.

c. Greenhouse Gas Emissions

Impacts on greenhouse gas emissions would be less than significant and no mitigation measures are required. Therefore, no potential secondary impacts would occur.

d. Biological Resources

Mitigation Measure D-1 requires that prior to construction, a qualified botanist conduct rare plant surveys throughout the Project area and outlines procedures in the event sensitive species are found. Implementation of this mitigation measure would be beneficial in reducing potential impacts to plant communities and habitats and would ensure compliance with applicable regulations. No adverse secondary impacts would result from implementation of this mitigation measure.

Mitigation Measure D-2 prescribes the preparation of a restoration plan in the event it is determined that special status plants would be directly impacted as a result of the Project. Implementation of this mitigation measure would be beneficial in reducing potential impacts to plant communities and habitats and would ensure compliance with applicable regulations. No adverse secondary impacts would result from implementation of this mitigation measure.

Mitigation Measure D-3 requires that protocol level surveys for the coastal California gnatcatcher be conducted within a year prior to construction and outlines the procedures to be followed in the event the coastal California gnatcatcher or its sign is detected. Implementation of this mitigation measure would be beneficial in reducing potential impacts to the coastal California gnatcatcher and would ensure compliance with applicable regulations. No adverse secondary impacts would result from implementation of this mitigation measure.

Mitigation Measure D-4 requires that construction areas be placed to avoid nesting habitats; prescribes the appropriate schedule for activities with the potential to disturb nesting birds; sets forth specific actions in the event construction activities occur during specified timeframes; and outlines specific actions in the event nesting birds or raptors are found in the construction area. Implementation of this mitigation measure would be beneficial in reducing potential impacts to nesting birds and would ensure compliance with

applicable regulations. No adverse secondary impacts would result from implementation of this mitigation measure.

Mitigation Measure D-5 requires that a qualified biologist complete pre-construction surveys no more than 48 hours prior to construction to determine the presence or absence of wildlife in the construction area and specifies procedures in the event wildlife species are identified. Implementation of this mitigation measure would be beneficial in reducing potential impacts to special-status wildlife species and would ensure compliance with applicable regulations. No adverse secondary impacts would result from implementation of this mitigation measure.

Mitigation Measure D-6 and Mitigation Measure D-7 pertain to bats. Mitigation Measure D-6 prescribes the appropriate schedule for activities with the potential to disturb bats and requires surveys and specific actions in the event construction activities occur during specified timeframes and in the event bats are found. Mitigation Measure D-6 further prescribes measures for the safe removal of bats, if necessary. Mitigation Measure D-7 sets forth specific actions in the event a maternal colony of bats is found. Implementation of these mitigation measures would be beneficial in reducing potential impacts to bats and would ensure compliance with applicable regulations. No adverse secondary impacts would result from implementation of these mitigation measures.

Mitigation Measure D-8 through Mitigation Measure D-10 pertain to general wildlife species. Mitigation Measure D-8 provides that Amphitheatre lighting be designed to focus downward to minimize light spillover onto adjacent open space areas. Mitigation Measure D-9 requires that fencing associated with the proposed hiking trail be designed to be low in height with openings between posts and rails to allow the movement of wildlife. Mitigation Measure D-10 provides that trash receptacles that are not accessible to wildlife be used to discourage wildlife from entering the area and reduce the potential for wildlife-human interaction. Implementation of these mitigation measures would be beneficial in reducing potential impacts to general wildlife species. No adverse secondary impacts would result from implementation of these mitigation measures.

Mitigation Measure D-11 prescribes measures for the protection of oak trees in the Project Site. Implementation of this mitigation measure would be beneficial in reducing potential impacts to oak trees and would ensure compliance with applicable regulations. No adverse secondary impacts would result from implementation of this mitigation measure.

e. Cultural Resources

Mitigation Measure E-1 requires that final architectural plans be reviewed and approved by a qualified professional to ensure that the Project is consistent with the Secretary of the Interior's Standards. Implementation of this mitigation measure would be beneficial in reducing potential impacts to historic resources. No adverse secondary impacts would result from implementation of this mitigation measure.

Mitigation Measure E-2 and Mitigation Measure E-3 address archaeological resources. Mitigation Measure E-2 requires that if archaeological resources are discovered, construction activities shall cease and deposits shall be treated in accordance with applicable federal, State, and local guidelines. Mitigation Measure E-3 requires that construction activities cease in the event human remains are encountered and that the County Coroner be notified. Mitigation Measure E-3 further requires the disposition of the human remains and any associated grave goods be conducted in accordance with applicable regulations. Implementation of these mitigation measures would be beneficial in reducing potential impacts to archaeological resources and would ensure compliance with applicable regulations. No adverse secondary impacts would result from implementation of these mitigation measures.

Mitigation Measure E-4 requires that a qualified paleontologist be retained to perform periodic inspections of excavation and grading activities of the Project Site where excavations into the Topanga Formation may occur and prescribes specific actions in the event paleontological materials are encountered. Implementation of this mitigation measure would be beneficial in reducing potential impacts to paleontological resources and would ensure compliance with applicable regulations. No adverse secondary impacts would result from implementation of this mitigation measure.

f. Geology and Soils

Mitigation Measure F-1 requires that Project grading include a combination of ground modification and/or structural enhancements in areas subject to liquefaction. Implementation of this mitigation measure would be beneficial in reducing potential impacts regarding liquefaction and would ensure compliance with applicable regulations. No adverse secondary impacts would result from implementation of this mitigation measure.

Mitigation Measure F-2 requires the implementation of several features, including retaining walls and flexible barriers. Implementation of this mitigation measure would be beneficial in reducing potential impacts regarding debris flows and rockfalls and would ensure compliance with applicable regulations. No adverse secondary impacts would result from implementation of this mitigation measure.

g. Hydrology, Surface Water Quality, and Groundwater

Impacts on hydrology, surface water quality, and groundwater would be less than significant and no mitigation measures are required. Therefore, no potential secondary impacts would occur.

h. Land Use and Planning

Impacts on land use and planning would be less than significant and no mitigation measures are required. Therefore, no potential secondary impacts would occur.

i. Noise

Mitigation Measure I-1 requires that power construction equipment, fixed and mobile, shall be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards) and that all equipment be properly maintained to assure that no additional noise, due to worn or improperly maintained parts would be generated. Mitigation Measure I-2 provides that Project construction shall not include the use of driven pile systems. Mitigation Measure I-3 requires that the contractor utilize construction equipment, such as a small bulldozer and hand held compactors, when construction occurs within 20 feet of the existing Amphitheatre structure. These mitigation measures would be beneficial in reducing potential impacts regarding construction noise and vibration. No adverse secondary impacts would result from implementation of these mitigation measures.

j. Public Services—Fire Protection

Impacts on fire protection would be less than significant and no mitigation measures are required. Therefore, no potential secondary impacts would occur.

k. Public Services—Police Protection

Impacts on police protection would be less than significant and no mitigation measures are required. Therefore, no potential secondary impacts would occur.

l. Traffic, Access, and Parking

Impacts on traffic, access, and parking would be less than significant and no mitigation measures are required. Therefore, no potential secondary impacts would occur.

m. Utilities and Service Systems—Water

Impacts on water would be less than significant and no mitigation measures are required. Therefore, no potential secondary impacts would occur.

n. Utilities and Service Systems—Energy and Energy Conservation

Impacts on energy would be less than significant and no mitigation measures are required. Therefore, no potential secondary impacts would occur.

5. Effects Not Found To Be Significant

Section 15128 of the CEQA Guidelines requires an EIR to contain a brief statement indicating reasons that various possible significant effects of a project were determined not to be significant and not discussed in detail in the EIR. An Initial Study was prepared for the Project and is included in Appendix A of this Draft EIR. The Initial Study provides a detailed discussion of the potential environmental impact areas and the reasons each environmental area is or is not analyzed further in this Draft EIR. The County determined through the Initial Study that the Project would not have the potential to cause significant impacts related to agriculture and forest resources; hazards and hazardous materials; mineral resources; population and housing; certain public services (schools, parks, libraries); recreation; and certain utilities (wastewater and solid waste). A summary of the analysis provided in Appendix A of this Draft EIR for these issue areas is provided below.

a. Agriculture and Forest Resources

The Project Site comprises a regional park that does not include any agricultural, forest, or timberland. In addition, the Project Site and surrounding area are not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Project Site and surrounding area are also not zoned for agricultural use or forest land and are not enrolled under a Williamson Act Contract. Therefore, no impacts to agricultural and forest resources would occur.

b. Hazards and Hazardous Materials

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 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. Similarly, demolition activities would comply with regulatory requirements to ensure asbestos, lead-based paints, and polychlorinated biphenyls are not released into the environment. Overall, the analysis concluded that there are no known recognized environmental conditions on-site that have the potential to result in significant hazards impacts. Additionally, the Project Site would not emit hazardous emissions or handle hazardous materials within 0.25-mile of a school. Further, the Project Site is not located within two miles of an airport or in the vicinity of a private airstrip which could result in a safety hazard for people residing or working in the Project area. Lastly, with implementation of a Construction Management Plan, potential impacts to emergency access during construction of the Project would be addressed. In conclusions, impacts with regard to hazards and hazardous materials would be less than significant.

c. Mineral Resources

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 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 to mineral resources would occur.

d. Population and Housing

The Project does not propose the development of residential uses. Therefore, the Project would not directly induce population growth within the Project area. In addition, as no housing currently exists on the Project Site, the Project would not displace any existing housing or cause the displacement of any persons that would necessitate the construction of housing elsewhere. Further, while the Project would create temporary construction-related jobs, 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. Therefore, 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, as such, no new permanent residences in the vicinity of the Project Site would be generated during

construction of the Project. Additionally, while the Project would increase existing County Arts Commission, County Department of Parks and Recreation, and Ford Theatre Foundation staffing within the Project Site by 85 employees. The existing 140 Los Angeles Philharmonic employees within the Project Site would relocate their offices off-site. With the relocation of these employees, the Project would result in an overall net decrease of employees on-site. Thus, the Project would not indirectly induce population growth as a result of employment opportunities within the Project Site. As such, no significant impacts with regard to population and housing would occur.

e. Public Services (Schools, Parks, and Libraries)

(1) Schools

As the Project does not propose the development of residential uses, implementation of the Project would not result in a direct increase in the number of students within the service area of the Los Angeles Unified School District. 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. As such, the Project would not result in the need for new or altered school facilities. Therefore, impacts to school facilities would be less than significant.

(2) Parks

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 would increase the recreational facilities available on-site. Therefore, the Project would result in a beneficial impact on parks and recreational facilities. In addition, as the Project does not propose the development of residential uses, implementation of the Project would not result in on-site residents who would utilize nearby parks and/or recreational facilities. Therefore, no impacts with regards to parks would occur.

(3) Libraries

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. As such, any indirect or direct demand for

library services generated by Project employees would be negligible. Therefore, impacts with regard to library services would be less than significant.

f. Recreation

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 with regard to recreation would occur.

g. Utilities (Wastewater and Solid Waste)

(1) Wastewater

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 Hyperion Treatment Plant 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 Los Angeles Regional Water Quality Control Board. Therefore, impacts with regard to wastewater would be less than significant.

(2) Solid Waste

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.

Operation of the Project would generate approximately 156.26 tons per year (0.43 tons per day) of solid waste, resulting in a net increase of approximately 74.5 tons per year (0.20 tons per day) of solid waste when compared with existing conditions. The

estimated solid waste increase generated by the Project would represent 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 regarding landfill capacity would be less than significant.

Additionally, 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. On-site recycling would also be enhanced 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.

VII. References

VII. References

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VIII. List of Preparers

VIII. List of Preparers

This section of this Draft Environmental Impact Report (EIR) identifies the lead agency for the Project and contains a list of the EIR consultant and the technical subconsultants. Résumés for the EIR consultant are included as part of this section. The résumés of the technical subconsultants are included in the respective technical appendices of this Draft EIR.

A. Lead Agency

County of Los Angeles
Department of Parks and Recreation
510 South Vermont Avenue, Room 201
Los Angeles, CA 90020

- Kathline J. King, Chief of Planning

B. Environmental Impact Report Preparation

EIR Preparation

Matrix Environmental
6701 West Center Drive, Suite 900
Los Angeles, CA 90045

- Stephanie Eyestone-Jones, President
- Laura Rodriguez, Senior Environmental Planner
- Mark Hagmann, Director of Air Quality
- Allyson Dong, Planner
- Ashley Wright, Associate Planner
- John Osako, Publications Manager

C. Technical Subconsultants

Tree Survey

Mia Lehrer + Associates
3780 Wilshire Boulevard, Suite 250
Los Angeles, CA 90010

- Benjamin Feldmann, Senior Associate
- Dawn Dyer, Associate

Biological Resources

GPA Consulting
231 California Street
El Segundo, CA 90245

- Marieka Schrader, Senior Environmental Planner

Historic Resources

GPA Consulting
231 California Street
El Segundo, CA 90245

- Teresa Grimes, Principal Architectural Historian

Geology and Soils

Leighton Consulting, Inc.
17781 Cowan
Irvine, CA 92614

- Joe Roe, Senior Project Geologist
- Carl Kim, Senior Principal Engineer

Noise

Acoustical Engineering Services, Inc.
22801 Crespi Street
Woodland Hills, CA 91364

- Amir Yazdanniyaz, Principal
- Sean Bui, Principal

Transportation and Circulation

Gibson Transportation Consulting, Inc.
523 West 6th Street, Suite 1234
Los Angeles, CA 90041

- Sarah Drobis, Principal Associate
- Richard Gibson, Associate

Water Resources and Utilities

Mollenhauer
316 West 2nd Street, Fifth Floor
Los Angeles, CA 90012

- Robert Poppe, Senior Project Manager
- Grant Kai, Senior Project Manager

Lucci & Associates, Inc.
3251 Corte Malpaso, No. 511
Camarillo, CA 93012

- Kenneth Lucci, President

The Sullivan Partnership, Inc.
529 Hahn Avenue, Suite 201
Glendale, CA 91203

- Mark Alcalde, President

D. Project Applicant

The Ford Theatre Foundation
2580 Cahuenga Boulevard East
Los Angeles, CA 90068

matrix environmental

STEPHANIE EYESTONE-JONES

President

Stephanie Eyestone-Jones is an urban planner with more than 20 years of experience in managing and preparing documents for the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) environmental review processes. Ms. Eyestone-Jones has been responsible for the successful completion of technically sound and legally defensible environmental documents for numerous controversial and high-profile projects throughout Southern California. During the past 20 years, she has been responsible for environmental documents for over 30 million square feet of commercial/employment space and 20,000 residential units. Ms. Eyestone-Jones is specifically known for her ability to successfully certify projects in litigious circumstances.

EDUCATION

M.A., Urban Planning, University of California, Los Angeles, California, 1992

B.A., Sociology/Social Ecology (emphasis on Environmental Planning), University of California, Irvine, California, 1990

PROFESSIONAL EXPERIENCE

ABC Studios (IS/MND)

Archer School for Girls (EIR)

Avalon Encino (IS/MND)

Autry National Center's Griffith Park Improvement Project (EIR)

Boyle Heights Mix-Use Community Project (EIR)

Buckley School Enhancement Plan (EIR)

City of Long Beach (various EIRs and Addenda)

Convention and Event Center/Farmer's Field (EIR)

Columbia Square Project (EIR)

Disney's Golden Oak Ranch (EIR)

Disney's Grand Central Creative Campus (EIR)

Douglas Park Project (EIR)

Entrada South (EIR)

Forest Lawn Hollywood Hills Master Plan (EIR)

Getty Central Plant (IS/MND)

Getty Villa Master Plan (EIR and Addenda)

Greenwich Place (EIR)

Grifols Facility Improvements (IS/MND)

Harvard Westlake Middle School (EIR)

Home Depot West Van Nuys (IS/MND)

Home Depot San Pedro (IS/MND)

Home Depot Sunset (IS/MND)

Il Villaggio Toscano Project (EIR)

Improvements to State Route 134 and Interstate 5 (NEPA)

John Thomas Dye School (IS/MND)

Lytle Creek Ranch Specific Plan (Recirculated Draft EIR)

The Lexington Project (EIR)

The Los Angeles County Museum of Art Improvement Project (MND and Addendum)

Manhattan Village Shopping Center Improvement Project (EIR)

Paramount Pictures Master Plan (EIR)

Stephen S. Wise Middle School (EIR)

Sunset Bronson Studios (EIR)

PROFESSIONAL EXPERIENCE (Continued)

University of Southern California Development Plan (EIR)

Village at Westfield Topanga (EIR)

University of Southern California University Park Campus (various MNDs and Addenda)

University of Southern California Health Sciences Campus (various MNDs and Addenda)

Westchester Lutheran Church School (IS/MND)

Westfield Century City (EIR)

Westfield Santa Anita (Addenda and Initial Studies)

Ms. Eyestone-Jones has effectively managed and directed large project teams and has strategically formulated and presented analyses for complex technical issues. She ensures that environmental impacts are adequately analyzed, while maintaining flexibility in the development of proposed projects. She has extensive knowledge of a wide range of environmental issues and expertise in the implementation of the CEQA process.

In conjunction with the preparation of environmental documentation, Ms. Eyestone-Jones often provides presentations at public meetings. In addition, she often provides CEQA presentations to attorneys and land use specialists at conferences.

PROFESSIONAL AFFILIATIONS Urban Land Institute

LAURA RODRIGUEZ

Senior Environmental Planner

Laura Rodriguez has over six years of experience in the preparation of environmental compliance documentation pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA). Ms. Rodriguez has played a key role in the preparation and management of Environmental Impact Reports (EIR), Environmental Impact Statements (EIS), Initial Studies (IS), Mitigated Negative Declarations (MND), Mitigation Monitoring and Reporting Programs (MMRP), Environmental Assessments (EA), and Addenda for a variety of project types, including transportation, renewable energy, medical, commercial/retail, sports/entertainment, institutional, and mixed-use developments. Her responsibilities include coordination with subconsultants and agency staff, environmental document preparation and coordination, analytical research, document/task management, fulfilling public noticing requirements, and production and distribution. Ms Rodriguez specializes in the analysis of hydrology/water quality, geology, hazards and hazardous materials, and water supply.

EDUCATION B.S. in Environmental Science—University of California, Riverside

PROFESSIONAL EXPERIENCE

The Village at Westfield Topanga (EIR)

Forest Lawn Memorial-Park–Hollywood Hills Master Plan (EIR)

University of Southern California Development Plan (EIR)

Los Angeles International Airport Interim Taxiways Safety Improvement (EIR/Categorical Exclusion)

Convention and Event Center Project (EIR)

North Spring Street Viaduct Widening and Rehabilitation (EIR/EA)

Westside Subway Extension (EIR/EIS)

Los Angeles Mission College Facilities Master Plan (EIR/EA)

Sunset Bronson Studios (IS/EIR)

Curtis School Project (MND)

Manhattan Village Shopping Center Improvement Project (EIR)

Archer Forward: Campus Preservation and Improvement Plan (IS/EIR)

USC Health Sciences Campus EIR Addendum

City of Long Beach Kroc Community Center EIR Addendum

The Ford Theatres Project (IS/EIR)

MARK HAGMANN, P.E.

Director of Air Quality

Mark Hagmann has 18 years of technical and supervisory experience related to the preparation of air quality technical studies for toxic air contaminants, criteria pollutants, and greenhouse gases (GHG). He has extensive knowledge of the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) regulatory process and the rules and regulations established by the South Coast Air Quality Management District. He has prepared Air Quality Impact Assessments (AQIA) and Health Risk Assessments (HRAs) required under various state and federal environmental regulations including NEPA and CEQA, RMPP, Cal ARP, AB2588, and Proposition 65. He has also conducted GHG analyses consistent with State, regional and local guidance. Mr. Hagmann has extensive expertise with all applicable modeling tools including CalEEMod, EMFAC, AERMOD, HARP, Cal3QHC, Caline4, and EDMS. Mr. Hagmann was also selected by the SCAMQD to provide CEQA-Air Quality Specialist consulting services related to SCAQMD dispersion modeling, HRAs, and GHG analyses and GHG mitigation and monitoring plans.

EDUCATION

Graduate Study, Environmental Engineering, University of Central Florida, Design of Air Pollution Controls and Atmospheric Dispersion, 1995.

B.S., Environmental Engineering, University of Florida, 1994.

PROFESSIONAL EXPERIENCE

10131 Constellation Boulevard High-Rise Residential Project (EIR)

Ascon Landfill Remedial Action Plan (EIR)

Boyle Heights Mixed-Use Community Project (EIR)

Carson Marketplace (EIR)

Chula Vista Eastern Urban Center Sectional Planning Area EIR

Columbia Square Project (EIR)

Convention and Event Center Project (EIR)

Disney | ABC Studios at The Ranch (EIR)

Douglas Park Project (EIR and Addendum)

Forest Lawn Memorial-Park–Hollywood Hills Master Plan (EIR)

Getty Villa Master Plan (EIR)

Grand Central Creative Campus (EIR)

Gregory Canyon Landfill EIR

Harvard Westlake Middle School (EIR)

Il Villaggio Project (EIR

LAX Master Plan (EIR/EIS)

LAX South Airfield Project (EIR/EIS)

Los Angeles Sports and Entertainment Complex (EIR)

Los Angeles Event and Convention Center (EIR)

Lytle Creek Specific Plan (EIR)

Mammoth Lakes General Plan (EIR)

New Century Plan at Westfield Century City (EIR)

Sunset Millennium (EIR)

The Grand Avenue Project (EIR)

USC Specific Plan (EIR)

USC Health Sciences Campus (EIR)

Village at Playa Vista (EIR)

PROFESSIONAL AFFILIATIONS

Registered Professional Engineer (P.E.), State of California, #C60002

ALLYSON DONG

Environmental Planner

Allyson Dong has six years of experience in the preparation of environmental compliance documentation pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA). Ms. Dong has prepared Environmental Impact Reports (EIR), Environmental Impact Statements (EIS), Initial Studies (IS), Mitigated Negative Declarations (MND), Mitigation Monitoring and Reporting Programs (MMRP), Environmental Assessments (EA), and Addenda for a variety of project types, including commercial/retail, institutional, water infrastructure and systems, and mixed-use developments. Her responsibilities include coordination with subconsultants and agency staff, environmental document preparation and coordination, analytical research, document/task management, fulfilling public noticing requirements, and production and distribution. Ms. Dong specializes in the analysis of geology, hydrology/water quality, hazards and hazardous materials, public services (fire, police protection, parks, and libraries), traffic, and utilities (water supply, wastewater, solid waste, and energy). Prior to Matrix, Ms. Dong also conducted water quality testing per Regional Water Quality Control Board (RWQCB) permit requirements, and construction mitigation compliance monitoring for several water infrastructure projects.

EDUCATION

M.U.R.P, Urban and Regional Planning, University of California, Irvine, 2011
B.S., Environmental Analysis and Design, University of California, Irvine, 2006

PROFESSIONAL EXPERIENCE

Cadiz Valley Water Conservation, Recovery, and Storage Project (EIR)

Outfall Land Section and Ocean Outfall Booster Station (OOBS) Piping Rehabilitation (EIR)

P2-92 Sludge Dewatering and Odor Control Project (EIR)

Michelson Water Recycling Plant Phase 2 & 3 Capacity Expansion Project, Biosolids Handling Component (EIR)

Santa Clarita Valley Chloride Compliance Facilities Plan and Environmental Impact Report (EIR)

Stockdale Integrated Banking Project (EIR)

Mammoth Lakes Ski Back Trail (EIR/EA)

16 E. California Project (MND)

The New Century Plan (EIR)

The Lexington (EIR)

Sunset Doheny Hotel (EIR)

North Main Street Specific Plan Amendment (EIR)

City of Long Beach PCH & 2nd (EIR)

5901 Sunset (EIR)

Landmark Apartments Project (EIR)

ASHLEY WRIGHT

Assistant Planner

Ashley Wright has over two years of professional experience in preparation and completion of environmental documentation for various commercial and residential projects, pursuant to the California Environmental Quality Act (CEQA). She has been involved in the preparation of a number of Environmental Impact Reports (EIRs), Initial Studies (IS), Mitigation Monitoring and Report Programs (MMRP), and Mitigated Negative Declarations (MNDs) for highly recognized projects throughout the Southern California region. Her responsibilities include coordination with subconsultants and agency staff, environmental document preparation and coordination, analytical research, and production and distribution. Ms. Wright specializes in the analysis of public services (fire and police protection), and utilities (water supply, wastewater, solid waste, and energy), and geology.

EDUCATION

B.A., Urban and Regional Planning and Minor in Sociology—University of Illinois, Champaign–Urbana

PROFESSIONAL EXPERIENCE

Village at Westfield Topanga (EIR)

Manhattan Village Shopping Center Improvement Project (EIR)

Los Angeles Event and Convention Center (EIR)

Academy Improvements North of Homewood Avenue (IS) (MND)

Sunset Bronson Studios (EIR)

Manhattan Village Shopping Center Improvement Project (EIR)

Il Villaggio Toscano Project (EIR)

University of Southern California (USC) Specific Plan (EIR)

Forest Lawn Memorial-Park–Hollywood Hills Master Plan (EIR)

Boyle Heights Mixed-Use Community Project (EIR)

Archer Forward: Campus Preservation and Improvement Plan (EIR)

IX. Acronyms and Abbreviations

IX. Acronyms and Abbreviations

$\mu g/m^3$	micrograms per cubic meter
AAM	annual arithmetic mean
AC	alternating current
ADT	average daily traffic volume
AES	Acoustical Engineering Services
Air Basin	South Coast Air Basin
ALS	Advance Life Support
AQMP	Air Quality Management Plan
ATCMs	Airborne Toxic Control Measures
ATCS	Adaptive Traffic Control System
ATSAC	Automated Traffic Surveillance and Control
AVO	average vehicle occupancy
AVR	average vehicle ridership
Biological Resource Assessment	Biological Resource Assessment for The Ford Theatres Project
BLS	basic life support
BMPs	best management practices
BSA	biological study area
BUG	backlight, uplight and glare
C&D	construction and demolition
C_2F_6	hexafluoroethane
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
Cal EPA	California Environmental Protection Agency
CalARP	California Accidental Release Program
CalEEMod	California Emissions Estimator Model
CALGreen Code	California Green Building Standards Code

California Register	California Register of Historical Resources
CALINE4	California Line Source
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CARB Handbook	Air Quality and Land Use Handbook
CAT	California Climate Action Team
CCAA	California Clean Air Act
CCAP	County of Los Angeles Community Climate Action Plan
CCR	California Code of Regulations
CEC	California Energy Code
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
cf	cubic feet
CF_4	tetrafluoromethane
cfs	cubic feet per second
CGS	California Geological Survey
CH_4	methane
City	City of Los Angeles
Climate Registry	California Climate Action Registry
CMA	Critical Movement Analysis
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
Community Plan Update	Hollywood Community Plan
COMPSTAT	Computer Statistics
County Building Code	Los Angeles County Building Code
County Fire Department	County of Los Angeles Fire Department
County General Plan	Los Angeles County General Plan

County General Plan	Los Angeles County General Plan
County	County of Los Angeles
CPTED	Crime Prevention Through Environmental Design
CPUC	California Public Utilities Commission
CSMP	Construction Site Monitoring Program
CWA	Clean Water Act
Daytime	7:00 A.M. to 10:00 P.M.
dB	decibel
DC	direct current
DPM	diesel PM
EIR	Environmental Impact Report
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
General Plan Framework	City of Los Angeles General Plan Framework Element
GHG	greenhouse gas
gpd	gallons per day
gpm	gallons per minute
GWh	gigawatt-hours
GWPs	global warming potentials
H_2S	hydrogen sulfide
HAPs	hazardous air pollutants
HCM	Highway Capacity Manual
HFCs	hydrofluorocarbons
Historic Resource Report	Ford Theatres Project Historic Resource Report
Hollywood Freeway	US 101
IESNA	Illuminating Engineering Society of North America
IPCC	Intergovernmental Panel on Climate Change
ITE	Institute of Transportation Engineers
kV	kilovolts
LACDPW	Los Angeles County Department of Public Works
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power

LAMC	Los Angeles Municipal Code
LAPD	City of Los Angeles Police Department
LASD	County of Los Angeles Sheriff's Department
LEED	Leadership in Energy and Environmental Design
L_{eq}	equivalent sound level
LID	low impact development
L_{max}	maximum sound level
L_n	statistical sound level
LOS	level of service
MATES	Multiple Air Toxics Exposure Study
MBTA	Federal Migratory Bird Treaty Act
Metro	Metropolitan Transit Authority
$MMTCO_2e$	million metric tons carbon dioxide equivalent
mph	miles per hour
MPO	Metropolitan Planning Organization
msl	mean sea level
Mw	maximum magnitude
MW	megawatts
MWD	Metropolitan Water District of Southern California
MWh	megawatt-hours
N_2O	nitrous oxide
NALs	numeric action levels
National Register	National Register of Historic Places
NCCP	Natural Community Conservation Planning
NF_3	nitrogen trifluoride
Nighttime	10:00 P.M. to 7:00 A.M.
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
OEHHA	Office of Environmental Health Hazard Assessment
OHP	California Office of Historic Preservation

OPR	California Office of Planning and Research
Pb	lead
PFCs	perfluorocarbons
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particulate matter
ppm	parts per million
PPV	peak particle velocity
Project	Ford Theatres Project
psi	per square inch
PVC	polyvinyl chloride
RMS	root-mean square
ROG	reactive organic compounds
RPS	Renewable Energy Portfolio Standard
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SEA	significant ecological area
SF6	sulfur hexafluoride
SHPO	State Historic Preservation Officer
SO_2	sulfur dioxide
SoCalGas	Southern California Gas Company
SQMP	Stormwater Quality Management Program
SRAs	source receptor areas
Standards	Secretary of The Interior's Standards
Supply Plan	Five Year Supply Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	toxic air contaminants
TCA	1,1,1-Trichloroethane
TMDL	total maximum daily load
TNM	traffic noise model

TOD	transit-oriented development
Traffic Study	Transportation Study for The Ford Theatres Project
UNFCCC	United Nations Framework Convention On Climate Change
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	U.S. Geological Survey
V/C	volume-to-capacity
VC	vinyl chloride
VdB	velocity level in decibel
VOCs	volatile organic compounds
W	watts
Wh	watt-hours

COUNTY OF LOS ANGELES DEPARTMENT OF PARKS AND RECREATION

FORD THEATRES PROJECT
Draft Environmental Impact Report
State Clearinghouse No. 2014021013

Volume 2:
Appendices A–G

Prepared for
County of Los Angeles Department of Parks and Recreation
510 South Vermont Avenue, Room 201
Los Angeles, California 90020

Prepared by
Matrix Environmental
6701 Center Drive West, Suite 900
Los Angeles, California 90045

June 2014

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Appendices

Appendix A

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

Appendix A.1

Initial Study

INITIAL STUDY
FOR THE
FORD THEATRES PROJECT

County of Los Angeles
February 2014

Table of Contents

Initial Study for the Ford Theatres Project

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

8. Project Background and Description:

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

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

- Amphitheatre Rehabilitation and Improvements—Improvements to the Amphitheatre would include hillside stabilization, stage reconstruction, disabled access and code compliance improvements, improved theatrical systems, infrastructure improvements and upgrades, a sound wall along the rear of the Amphitheatre to shield the Amphitheatre from traffic noise, and a retractable shade structure for the Amphitheatre.

- The Ford Terrace—The Ford Terrace would include a two-story structure with one level of office space and a lower-level concessions area and a raised plaza deck above a service level along with removal of the existing concessions building and the re-purposing of the 87-seat [Inside] the Ford as a self-serve food marketplace area and for storage.

- The Ford Plaza—The Ford Plaza, set atop a three-level parking structure, would feature a restaurant, a 299-seat theatre, a box office, a conference room, offices, visitor amenities and conversion of the existing box office to a museum/gallery for the Ford Theatres.

- The Transit Center—The Transit Center would include a designated area for bus and valet drop-off, a three-level parking structure, and a 99-seat rehearsal and event space, as well as the removal of the former motel building.

- Hiking Trail—An approximate 0.75-mile ridgeline trail with trail terminations at the north and south parking structures within the Transit Center and the Ford Plaza, respectively, would be constructed.

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

9. Surrounding Land Uses and Setting

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

10. Discretionary Approvals

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☒ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology and Soils
☒ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials	☒ Hydrology and Water Quality
☒ Land Use and Planning	☐ Mineral Resources	☒ Noise
☐ Population and Housing	☒ Public Services	☐ Recreation
☒ Transportation and Traffic	☒ Utilities and Service Systems	☒ Mandatory Findings of Significance

DETERMINATION (To be completed by Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
I find that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.	
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	**X**
I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	

Joan Rupert
Signature

February 7, 2014
Date

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

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐

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?	☐	☐	☐	☒

No Impact. The Project Site contains scenic resources, such as the historic Amphitheatre and trees. However, no designated scenic highways are located in the vicinity of the Project Site.[1] As such, the Project would not damage any scenic resources within a designated State scenic highway. No impacts would occur and no mitigation measures are required. Further evaluation of this issue in an EIR is not necessary.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐

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

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

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐

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.

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

2. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

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

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

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

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

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

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

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))?	☐	☐	☐	☒

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?	☐	☐	☐	☒

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?	☐	☐	☐	☒

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

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

non-forest use. No impacts would occur, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

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

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

Potentially Significant Impact. The Project Site is located within the 6,700-square-mile South Coast Air Basin (Basin). Within the Basin, the South Coast Air Quality Management District (SCAQMD) is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone, particulate matter less than 10 microns in size [PM_{10}],[3] particulate matter less than 2.5 microns in size [$PM_{2.5}$], and lead[4]). 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,

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

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

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

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_{10}, $PM_{2.5}$, and lead. Therefore, implementation of the Project could potentially contribute to air quality impacts, which could cause a cumulative impact when combined with other existing and future emissions sources in the area. Therefore, an analysis of cumulative air pollutant emissions will be provided in an EIR.

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

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

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

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

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

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.

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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?	☒	☐	☐	☐

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?	☐	☐	☐	☒

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.

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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?	☒	☐	☐	☐

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?	☒	☐	☐	☐

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?	☐	☐	☐	☒

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.

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

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

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*
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.	☐	☐	☒	☐

Less Than Significant Impact. Fault rupture is defined as the surface displacement that occurs along the surface of a fault during an earthquake. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active, potentially active, or inactive. Active faults may be designated as Earthquake Fault Zones under the Alquist–Priolo Earthquake Fault Zoning Act, which includes standards for regulating development adjacent to active faults. These zones, which extend from 200 to 500 feet on each side of the known fault, identify areas where a potential surface fault rupture could prove hazardous for buildings used for human occupancy. Development projects located within an Alquist–Priolo Earthquake Fault Zone are required to prepare special geotechnical studies to characterize hazards from any potential surface ruptures.

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

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

[6] *Ibid.*

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

Hollywood Fault.[7] Therefore, potential impacts would be less than significant, and no further analysis of this issue is necessary.

ii. Strong seismic ground shaking?	☒	☐	☐	☐

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

iii. Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐

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

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

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

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

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
iv. Landslides?	☒	☐	☐	☐

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?	☒	☐	☐	☐

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?	☒	☐	☐	☐

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?	☒	☐	☐	☐

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

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

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.

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
b. Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

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?	☐	☐	☒	☐

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,

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

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.

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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?	☐	☐	☒	☐

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?	☐	☐	☐	☒

No Impact. The Project Site is not within 0.25 mile of an existing or proposed school.[9] The nearest school to the Project Site is Valley View Elementary School located at 6921 Woodrow Wilson Drive, which is approximately 1 mile north of the Project Site. As such, the Project Site would not emit hazardous emissions or handle hazardous materials within 0.25 mile of a school. Therefore, no impacts would occur, and no mitigation measures would be required. No further analysis of this issue in an EIR is required.

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

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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?	☐	☐	☒	☐

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

[10] *Personal Communication with Arthur Trowbridge, January 30, 2014.*

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

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?	☐	☐	☐	☒

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?	☐	☐	☐	☒

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?	☐	☒	☐	☐

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

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

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?	☒	☐	☐	☐

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

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?	☒	☐	☐	☐

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

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?	☒	☐	☐	☐

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?	☒	☐	☐	☐

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

f. Otherwise substantially degrade water quality?	☒	☐	☐	☐

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?	☐	☐	☐	☒

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

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

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

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

i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☒	☐	☐	☐

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

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

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

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

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.

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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?	☒	☐	☐	☐

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?	☐	☐	☐	☒

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?	☐	☐	☐	☒

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

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

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?	☒	☐	☐	☐

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

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.

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

No Impact. 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)?	☐	☐	☒	☐

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

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

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

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

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

No Impact. As no housing currently exists on the Project Site, the Project would not displace any existing housing. Therefore, no impacts would occur, and no mitigation measures would be required. No further analysis of this issue in an EIR is required.

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

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

14. PUBLIC SERVICES. Will the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a. Fire protection?	☒	☐	☐	☐

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

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

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

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

b. Police protection? ☒ ☐ ☐ ☐

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

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

c. Schools? ☐ ☐ ☒ ☐

Less Than Significant Impact. The Project Site is located within the boundaries of the Los Angeles Unified School District (LAUSD). The LAUSD is divided into seven local districts.[13] The Project Site is located in District 4.[14] As previously discussed, the Project does not propose the development of residential uses. Therefore, implementation of the Project would not result in a direct increase in the number of students within the service area of the LAUSD.

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

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

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

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

d. Parks?	☐	☐	☐	☒

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.

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

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

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
e. Other public facilities?	☐	☐	☒	☐

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?	☐	☐	☐	☒

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,

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

and no mitigation measures would be required. No further analysis of this issue in an EIR is required.

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

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

16. TRANSPORTATION TRAFFIC. Would the project:

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

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

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

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

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.

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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?	☒	☐	☐	☐

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?	☐	☐	☒	☐

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

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

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

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

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

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,

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

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.

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☒	☐	☐	☐

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?	☐	☐	☒	☐

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?	☐	☐	☒	☐

Less Than Significant Impact. Los Angeles County continually evaluates landfill disposal needs and capacity through preparation of the Los Angeles County Countywide Integrated Waste Management Plan (ColWMP) Annual Reports. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity.[19] Based on the most recent 2012 ColWMP Annual Report, the remaining total disposal capacity for the County's Class III landfills is estimated at

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

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

107.61 million tons, as of December 31, 2012.[20] Additionally, in 2012, the County's Class III landfills had a total maximum daily capacity of 28,549 tons per day (tpd) and an average daily disposal of 13,255 tpd, resulting in approximately 15,294 tpd of remaining daily disposal capacity. Aggressive waste-reduction and diversion programs on a countywide level have helped reduce disposal levels at the County's landfills. Based on the 2012 CoIWMP Annual Report, the County anticipates that future disposal needs can be adequately met through 2027 through scenarios that include a combination of all or some of the following: (1) use of existing in-County Class III landfills and transformation facilities; (2) proposed expansion of in-County Class III landfill capacity through new or existing facilities; (3) use of out-of-County landfills for disposal, including waste-by-rail; (4) use of conversion technologies; (5) expansion of diversion infrastructure; and (6) maximization of waste reduction and recycling.

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

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

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

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

(Footnote continued on next page)

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

approximately 0.00007 percent of the estimated annual remaining disposal capacity and 0.001 percent of the remaining daily disposal capacity of Class III Landfills open to the Project. The waste generation factors utilized do not account for recycling or other waste diversion measures, and, as such, this estimated amount of solid waste calculated to be generated by the Project is conservative.

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

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

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

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

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

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

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

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

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

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.

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

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

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

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

Attachment A: Project Description

A. Introduction

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

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

B. Project Location

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

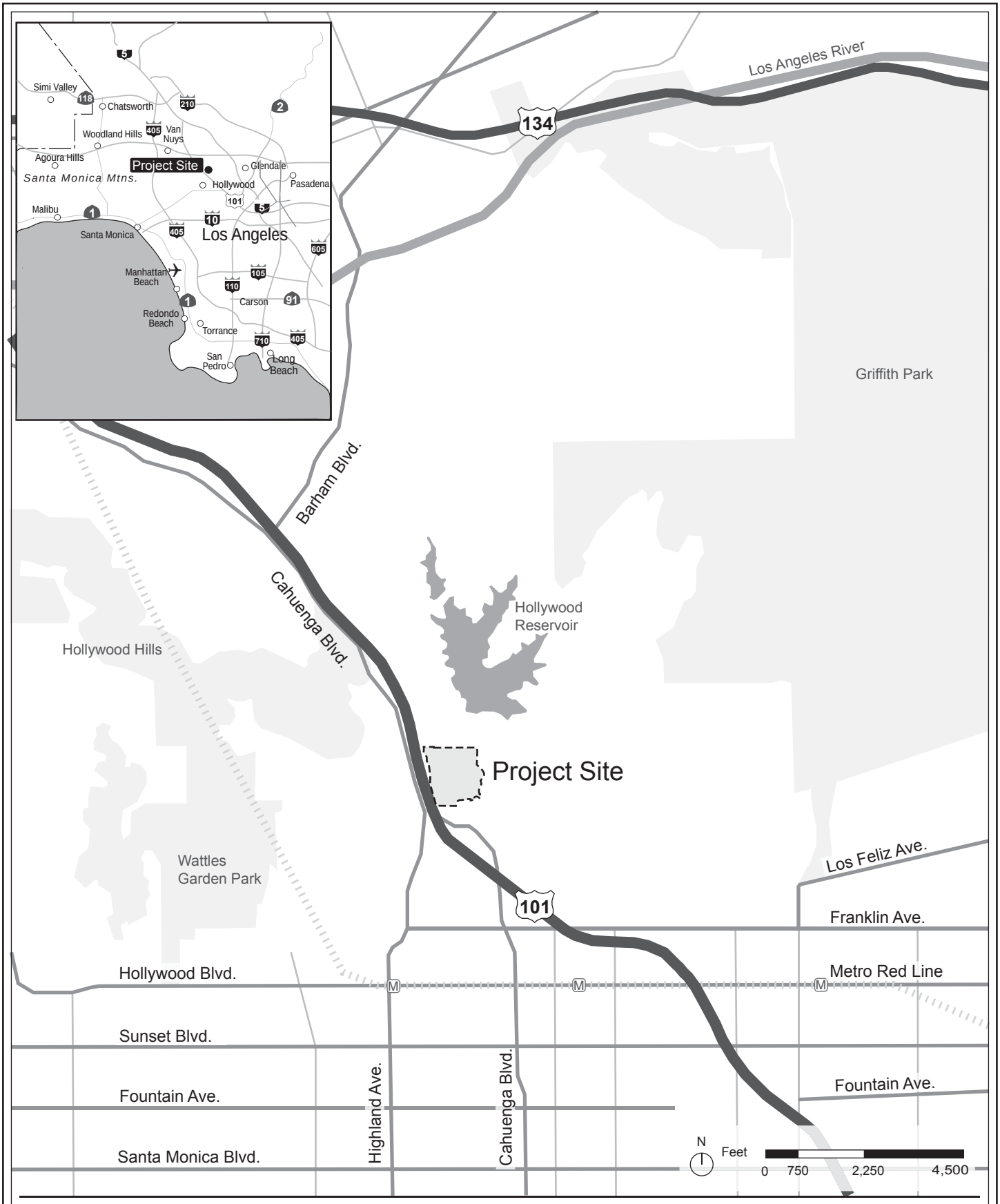


Figure 1
Regional Location Map

Source: Google Earth, 2013.

C. Background and Existing Project Site Conditions

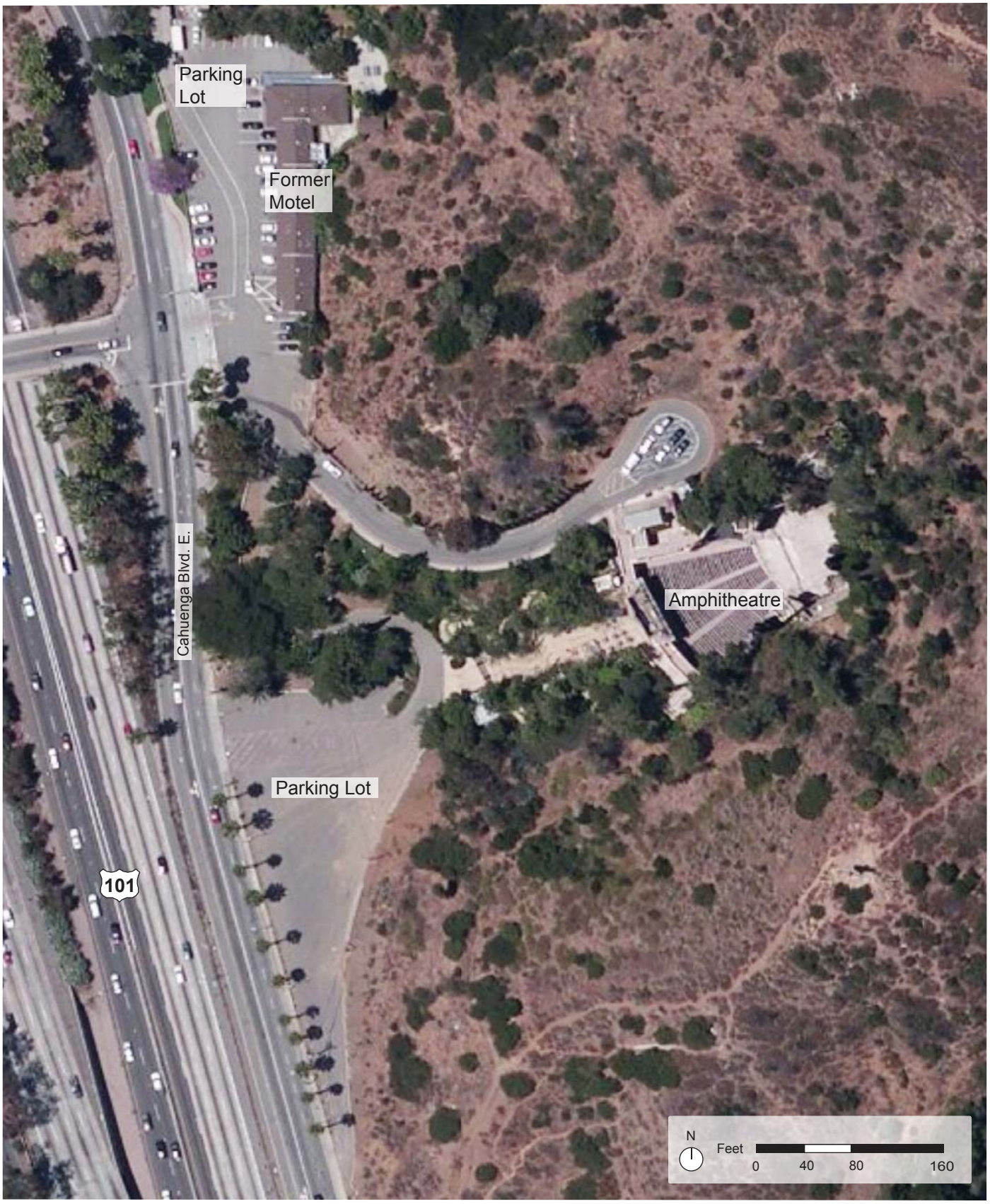
1. Background

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.



matrix environmental

Figure 2
Existing Ford Facilties

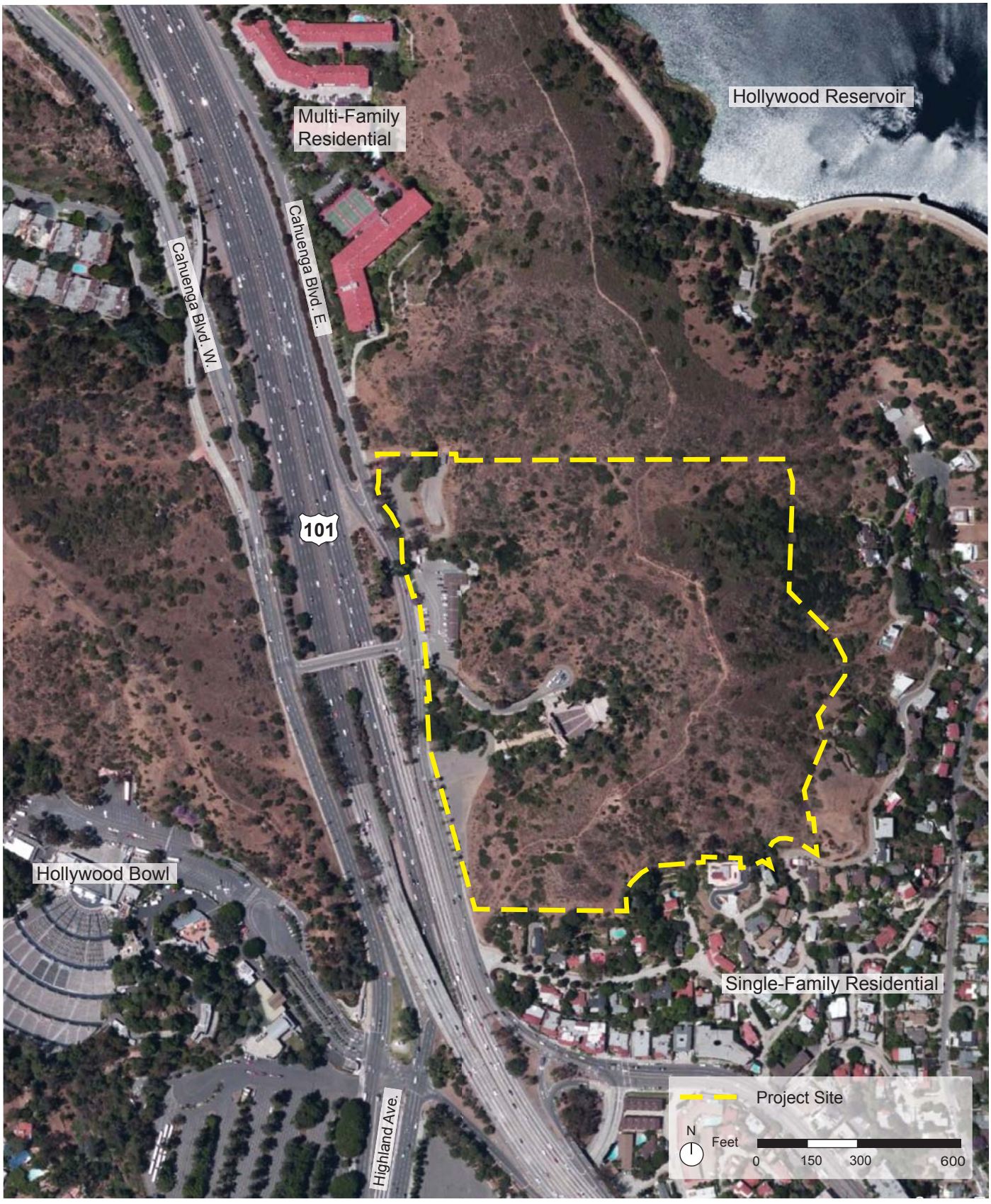
Source: Google Earth, 2013.

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



matrix environmental

Figure 3
Aerial Photograph of the Project Site and Surrounding Vicinity

Source: Google Earth, 2013.

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

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

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

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

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

3. Approved Amphitheatre Improvements

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

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

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

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

D. Surrounding Uses

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

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

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

E. Description of the Project

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

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

LEGEND

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

Project Site Boundary

N

0 50 100

matrix environmental

Figure 4
Overall Conceptual Site Plan

Source: Levin and Associates, 2013.

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
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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

N

0 50 100

matrix environmental

Figure 5
Conceptual Site Plan - Ford Theatres

Source: Levin and Associates, 2013.

Table 1
Summary of Proposed Improvements

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

Table 1 (Continued)
Summary of Proposed Improvements

Use	Existing		Proposed			Net New Project Development		Total Project Site Development after Project Implementation	
	Area	Seats	Demo.	Area	Seats	Area	Seats	Area	Seats
Shops/Visitor Amenities				1,200		1,200		1,200	
Central Plant				2,200		2,200		2,200	
Restrooms	970			2,400		2,400		3,370	
Total Building Area	35,811			59,230		47,550	311	83,361	1,594
Total Occupied Plaza Areas	3,580			48,750		48,750		52,330	
Parking	350 to 380 spaces			500 spaces		120 to 150 spaces		500 spaces	

( ) denotes negative number

Source: Levin and Associates, December 2013.

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 the existing functional conflicts of locating an additional performance space near the Amphitheatre.

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

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

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

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

1. Design

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

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

Table 2
Summary of Events and Attendance

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

Source: Community Arts Resources, Inc., October 2012.

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

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

Sewer Availability Response

City of Los Angeles
Bureau of Engineering

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

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

Scar Request Number: 202

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

Scar Request Number: 202

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

Scar Request Number: 202

CITY OF LOS ANGELES
CALIFORNIA

DEPARTMENT OF PUBLIC WORKS

BUREAU OF ENGINEERING

DEBORAH WEINTRAUB, AIA, LEAD AP
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

Scar Request Number: 202

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

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 re-purposing 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.

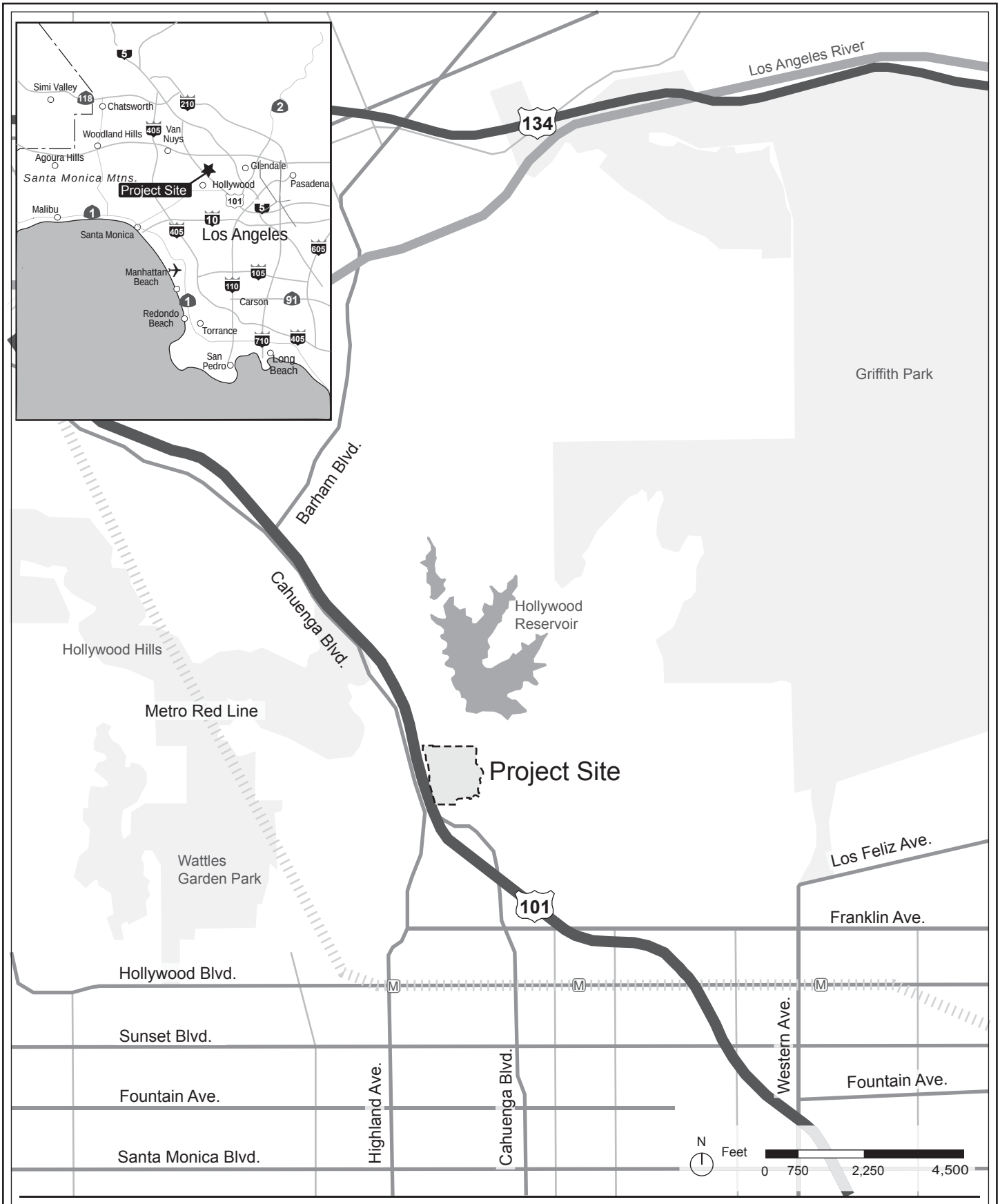
Please direct your comments by e-mail or U.S. mail to:

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

Joan Rupert

Joan Rupert, Section Head

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



matrix environmental

Project Location Map

Source: Google Earth, 2013.

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

N

0 50 100

matrix environmental

Conceptual Site Plan

Source: Levin and Associates, 2013.

matrix environmental

Scoping Meeting Location Map

Source: Google Earth, 2013.

Appendix A.3

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 Lyon BURGESS	HIGHLAND OWNERS ASSOCIATION	6700 HOLLYRIDGE DRIVE	
URSULA BURGESS	"	"	
Joyce/STANLEY DYRECTOR	HHA + HHUNC	6866 IRIS CIRCLE	JOYRECTOR@AOL.COM
Joan Rupert	Parks LACO	510 S. Vermont	
Jui Ing Chien	Parks LACO	"	
Sandra Gitmed	HKCC	~~3490 N Knoll~~ Dr	Runsultras@aol.com
Eric Preven	County Resident Dist 3	3758 Rektor Dr.	Esp3800@Aol.com
Brian Curiel	Resident	7270 Woodrow Wilson Dr	Curiel6@gmail.com
Wesley Tapples	Pres Cahuenga Hills Tennis	2700 Cah. E	cineteach@aol.
Grace Leavitt	Event Services Ford	2602 Margueta Dr.	jjgraceleavitt@gmail.com
VIVIAN ROMERO	BOARD Member Cahuenga Hills tennis	2700 Cahuenga BL	VROMEROMUSIC@gmail.com
Barbara Barrielle	resident	3944 Kentucky Dr. LA CA 90065	barbarabarrielle@gmail.com

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
GRAHAM STREETER	NEIGHBORING PROPERTY	2340 LORENZO DR.	—
Amy Cutter	Highlands Owners Assoc	6705 Hillpark Dr.	arcutter@earthlink.net
Elliot Johnson	Hollywood Heights Assoc	2056 N. Sycamore	Elliotjo@sbcglobal.net
Ronn Holland	Resident	C/O 6 Cahuenga Ter	Ronnholland@yahoo.com
Eileen Peterson	HKCC	3525 N. Knoll Dr	mseps5@aol.com
Shannan Calland	Resident	2700 Cahuenga Blvd	shannan.calland@yahoo
Dan Bernstein	CPPOA	2920 Passmore Dr	

FORD THEATRES PROJECT
EIR MEETING
March 5, 2014

Name	Department/Affiliation	Address	Email (optional)
Joan Rupert	Parks	510 S Vermont	
Judith Marlin	CPPOA	7019 Woodrow Wilson LA 90068	Judymarlin@roadrunner.com
Krista Michaels	CPPOA	3353 Bennett Dr LA 90068	kristamichaels@earthlink.net
TOM EGAN	CPPOA	3355 BENNETT DR. LA 90068	
Tim Thornton	CPPOA	3324 Adina Dr. Los Angeles CA 90068	timothythornton@mac.com
David & Danni Kegarries	CPPOA	3107 Ellington Drive Hollywood CA 90068	Kegaries@earthlink.net

Woodrow Wilson

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 | Fax 213-639-3959 | Parks Make Life Better

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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 JRupert

Presented by:

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 and fax is (213) 639-3959. If sent via U.S. mail, please add postage.

Name: Shannan Cailand
Address: 2700 Cahuenga Blvd
L.A. 90068
Shannan.cailand@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

Written Comment Form

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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 and fax is (213) 639-3959. If sent via U.S. mail, please add postage.

Name: ~~SHANNAN CALLAND~~ VIVIAN ROMERO ~500+ Residents
Address: ~~2700 E CAHUENGA BLVD~~ LA CA 90068 ↳ Board Member Cahuenga 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

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.

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.

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 (CNDDB) Field Survey Forms be completed and submitted to the CNDDB 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). 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/ 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. CNDDB 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

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 (February1st 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 blossevillii*), 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 Steam 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 [1]. 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.[2] 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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[1] 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.

[2] 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 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

ec: Ms. Erinn Wilson, CDFW, Los Alamitos
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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.

Dear Ms. Rupert:

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)
Existing			
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)
Proposed			

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
Total			**5,159**

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. 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-away 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, 3rd 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.

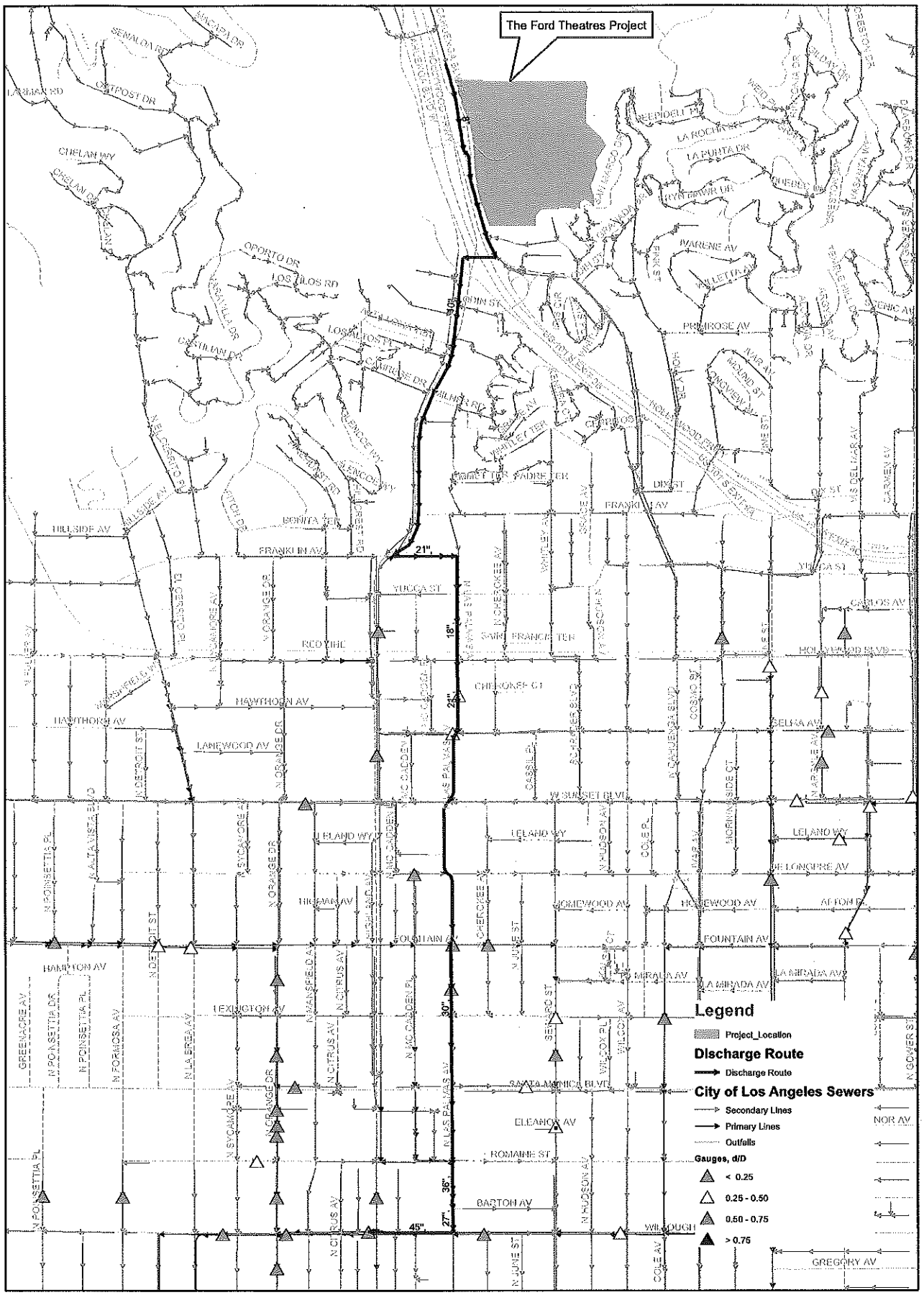
Sincerely,

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

FIGURE 1
The Ford Theatres Project
Sewer Map

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 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 strew, will create a 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 Resevoir.

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

Sincerely,

Meghan Cleary

County of Los Angeles
Sheriff's Department Headquarters
4700 Ramona Boulevard
Monterey Park, California 91754-2169

John L. Scott, Sheriff

March 12, 2014

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.

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.

Sincerely,

JOHN L. SCOTT, SHERIFF

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)

761551N25A - SH-AD-32A (2/72)

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
FACILIITES 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 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 18th, 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 18th 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 <u>before</u> 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.

Amy Cutter 6700 Hillpark Drive # 301 Los Angeles, CA 90068 C #: 818-402-4622 email: arcutter@earthlink.net

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.

Amy Cutter 6700 Hillpark Drive # 301 Los Angeles, CA 90068 C #: 818-402-4622 email: arcutter@earthlink.net

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 18th 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

Amy Cutter 6700 Hillpark Drive # 301 Los Angeles, CA 90068 C #: 818-402-4622 email: arcutter@earthlink.net

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 Departent 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.

Amy Cutter 6700 Hillpark Drive # 301 Los Angeles, CA 90068 C #: 818-402-4622 email: arcutter@earthlink.net

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.

Amy Cutter 6700 Hillpark Drive # 301 Los Angeles, CA 90068 C #: 818-402-4622 email: arcutter@earthlink.net

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.

Amy Cutter 6700 Hillpark Drive # 301 Los Angeles, CA 90068 C #: 818-402-4622 email: arcutter@earthlink.net

"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 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 clsoed 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 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 I Fax 213-639-3959 I Parks Make Life Better

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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

March 5, 2014

Joan Rupert

County of Los Angeles

Department of Parks and Recreation

510 South Vermont Avenue

Room 201

Los Angeles CA 90020

Dear Ms. Rupert,

Having attended the February 18th 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 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 and fax is (213) 639-3959. If sent via U.S. mail, please add postage.

Name: Sandra Gitmed
Address: 3490 N Knoll Dr
L.A 90068

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

HOLLYWOOD HILLS WEST
NEIGHBORHOOD COUNCIL

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,

Anastasia Mann
President

CC: Tom LaBonge
Zev Yaroslavsky

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

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. 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

APPENDIX

D

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.

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.

LOS ANGELES CONSERVANCY

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

213 623 2489 OFFICE
213 623 3909 FAX
laconservancy.org

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

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 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 | 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

#214
Mailed on 03-06-2

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

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.

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.

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

FRANK VIDALES, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

FV:jl

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
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

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 measurers 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 pubic 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
,
tattnlaw@gmail.com
310-570-6567
Gabrielino Tongva

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
Gabrielino Tongva

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
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
gtongva@verizon.net
562-761-6417 - voice
562-761-6417- fax
Gabrielino Tongva

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 s 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 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

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

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 s 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.

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 form 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

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,

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 | 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>
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

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

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

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 and fax is (213) 639-3959. If sent via U.S. mail, please add postage.

Name: Vivian Romero — 500+ residents Cahuenga Hills

Address: 2700 Cahuenga Bl LA CA 900 68 — Tennis Homeowner - Board Member

CAN YOU PLEASE INCLUDE A BIKE PATH COMPONENT TO YOUR PROPOSED PLAN. THERE 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 and fax is (213) 639-3959. If sent via U.S. mail, please add postage.

Name: VIVIAN ROMER - Board Member Cahuenga Hills
Address: ~~2700 E. Cahuenga 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 without 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

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. 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.

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. 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
- 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 or call me at (909) 396-3244.

Sincerely,

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

LAC140212-01
Control Number

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 and fax is (213) 639-3959. If sent via U.S. mail, please add postage.

Name: Wesley Stapks
Address: 3700 Cahuenga E abutting the project

Traffic is the main concern for our 320 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 Bay then enter from the No.

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

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

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

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

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

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

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

Print Form

Appendix C

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 Project

Lead Agency: County of Los Angeles | Contact Person: Joan Rupert
Mailing Address: 510 South Vermont Avenue, Room 201 | Phone: 213-351-5126
City: Los Angeles | Zip: 90020 | County: Los Angeles

Project Location: County: Los Angeles | City/Nearest Community: Los Angeles/Hollywood
Cross Streets: Caheunga Boulevard East and US-101 | Zip Code: 90028
Longitude/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: | Railways: | Schools: Valley View, Oaks, etc.

RECEIVED
FEB 07 2014
STATE CLEARING HOUSE

Document Type:

CEQA: ☒ NOP ☐ Early Cons ☐ Neg Dec ☐ Mit Neg Dec ☐ Draft EIR ☐ Supplement/Subsequent EIR (Prior SCH No.) Other: | NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI | Other: ☐ Joint Document ☐ Final Document ☐ Other:

Local Action Type:

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

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

Revised 2010

Reviewing Agencies Checklist

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

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

- [x] **Resources Agency**
  Nadell Gayou
- [ ] **Dept. of Boating & Waterways**
  Nicole Wong
- [ ] **California Coastal Commission**
  Elizabeth A. Fuchs
- [ ] **Colorado River Board**
  Tamya 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
- [x] **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** 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
- [x] **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 Garbeff
  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
- [x] **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
- [x] **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
- [x] **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

- [x] All Projects
  CEQA Coordinator
- [x] 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 Resouces 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)
- [x] **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

Last Updated 1 /29/2014

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 and fax is (213) 639-3959. If sent via U.S. mail, please add postage.

RECEIVED
FEB272014PM2:43
PLANNING DIVISION

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

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 AGRESSIVELY STEEP, CREATING A NATURAL BARRIER FOR TRESPASSING.
2. TRAILS - WE WORRY ORGANIZED HIKING TRAILS WILL 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 EYESORE AND MEANS TO HOLD ON TO AND CLIMB UP OUR HILL — FIRE SAFETY — PROPERTY SAFETY -

manatt
manatt | phelps | phillips

Victor De la Cruz
Manatt, Phelps & Phillips, LLP
Direct Dial: (310) 312-4305
E-mail: VDelaCruz@Manatt.com

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.[1] 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

[1] 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/.

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

(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

matrix environmental

Figure 3
Aerial Photograph of the Project Site and Surrounding Vicinity

Source: Google Earth, 2013.

matrix environmental

Figure 4
Overall Conceptual Site Plan

Source: Levin and Associates, 2013.

Gmail by Google

Nima Tehrany <nimatehrany@gmail.com>

Replacement Fence Proposal

Nima Tehrany <nimatehrany@gmail.com>
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.

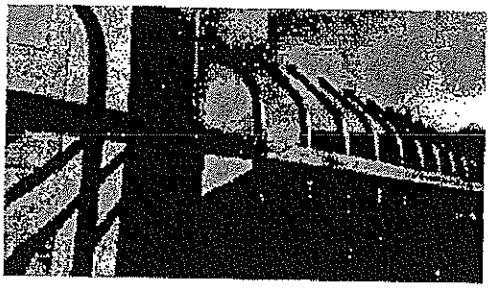
In summary, the proposed fence will only replace the existing fence that has been in place for a very long time. The current chain link fence has no door, making access for the County difficult. The new replacement fence will provide greater ease of access to the property by the County as it will have 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

2 attachments



IMAG0068.jpg
146K

Plat Map.pdf
266K

Gmail by Google

Nima Tehrany <nimatehrany@gmail.com>

Replacement Fence Proposal

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

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]

Gmail by Google

Nima Tehrany <nimatehrany@gmail.com>

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

[Quoted text hidden]

Gmail by Google

Nima Tehrany <nimatehrany@gmail.com>

Replacement Fence Proposal

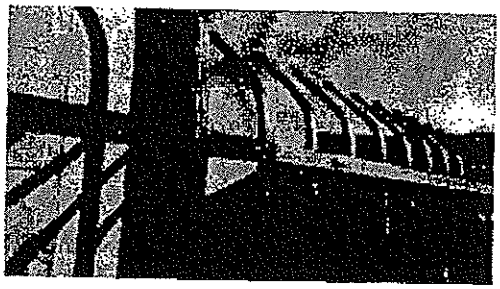
Jim Park <jepark@parks.lacounty.gov> Mon, Jan 14, 2013 at 8:36 AM
To: Nima Tehrany <nimatehrany@gmail.com>
Cc: Hayden Sohm <hsohm@parks.lacounty.gov>, James Barber <jbarber@parks.lacounty.gov>, Guillermo Najar <gnajar@parks.lacounty.gov>, "Kathline J. King" <KKing@parks.lacounty.gov>

Mr. Tehrany,

You should submit for plan review to Guillermo Najar 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]

2 attachments



IMAG0068.jpg
146K

Plat Map.pdf
266K

Gmail by Google

Nima Tehrany <nimatehrany@gmail.com>

Replacement Fence Proposal

James Barber <jbarber@parks.lacounty.gov> Mon, Jan 14, 2013 at 9:18 AM
To: Nima Tehrany <nimatehrany@gmail.com>
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>

Hi Nima,

Diane Thorne (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 & Development Section Head
Planning Division, Planning & Development Agency
Los Angeles County Department of Parks & 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 Najar; Kathline J. King
Subject: FW: Replacement Fence Proposal

[Quoted text hidden]

2 attachments

IMAG0068.jpg
146K

Plat Map.pdf
534K

Gmail by Google

Nima Tehrany <nimatehrany@gmail.com>

Replacement Fence Proposal

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

[Quoted text hidden]

Gmail by Google

Nima Tehrany <nimatehrany@gmail.com>

Replacement Fence Proposal

Nima Tehrany <nimatehrany@gmail.com> Mon, Jan 14, 2013 at 11:53 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>

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

[Quoted text hidden]

Gmail by Google

Nima Tehrany <nimatehrany@gmail.com>

Replacement Fence Proposal

Guillermo Najar <gnajar@parks.lacounty.gov> Mon, Jan 14, 2013 at 12:48 PM
To: Nima Tehrany <nimatehrany@gmail.com>, James Barber <jbarber@parks.lacounty.gov>
Cc: Hayden Sohm <hsohm@parks.lacounty.gov>, "Kathline J. King" <KKing@parks.lacounty.gov>, Diane Thorne <dthorne@parks.lacounty.gov>, Jim Park <jepark@parks.lacounty.gov>

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]

Gmail by Google

Nima Tehrany <nimatehrany@gmail.com>

Replacement Fence Proposal

Hayden Sohm <hsohm@parks.lacounty.gov> Mon, Jan 14, 2013 at 12:51 PM
To: Guillermo Najar <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]

Gmail by Google

Nima Tehrany <nimatehrany@gmail.com>

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

Diane Thorne <dthorne@parks.lacounty.gov> Mon, Jan 14, 2013 at 2:01 PM
To: Nima Tehrany <nimatehrany@gmail.com>
Cc: Hayden Sohm <hsohm@parks.lacounty.gov>, "Kathline J. King" <KKing@parks.lacounty.gov>, Jim Park <jepark@parks.lacounty.gov>, Guillermo Najar <gnajar@parks.lacounty.gov>, James Barber <jbarber@parks.lacounty.gov>

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.

Gmail by Google

Nima Tehrany <nimatehrany@gmail.com>

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

Nima Tehrany <nimatehrany@gmail.com> Tue, Jan 15, 2013 at 4:57 PM
To: Diane Thorne <dthorne@parks.lacounty.gov>
Cc: Hayden Sohm <hsohm@parks.lacounty.gov>, "Kathline J. King" <KKing@parks.lacounty.gov>, Jim Park <jepark@parks.lacounty.gov>, Guillermo Najar <gnajar@parks.lacounty.gov>, James Barber <jbarber@parks.lacounty.gov>

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

[Quoted text hidden]

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

Gmail by Google

Nima Tehrany <nimatehrany@gmail.com>

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

Diane Thorne <dthorne@parks.lacounty.gov> Tue, Jan 15, 2013 at 5:12 PM
To: Nima Tehrany <nimatehrany@gmail.com>
Cc: Hayden Sohm <hsohm@parks.lacounty.gov>, "Kathline J. King" <KKing@parks.lacounty.gov>, Jim Park <jepark@parks.lacounty.gov>, Guillermo Najar <gnajar@parks.lacounty.gov>, James Barber <jbarber@parks.lacounty.gov>

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]

Gmail by Google

Nima Tehrany <nimatehrany@gmail.com>

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

Nima Tehrany <nimatehrany@gmail.com> Thu, Jan 17, 2013 at 8:19 AM
To: Diane Thorne <dthorne@parks.lacounty.gov>
Cc: Hayden Sohm <hsohm@parks.lacounty.gov>, "Kathline J. King" <KKing@parks.lacounty.gov>, Jim Park <jepark@parks.lacounty.gov>, Guillermo Najar <gnajar@parks.lacounty.gov>, James Barber <jbarber@parks.lacounty.gov>

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

[Quoted text hidden]

2 attachments

Contractor License.pdf
18K

Liability and Workers Comp..pdf
605K

Gmail by Google

Nima Tehrany <nimatehrany@gmail.com>

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

Nima Tehrany <nimatehrany@gmail.com> Thu, Feb 7, 2013 at 3:28 PM
To: Diane Thorne <dthorne@parks.lacounty.gov>
Cc: Hayden Sohm <hsohm@parks.lacounty.gov>, "Kathline J. King" <KKing@parks.lacounty.gov>, Jim Park <jepark@parks.lacounty.gov>, Guillermo Najar <gnajar@parks.lacounty.gov>, James Barber <jbarber@parks.lacounty.gov>

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

[Quoted text hidden]

Gmail by Google

Nima Tehrany <nimatehrany@gmail.com>

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

Nima Tehrany <nimatehrany@gmail.com>
To: Diane Thome <dthome@parks.lacounty.gov>

Thu, Feb 7, 2013 at 4:07 PM

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.

[Quoted text hidden]

License Application.pdf
1242K

Gmail by Google

Nima Tehrany <nimatehrany@gmail.com>

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

Diane Thorne <dthorne@parks.lacounty.gov> Thu, Feb 7, 2013 at 4:24 PM
To: Nima Tehrany <nimatehrany@gmail.com>
Cc: Hayden Sohm <hsohm@parks.lacounty.gov>, "Kathline J. King" <KKing@parks.lacounty.gov>, Jim Park <jepark@parks.lacounty.gov>, Guillermo Najar <gnajar@parks.lacounty.gov>, James Barber <jbarber@parks.lacounty.gov>, Kimel Conway <kconway@parks.lacounty.gov>

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 þÕ

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 Najar; James Barber
Subject: Re: FW: Replacement Fence Proposal - John Anson Ford Theatre/Hollywood Bowl

Gmail by Google

Nima Tehrany <nimatehrany@gmail.com>

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 þÕ

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]

Gmail by Google

Nima Tehrany <nimatehrany@gmail.com>

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

Nima Tehrany <nimatehrany@gmail.com>
To: Diane Thorne <dthorne@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

[Quoted text hidden]

Gmail by Google

Nima Tehrany <nimatehrany@gmail.com>

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

Nima Tehrany <nimatehrany@gmail.com> Mon, Feb 11, 2013 at 8:02 AM
To: Diane Thorne <dthorne@parks.lacounty.gov>
Cc: Hayden Sohm <hsohm@parks.lacounty.gov>, "Kathline J. King" <KKing@parks.lacounty.gov>, Jim Park <jepark@parks.lacounty.gov>, Guillermo Najar <gnajar@parks.lacounty.gov>, James Barber <jbarber@parks.lacounty.gov>, Kimel Conway <kconway@parks.lacounty.gov>

Good Morning Diane,

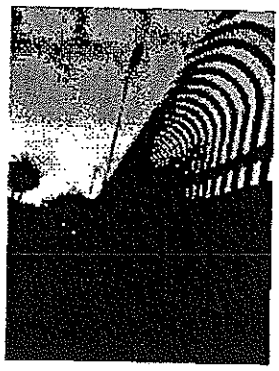
Hope you had a great weekend. Attached please find the draft application and supporting documents that you requested. I am certain that there are still changes that need to be made. At your convenience, please review the attached and let me know how I can help facilitate the process. I can always be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

Thank you once again for all of your help.

Sincerely,
Nima M. Tehrany

[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

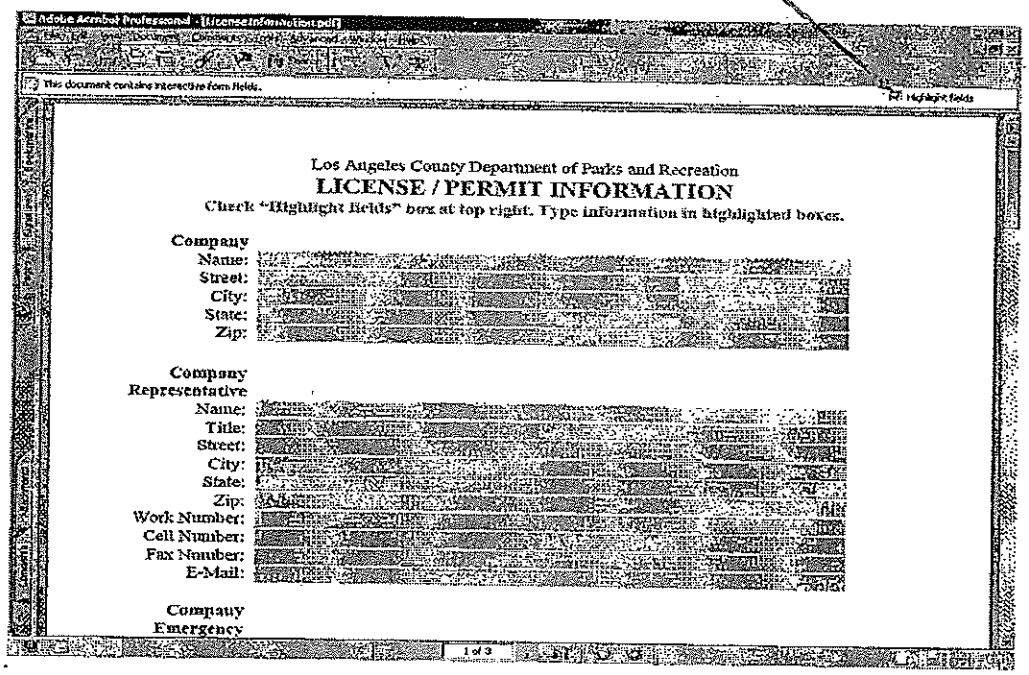
Contractor License-1 copy.pdf

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.



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: (Optional)	(818) 389-9994
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: (Optional)	(818) 389-9994

Save

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 <u>all</u> areas where work will occur, including paths for ingress/egress.

2. Ownership / Use Rights Documents

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

Examples:
- Deeds
- Easements
- Other relevant licenses / permits

3. Insurance

<u>Important:</u>

- 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 <u>required prior to</u> 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 Occurance
         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)

<u>WORKERS COMP</u>
MUST submit the following:
1. ACORD 25-S form
<u>OR</u>
2. State Compensation Insurance Fund form
(Samples included below)

<u>CERTIFICATE OF INSURANCE</u>
MUST submit the following:
1. ACORD 25-S form
<u>AND</u>
2. Additional Insured Endorsement
CG 20 10 11 85 form
(Samples included below)

b. Unique Insurance Coverage (<u>may</u> 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.

(Continue Below)

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

Save

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]

PRODUCER
[Insurance Company]
[Street Address]
[City, State, Zip]
[Insurance Phone] [Insurance Fax]

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.

INSURERS AFFORDING COVERAGE

INSURED
[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 POLICES 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	GENERAL LIABILITY ☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS MADE ☒ OCCUR ☒ HOST LIQUOR INCL. ☒ TPPD $250,000 GEN'L AGGREGATE LIMIT APPLIES PER: ☒ POLICY ☐ PROJECT ☐ LOC	[Policy Number] General Liability	[MM/DD/YY]	[MM/DD/YY]	EACH OCCURRENCE FIRE DAMAGE (Any 1 fire) MED EXP (Any 1 person) PERSONAL INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$1,000,000 $ $1,000,000 $2,000,000 $1,000,000
B	AUTOMOBILE LIABILITY ☒ ANY AUTO ☒ ALL OWNED AUTOS ☐ SCHEDULED AUTOS ☒ HIRED AUTOS ☒ NON OWNED AUTOS ☐ _____ ☐ _____	[Policy Number] Automobile Policy	[MM/DD/YY]	[MM/DD/YY]	COMBINED SINGLE LIMIT (Ea Accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$1,000,000 $ $ $
	GARAGE LIABILITY ☐ ANY AUTO ☐ _____				AUTO ONLY - EA ACCIDENT OTHER THAN AUTO ONLY: EA ACC AGG	$ $ $
	EXCESS LIABILITY ☐ OCCUR ☐ CLAIMS MADE ☐ DEDUCTIBLE ☐ RETENTION $_____				EACH OCCURRENCE AGGREGATE	$ $ $ $
A	WORKER'S COMPENSATION AND EMPLOYER'S LIABILITY	[Policy Number] Workers Compensation	[MM/DD/YY]	[MM/DD/YY]	☐ WC STATU ☐ OTHER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $1,000,000 $1,000,000 $1,000,000
	OTHER					

SEE SAMPLE LICENSE (Attached)
8.a.
Coverages should be equal to or greater than those specified in 8.a.

8.b.

8.c.

7.a.ii.
License specifically identified

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

7.a., 7b. 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.c.

CERTIFICATE HOLDER ☒ ADDITIONAL INSURED; INSURER LETTER: ___

County of Los Angeles
Department of Parks and Recreation
Attn: Chief of Planning
510 South Vermont Avenue
Los Angeles, CA 90020 USA

CANCELLATION

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 [redacted]

ACORD 25-S (7/97)

SAMPLE

CERTHOLDER COPY

STATE COMPENSATION INSURANCE FUND

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: [Park Name] License #_____ S
MANAI [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 IS ATTACHED TO AND FORMS A PART OF THIS POLICY.

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

EMPLOYER

(REV.2-05)

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

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

Name of Organization
County of Los Angeles and its Agents.
RE: [Park Name] License # _____ [Park Address, City, State, Zip]

(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. 2.26.140B(3)
Expiration Date: See Paragraph 3
Consideration: See Paragraph 4

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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 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 Licensor.

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 Licensor. 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 Licensor. The full policy limits and scope of protection also shall apply to the Licensor and its Agents as an additional insured, even if they exceed the Licensor's 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 Licensor 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 Licensor 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 Licensor, shall constitute a material breach of this License upon which Licensor may immediately terminate and/or suspend this License. Licensor, 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 Licensor.

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 Licensor 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 Licensor 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 deem 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 RESPONSBILITIES: Licensee shall:**

a. Comply with and abide by all applicable rules, regulations and reasonable directions of Licensor; designate and provide Licensor 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 Licensor pursuant to this License.

b. Licensor's 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 Licensor's 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, Licensor 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 Licensor 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 Licensor.

i. Repair or replace, to the satisfaction of Licensor, any and all of Licensor 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 Licensor's satisfaction, Licensor may have these repairs made at Licensee's sole cost and expense.

11. **INDEPENDENT STATUS:** This License is by and between Licensor 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 Licensor 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 Licensor 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 Licensor may terminate or suspend this License.

22. **TRANSFER OF TITLE/PARK CLOSURE:** In the event Licensor 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. Licensor agrees to use its best efforts to obtain said assignment in the event Licensor transfers title of the Park to a newly-formed or existing governmental agency. In the event Licensor closes the Park this License shall terminate upon the effective date of such closure. Licensor shall provide written notice to Licensee immediately upon any consideration by the Licensor of the possibility of transferring or closing the Park. Licensor 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

PROPOSAL

	2/8/2013
Pages	1 of 1

ARKA Builders

RESIDENTIAL & COMERCIAL
NEW CONSTRUCTION - REMODELING - ADDITIONS
TEL: (818) 389-9994 FAX: (818) 767-7346
7766 VIA RONALDO BURBANK,CA 91504
INFO@ARKABUILDERS.COM
LIC. # 936241

Bill To: Nima Tehrany
2323 Lorenzo Dr.
Los Angeles CA 90068
310-617-6462
nimatehrany@gmail.com

	JOB DISCRIPTION	AMOUNT
	160 Feet of Wrought Iron Fencing	
Demolition & Hulling of Trash	Remove the entire existing chain link fence and dispose it.	
Footing	Pour 18 inch deep footing for every ten feet for posts.	
Iron Work	Provide, fabricate and install 160 feet of wrought iron fencing with one 32 inch ingress/egress door. Fencing high to be 6 feet tall and the door will include a door lock.	
Warranty	The job will be guaranteed for up to 10 years. Warranty will not cover any physical or nature damaged.	

Sub Total	
Tax	
Total	**$8,970.00**

2/8/13
Owner's (signature & date)

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.

Gmail by Google

Nima Tehrany <nimatehrany@gmail.com>

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

Diane Thorne <dthorne@parks.lacounty.gov> Tue, Feb 12, 2013 at 11:32 AM
To: Nima Tehrany <nimatehrany@gmail.com>
Cc: James Barber <jbarber@parks.lacounty.gov>, Guillermo Najar <gnajar@parks.lacounty.gov>, Natasha Robinson <NRobinson@parks.lacounty.gov>

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 þÕ

Gmail by Google

Nima Tehrany <nimatehrany@gmail.com>

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

Guillermo Najar <gnajar@parks.lacounty.gov> Tue, Feb 12, 2013 at 11:33 AM
To: Diane Thorne <dthorne@parks.lacounty.gov>, Nima Tehrany <nimatehrany@gmail.com>
Cc: James Barber <jbarber@parks.lacounty.gov>, Natasha Robinson <NRobinson@parks.lacounty.gov>

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

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

[Quoted text hidden]

C

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

Kathline King
Chief of Planning
Planning Division

KK:DT:ner

Appendix B

Tree Survey

TREES TO BE REMOVED - BASELINE / OS2

#	BOTANICAL NAME	COMMON NAME	CONDITION (Good, Fair, Poor, Dead)	REMARKS
1	Pinus halepensis	Aleppo Pine	Fair	
2	Pinus halepensis	Aleppo Pine	Fair	
3	Cupressus sempervirens	Italian Cypress	Fair	Removed in OS2
4	Quercus agrifolia	Coast Live Oak	Fair	4" trunk diameter Removed in OS2
5	Ligustrum sinense	Privet	Fair	Removed in OS2
6	Cupressus sempervirens	Italian Cypress	Poor; Unstable root structure	Removed in OS2 Impacted by Constructability, tree removal may be required.
7	Cupressus sempervirens	Italian Cypress	Poor; Unstable root structure	Removed in OS2 Impacted by Constructability, tree removal may be required.
8	Cupressus sempervirens	Italian Cypress	Poor; Unstable root structure	Removed in OS2 Impacted by Constructability, tree removal may be required.
9	Cupressus sempervirens	Italian Cypress	Poor; Unstable root structure	Removed in OS2 Impacted by Constructability, tree removal may be required.
10	Cupressus sempervirens	Italian Cypress	Poor; Unstable root structure	Removed in OS2 Impacted by Constructability, tree removal may be required.
11	Cupressus sempervirens	Italian Cypress	Poor; Unstable root structure	Removed in OS2 Impacted by Constructability, tree removal may be required.
12	Cupressus sempervirens	Italian Cypress	Poor; Unstable root structure	Removed in OS2 Impacted by Constructability, tree removal may be required.
13	Cupressus sempervirens	Italian Cypress	Poor; Unstable root structure	Removed in OS2 Impacted by Constructability, tree removal may be required.
14	Cupressus sempervirens	Italian Cypress	Poor; Unstable root structure	Removed in OS2 Impacted by Constructability, tree removal may be required.
15	Cupressus sempervirens	Italian Cypress	Poor; Unstable root structure	Removed in OS2 Impacted by Constructability, tree removal may be required.
16	Cupressus sempervirens	Italian Cypress	Poor; Unstable root structure	Removed in OS2 Impacted by Constructability, tree removal may be required.
17	Cupressus sempervirens	Italian Cypress	Poor; Unstable root structure	Removed in OS2 Impacted by Constructability, tree removal may be required.
18	Cupressus sempervirens	Italian Cypress	Fair	Removed in OS2
19	Cupressus sempervirens	Italian Cypress	Fair	Removed in OS2
20	Arbutus x marina	Strawberry Tree	Fair	Removed in OS2
21	Washingtonia robusta	Fan Palm	Fair	Removed in OS2
22	Eucalyptus camaldulensis	Red Gum	Fair	Removed in OS2
23	Pinus halepensis	Aleppo Pine	Fair	Removed in OS2
24	Cupressus sempervirens	Italian Cypress	Dead	
25	Cupressus sempervirens	Italian Cypress	Dead	
26	Pinus halepensis	Aleppo Pine	Fair	Impacted by Constructability, tree removal may be required.
27	Pinus halepensis	Aleppo Pine	Fair	Impacted by Constructability, tree removal may be required.
28	Ficus benjamina	Benjamin's Fig	Good	Impacted by Constructability, tree removal may be required.
29	Washingtonia robusta	Fan Palm	Good	Impacted by Constructability, tree removal may be required.
30	Washingtonia robusta	Fan Palm	Good	Impacted by Constructability, tree removal may be required.
31	Cupressus sempervirens	Italian Cypress	Fair	Impacted by Constructability, tree removal may be required.
32	Cupressus sempervirens	Italian Cypress	Fair	Impacted by Constructability, tree removal may be required.
33	Cupressus sempervirens	Italian Cypress	Fair	Impacted by Constructability, tree removal may be required.
34	Cupressus sempervirens	Italian Cypress	Fair	Impacted by Constructability, tree removal may be required.
35	Pinus halepensis	Aleppo Pine	Fair	Impacted by Constructability, tree removal may be required.
36	Pinus halepensis	Aleppo Pine	Fair	Impacted by Constructability, tree removal may be required.
37	Pinus halepensis	Aleppo Pine	Fair	Impacted by Constructability, tree removal may be required.
38	Pinus halepensis	Aleppo Pine	Fair	Impacted by Constructability, tree removal may be required.
39	Pinus halepensis	Aleppo Pine	Fair	Impacted by Constructability, tree removal may be required.

TREES TO BE REMOVED - FULL BUILD OUT

#	BOTANICAL NAME	COMMON NAME	CONDITION (Good, Fair, Poor, Dead)	REMARKS
40	Cupressus sempervirens	Italian Cypress	Fair	
41	Cupressus sempervirens	Italian Cypress	Fair	
42	Cupressus sempervirens	Italian Cypress	Fair	
43	Cupressus sempervirens	Italian Cypress	Fair	
44	Cupressus sempervirens	Italian Cypress	Good	
45	Cupressus sempervirens	Italian Cypress	Good	
46	Cupressus sempervirens	Italian Cypress	Good	
47	Cupressus sempervirens	Italian Cypress	Fair	
48	Cupressus sempervirens	Italian Cypress	Fair	
49	Cupressus sempervirens	Italian Cypress	Fair	
50	Cupressus sempervirens	Italian Cypress	Fair	
51	Cupressus sempervirens	Italian Cypress	Fair	
52	Cupressus sempervirens	Italian Cypress	Fair	
53	Cupressus sempervirens	Italian Cypress	Fair	
54	Cupressus sempervirens	Italian Cypress	Fair	
55	Cupressus sempervirens	Italian Cypress	Fair	
56	Washingtonia robusta	Fan Palm	Good	
57	Eucalyptus camaldulensis	Red Gum	Fair	
58	Cupressus sempervirens	Italian Cypress	Good	
59	Cupressus sempervirens	Italian Cypress	Good	
60	Washingtonia robusta	Fan Palm	Good	
61	Cupressus sempervirens	Italian Cypress	Good	
62	Cupressus sempervirens	Italian Cypress	Good	
63	Cupressus sempervirens	Italian Cypress	Good	
64	Cupressus sempervirens	Italian Cypress	Fair	
65	Cupressus sempervirens	Italian Cypress	Fair	
66	Cupressus sempervirens	Italian Cypress	Fair	
67	Cupressus sempervirens	Italian Cypress	Fair	
68	Schinus terebinthifoluis	Brazilian Pepper	Good	
69	Schinus terebinthifoluis	Brazilian Pepper	Good	
70	Schinus terebinthifoluis	Brazilian Pepper	Good	
71	Pinus halepensis	Aleppo Pine	Good	
72	Cupressus sempervirens	Italian Cypress	Good	
73	Pinus halepensis	Aleppo Pine	Good	
74	Pinus halepensis	Aleppo Pine	Good	
75	Pinus halepensis	Aleppo Pine	Good	
76	Pinus halepensis	Aleppo Pine	Good	
77	Phoenix canarensis	Canary Island Date Palm	Good	
78	Cupressus sempervirens	Italian Cypress	Good	
79	Phoenix canarensis	Canary Island Date Palm	Good	
80	Eucalyptus camaldulensis	Red Gum	Dead	
81	Eucalyptus camaldulensis	Red Gum	Good	
82	Pinus halepensis	Aleppo Pine	Good	
83	Pinus halepensis	Aleppo Pine	Good	
84	Pinus halepensis	Aleppo Pine	Good	
85	Pinus halepensis	Aleppo Pine	Good	
86	Pinus halepensis	Aleppo Pine	Good	
87	Pinus halepensis	Aleppo Pine	Good	
88	Pinus halepensis	Aleppo Pine	Good	
89	Podocarpus latifolius	Broadleaf Yellowwood	Good	
90	Podocarpus latifolius	Broadleaf Yellowwood	Good	

TREES TO BE REMOVED - FULL BUILD OUT

#	BOTANICAL NAME	COMMON NAME	CONDITION (Good, Fair, Poor, Dead)	REMARKS
91	Eucalyptus camaldulensis	Red Gum	Good	
92	Cupressus sempervirens	Italian Cypress	Fair	
93	Yucca spp.	Yucca	Fair	
94	Yucca spp.	Yucca	Fair	
95	Citrus spp.	Citrus Tree	Fair	
96	Ligustrum sinense	Privet	Fair	
97	Yucca spp.	Yucca	Fair	
98	Yucca spp.	Yucca	Fair	
99	Yucca spp.	Yucca	Fair	
100	Yucca spp.	Yucca	Poor; Under stress	
101	Jacaranda mimifolia	Jacaranda Tree	Good	
102	Pinus pinea	Stone Pine	Good	
103	Pinus pinea	Stone Pine	Good	
104	Pinus pinea	Stone Pine	Good	
105	Pinus pinea	Stone Pine	Good	
106	Pinus pinea	Stone Pine	Good	
107	Pinus pinea	Stone Pine	Good	
108	Pinus pinea	Stone Pine	Good	
109	Pinus pinea	Stone Pine	Good	
110	Eucalyptus camaldulensis	Red Gum	Good	
111	Eucalyptus camaldulensis	Red Gum	Good	
112	Yucca spp.	Yucca	Fair	
113	Yucca spp.	Yucca	Fair	
114	Yucca spp.	Yucca	Fair	
115	Yucca spp.	Yucca	Fair	
116	Eucalyptus camaldulensis	Red Gum	Good	
117	Eucalyptus spp.	Eucalyptus Tree	Good	
118	Eucalyptus camaldulensis	Red Gum	Good	
119	Eucalyptus camaldulensis	Red Gum	Good	
120	Eucalyptus camaldulensis	Red Gum	Good	
121	Eucalyptus camaldulensis	Red Gum	Good	
122	Eucalyptus camaldulensis	Red Gum	Good	
123	Pinus halepensis	Aleppo Pine	Good	
124	Eucalyptus camaldulensis	Red Gum	Good	
125	Yucca spp.	Yucca	Fair	
126	Eucalyptus camaldulensis	Red Gum	Good	
127	Eucalyptus camaldulensis	Red Gum	Good	
128	Eucalyptus camaldulensis	Red Gum	Good	
129	Eucalyptus camaldulensis	Red Gum	Good	
130	Washingtonia robusta	Fan Palm	Good	
131	Pinus halepensis	Aleppo Pine	Fair	
132	Pinus halepensis	Aleppo Pine	Good	
133	Pinus halepensis	Aleppo Pine	Good	
134	Pinus halepensis	Aleppo Pine	Good	
135	Pinus halepensis	Aleppo Pine	Good	
136	Pinus halepensis	Aleppo Pine	Good	
137	Pinus halepensis	Aleppo Pine	Poor; Severe Lean	
138	Pinus halepensis	Aleppo Pine	Poor; Severe Lean	

TREES TO BE REMOVED - FULL BUILD OUT

#	BOTANICAL NAME	COMMON NAME	CONDITION (Good, Fair, Poor, Dead)	REMARKS
139	Pinus halepensis	Aleppo Pine	Good	
140	Pinus halepensis	Aleppo Pine	Good	
141	Pinus halepensis	Aleppo Pine	Good	
142	Eucalyptus camaldulensis	Red Gum	Good	
143	Eucalyptus camaldulensis	Red Gum	Good	

TREES TO BE RELOCATED

#	BOTANICAL NAME	COMMON NAME	CONDITION (Good, Fair, Poor)	REMARKS
A	Olea europaea	Olive Tree	Good	
B	Salix spp.	Willow	Good	
C	Olea europaea	Olive Tree	Good	
D	Platanus racemosa	California Sycamore	Good	
E	Platanus racemosa	California Sycamore	Good	
F	Quercus agrifolia	Coast Live Oak	Good	8" trunk diameter
G	Platanus racemosa	California Sycamore	Good	
H	Platanus racemosa	California Sycamore	Good	
I	Platanus racemosa	California Sycamore	Good	
J	Liquidambar styraciflua	Sweet Gum	Good	
K	Quercus agrifolia	Coast Live Oak	Good	14" trunk diameter
L	Phoenix canarensis	Canary Island Date Palm	Good	
M	Phoenix canarensis	Canary Island Date Palm	Good	
N	Phoenix canarensis	Canary Island Date Palm	Good	
O	Washingtonia robusta	Fan Palm	Good	
P	Washingtonia robusta	Fan Palm	Good	
Q	Washingtonia robusta	Fan Palm	Good	
R	Quercus agrifolia	Coast Live Oak	Good	12" trunk diameter
S	Quercus agrifolia	Coast Live Oak	Good	10" trunk diameter
T	Platanus racemosa	California Sycamore	Good	

LEGEND

SYMBOL	DESCRIPTION	QTY.
X	TREE TO BE REMOVED	143
△	TREE TO BE RELOCATED ON PROPERTY	20

NOTE:
TREE REMOVAL WILL BE REVIEWED AND VERIFIED BY OWNER AND LANDSCAPE ARCHITECT. TREE RETENTION/REMOVAL BASED ON MITIGATION BY IMPROVED CONDITION, MAINTENANCE, AND CONSTRUCTION ACCESS DESIGN.

AREA OF OS2 CONSTRUCTION ISSUES

STAIRS NEEDED

PROPERTY LINE

TRAIL OPTION #1

TRAIL OPTION #2

EXISTING STAIRS (VERIFY IN FIELD)

CAHUENGA BLVD EAST

TREE SURVEY

FORD THEATRES PROJECT

SCALE: 1" = 400'
JUNE 10, 2014

MIA LEHRER+ASSOCIATES
URBAN DESIGN LANDSCAPE ARCHITECTURE

Benjamin V. Feldmann, *RLA, ASLA, LEED AP, Senior Associate*

EDUCATION
University of California, Berkeley,
Master of Urban Design

California Polytechnic State University, San Luis Obispo,
Bachelor of Landscape Architecture

PROFESSIONAL LICENSES
California #5631

ORGANIZATIONS
American Society of Landscape Architects

Landscape Architects Technical Committee, California

U.S. Green Building Council, LEED AP BD+C

Urban Land Institute

AWARDS/PUBLICATIONS
GOOD Design, Urban Challenge, Spring 2011

AIA San Francisco,
Citation Award, 2010 - *PANAMA PACIFICO*

AIA East Bay, Unbuilt Design Award, 2010
LOS ANGELES REDCAR

San Francisco Bay Conservation and Development Committee, Rising Tides Competition, Honorable Mention, 2009
EMBRACING THE RISE

Ben Feldmann, a Senior Associate with ML+A, is both landscape architect and urban designer who emphasizes the integration of sustainable methodologies, contextual adaptation, and systems thinking. He brings over 12 years of experience working on projects throughout California and the U.S. as well as abroad including Asia, Central America and Europe. Furthering the aim for resilient communities and urban regeneration, Ben seeks out solutions that greatly enhance living environments, evoking ecological synergies between built, social and natural realms. His design approach looks to provide innovative solutions that build upon the unique qualities to the site's context, climate and character.

PROFESSIONAL EXPERIENCE

2010-Present	Mia Lehrer + Associates, Senior Associate
2008-2010	Perkins + Will, Senior Urban Designer
2006-2010	BVF Designs, Independent Consultant
2006-2007	Institute of Urban and Regional Development, University of California Berkeley, Consultant
2004-2005	Centro de Diseño Arquitectura y Construcción, Tegucigalpa, (CEDAC) Honduras, Instructor
2000-2004	Hellmuth, Obata+Kassabaum, Inc. (HOK), Associate

ACADEMIC EXPERIENCE

2011	Coordinator, XED Course, *Landscape Urbanism: Recalibrating the Megalopolis,* University of Southern California
2010	Guest Juror, Landscape Architecture Department, University of Southern California
2007-2010	Guest Juror and Visiting Lecturer, College of Environmental Design, University of CA, Berkeley

RELEVANT PROJECT EXPERIENCE
Cidade da Copa, Schematic Design – Recife, Brazil
Confluence Park – Los Angeles, CA
John Anson Ford Amphitheater – Los Angeles, CA
North Atwater Multi-Modal Crossing – LA River, Los Angeles, CA
Nuevo Sur Mixed Use Development, Urban Plan and Site Design – Monterrey, Mexico
Piggyback Yard Conceptual Master Plan – Los Angeles, CA
Rio 2016 Olympic Park Master Plan Competition – Sao Paulo, Brazil
Santa Monica Civic Auditorium Master Plan – Santa Monica, CA
Tiete River Conceptual Study – Sao Paulo, Brazil
Union Station Master Plan – Los Angeles, CA
Wilshire Boulevard Temple Camps & Conference Center, Ventura County Line Master Plan – Los Angeles, CA

Benjamin V. Feldmann, *RLA, ASLA, LEED AP, Senior Associate*

PREVIOUS PROJECT EXPERIENCE (CONTINUED)

Children's Discovery Museum, Amphitheatre/Courtyard Renovation – San Jose, CA
Comprehensive Master Plan for Al Batinah Area – Albatinah Region, Oman
Concord NWS Reuse, TOD Area Plan – Concord, CA
Harbour Boulevard Streetscape Study – San Pedro, CA
Implementation Plan for Sustainable Tourism Development – Koh Lanta, Thailand
Memorial Garden, St. Anne's Episcopal Church – Reston, VA
Panama Pacifico Site Development Plan – Former Howard Air Base, Panama
Site Design and Schematic Development, Li Hua Center – Beijing, China
Treasure Island Design for Development – San Francisco, CA
Zoning and Design Guidelines for Future Development – Copán, Honduras

LECTURES

2011 The Piggyback Yard – Municipal Green Building Conference and Expo, Los Angeles
2011 Los Angeles REDCAR – Council of Educators in Landscape Architecture, Los Angeles
2010 REDCAR Colloquium – AIASF Architecture + the City, California College of Art, San Francisco
2010 Los Angeles REDCAR – Just Metropolis Conference, UC Berkeley
2010 The Piggyback Yard – Just Metropolis Conference, UC Berkeley

Dawn Dyer, RLA, ASLA, LEED AP, *Associate*

EDUCATION

Rhode Island School of Design
Providence, Rhode Island
Master of Landscape Architecture
2006

New Jersey Institute of Technology
Newark, New Jersey
Bachelor of Architecture
2004

PROFESSIONAL LICENSES

CALIFORNIA #5788

AWARDS | COMPETITIONS

Natural History Museum
ASLA/Southern California Merit Award for Institution Design
2012

Gubei Pedestrian Promenade
ASLA/Southern California Award of Excellence
2012

Gubei Pedestrian Promenade
ASLA/Southern California Commercial Design Honor Award
2012

Anning River
ASLA/Southern California Merit Award, Planning & Analysis
2012

Chongming Island North Lake
ASLA National Honor Award
2007

Kaoshiung Waterfront Renovation
Award of Excellence
2006

Dawn Dyer has 8 years of experience in both landscape architecture and architecture. Ms. Dyer is responsible for the design and planning through construction administration on a wide range of projects including civic spaces, college campuses, urban parks, mixed use developments and residential projects. She is committed to sustainability, landscape systems and the creating designs with innovative material use and technologies.

PROFESSIONAL EXPERIENCE

2010-Present	Mia Lehrer + Associates, Los Angeles, CA
2006-2010	SWA Group, Los Angeles, CA
2005	John Berg Design Architects, New York, NY
2003-2004	Ecoplan Architects, Englewood Cliffs, NJ
2000-2003	Tricarico Group, Wayne, NJ

PROJECT EXPERIENCE

John Anson Ford Theatres Renovation – Hollywood, CA
Confluence Plaza – Los Angeles, CA
El Dorado Residence – Los Cabos, Mexico
El Segundo Business Park – El Segundo, CA
Glendale Animation Studio – Glendale, CA
Hart High School – Santa Clarita, CA
Pomona first Baptist Church Masterplan – Pomona, CA
Mount St. Mary's College Chalon Campus – Los Angeles, CA
Natural History Museum, North Campus – Los Angeles, CA
Owens Lake Dust Mitigation Program Phase 7a – Lone Pine, CA
PiggyBack Yard Intermodal Facility – Los Angeles, CA
The Village Mixed Use Development – Santa Monica, CA
Sony Studios Main Street Schematic Design – Culver City, CA
Universal Studios, Area Attraction – Universal City, CA

PREVIOUS PROJECT EXPERIENCE

Anning River Master Plan, South Miyi County – Sichan, China
Beizhi Waterfront Master Plan – Fuyang, China
Beverly Hills Hotel Bungalows 23 and 24 – Beverly Hills, CA
College of the Desert Classroom Building – Palm Desert, CA
Fairmont Scottsdale Princess Hotel Gold Villas – Scottsdale, AZ
Gubei Gold Street Pedestrian Promenade – Shanghai, China
Kaoshiung Waterfront Renovation – Kaoshiung, China
Marriot Burbank Hotel – Burbank, CA
Ritz Carlton Laguna Niguel Masterplan – Laguna Niguel, CA

Appendix C

Air Quality Worksheets

Ford Theaters Project
Draft EIR

Appendix C
Air Quality Worksheets
June 2014

Appendix C

- Calculation of SCAQMD LSTs
- Air Quality Construction CalEEMod Output File
- Air Quality Operation CalEEMod Model Outputs
    - Project (2020)
    - No Project (2020)
    - Project (2014)
    - No Project (2014)

Ford Theaters Project
Draft EIR

June 2014

- Calculation of SCAQMD LSTs

Step 1. Determine Allowable Increase using 98th percentile NO2 and Max NO2 data

Central Los Angeles NO2 Monitoring Data

SRA	Station	AQMD Design Value 98th					Threshold (ppb)	Allowable Increase (ppb)
		2010-2012	2009	2010	2011	2012		
Central Los Angeles County	Downtown LA	68.8	75	71	67	69	100	31

SRA	Station	Design Value	Max Hourly, ppb				Threshold (ppb)	Allowable Increase (ppb)
		2006-2008	2009	2010	2011	2012		
Central Los Angeles County	Downtown LA	122	115	89	110	77	180	58

Max Hourly vs. 98th Percentile Ratio (Allowable Increase)	54

Step 2. Use ratio in Step 1 to determine LST lookup value. Extrapolate Interpolate LST look-up value for project area

LST Threshold (SRA 1, 100 meter receptor)

Project Size (acres)	NO2 (lbs day)	98th Percentile NO2 (lbs day)	CO (lbs day)	PM10 (lbs day)	PM2.5 (lbs day)
5	165	89	3030	69	18

Ford Theaters Project
Draft EIR

June 2014

- Air Quality Construction CalEEMod Output File

Ford Theatre Construction (Peak Construction)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	21.23	1000sqft	0.49	21,230.00	0
Enclosed Parking Structure	150.00	Space	1.35	60,000.00	0
Arena	16.30	1000sqft	5.24	16,300.00	0
Fast Food Restaurant w/o Drive Thru	6.08	1000sqft	0.14	6,080.00	0
Strip Mall	3.60	1000sqft	0.08	3,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1050	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments □ Non-Default Data

Project Characteristics - 2014 Intensity Factor

Land Use - Site Specific

Construction Phase - Site Specific Combined OS3-OS5

Off-road Equipment - Site Specific

Off-road Equipment - Site Specific

Off-road Equipment - Site Specific

Off-road Equipment - Site Specific

Off-road Equipment - Site Specific

Off-road Equipment - Site Specific

Trips and VMT - Site Specific

Demolition -

Grading - Site Specific

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	84.00
tblConstructionPhase	NumDays	230.00	50.00
tblConstructionPhase	NumDays	20.00	72.00
tblConstructionPhase	NumDays	20.00	64.00
tblConstructionPhase	NumDays	20.00	63.00
tblConstructionPhase	NumDays	10.00	72.00
tblConstructionPhase	PhaseEndDate	7/26/2016	7/10/2016
tblConstructionPhase	PhaseEndDate	9/16/2016	7/10/2016
tblConstructionPhase	PhaseEndDate	10/5/2016	7/24/2020
tblConstructionPhase	PhaseEndDate	4/11/2016	12/31/2015
tblConstructionPhase	PhaseStartDate	3/31/2016	3/15/2016
tblConstructionPhase	PhaseStartDate	7/11/2016	5/1/2016
tblConstructionPhase	PhaseStartDate	7/11/2016	4/29/2020
tblConstructionPhase	PhaseStartDate	1/1/2016	9/23/2015
tblGrading	AcresOfGrading	0.00	5.00
tblGrading	AcresOfGrading	0.00	5.00
tblGrading	MaterialExported	0.00	57,000.00
tblGrading	MaterialExported	0.00	60,000.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Demolition
tblOffRoadEquipment	PhaseName		Site Preparation
tblOffRoadEquipment	PhaseName		Grading
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tblOffRoadEquipment	PhaseName		Site Preparation
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tblOffRoadEquipment	PhaseName		Site Preparation
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tblOffRoadEquipment	PhaseName		Demolition
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tblOffRoadEquipment	PhaseName		Demolition
tblOffRoadEquipment	PhaseName		Site Preparation
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Paving
tblOffRoadEquipment	PhaseName		Paving

tblOffRoadEquipment	PhaseName		Site Preparation
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Site Preparation
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	UsageHours	8.00	0.00
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tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	6.70
tblOffRoadEquipment	UsageHours	8.00	6.70
tblOffRoadEquipment	UsageHours	7.00	6.70
tblOffRoadEquipment	UsageHours	8.00	6.70
tblOffRoadEquipment	UsageHours	8.00	6.70
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	1050
tblProjectCharacteristics	OperationalYear	2014	2020
tblTripsAndVMT	HaulingTripNumber	10,000.00	4,824.00
tblTripsAndVMT	HaulingTripNumber	0.00	4,288.00
tblTripsAndVMT	HaulingTripNumber	0.00	1,136.00
tblTripsAndVMT	VendorTripNumber	0.00	16.00
tblTripsAndVMT	VendorTripNumber	0.00	28.00
tblTripsAndVMT	VendorTripNumber	18.00	6.00
tblTripsAndVMT	WorkerTripNumber	45.00	98.00
tblTripsAndVMT	WorkerTripNumber	58.00	80.00
tblTripsAndVMT	WorkerTripNumber	43.00	235.00
tblTripsAndVMT	WorkerTripNumber	9.00	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	9.0719	97.4790	72.3886	0.1340	17.9871	4.3324	22.3195	7.0208	4.0297	11.0505	0.0000			2.0311		13,595.5500
2016	38.7475	91.1130	71.5812	0.1328	12.5062	4.3052	16.8113	6.1751	4.0501	10.2252	0.0000			1.7521		13,215.2778
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000		0.0000
Total	**47.8194**	**188.5921**	**143.9698**	**0.2668**	**30.4933**	**8.6375**	**39.1308**	**13.1959**	**8.0798**	**21.2757**	**0.0000**			**3.7831**		**26,810.8278**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	9.0719	97.4790	72.3886	0.1340	8.4683	4.3324	12.8006	3.1309	4.0297	7.1606	0.0000			2.0311		13,595.5500
2016	38.7475	91.1130	71.5812	0.1328	6.2411	4.3052	10.5463	2.7781	4.0501	6.8282	0.0000			1.7521		13,215.2778
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000		0.0000
Total	**47.8194**	**188.5921**	**143.9698**	**0.2668**	**14.7094**	**8.6375**	**23.3469**	**5.9091**	**8.0798**	**13.9889**	**0.0000**			**3.7831**		**26,810.8278**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**51.76**	**0.00**	**40.34**	**55.22**	**0.00**	**34.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/23/2015	12/31/2015	5	72	
2	Site Preparation	Site Preparation	9/23/2015	12/31/2015	5	72	
3	Grading	Grading	1/1/2016	3/30/2016	5	64	
4	Architectural Coating	Architectural Coating	3/15/2016	7/10/2016	5	84	
5	Building Construction	Building Construction	5/1/2016	7/10/2016	5	50	
6	Paving	Paving	4/29/2020	7/24/2020	5	63	

Acres of Grading (Site Preparation Phase): 5

Acres of Grading (Grading Phase): 5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 160,815; Non-Residential Outdoor: 53,605 (Architectural Coating

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Air Compressors	0	0.00	78	0.48
Demolition	Concrete/Industrial Saws	0	0.00	81	0.73
Demolition	Crawler Tractors	0		208	0.43
Demolition	Excavators	0	0.00	162	0.38
Demolition	Rough Terrain Forklifts	0	0.00	100	0.40
Demolition	Rubber Tired Dozers	0	0.00	255	0.40
Demolition	Rubber Tired Loaders	0	0.00	199	0.36
Demolition	Skid Steer Loaders	0	0.00	64	0.37
Site Preparation	Air Compressors	1	4.00	78	0.48
Site Preparation	Bore/Drill Rigs	2	6.70	205	0.50
Site Preparation	Concrete/Industrial Saws	1	6.70	81	0.73
Site Preparation	Cranes	1	4.00	226	0.29
Site Preparation	Excavators	1	6.70	162	0.38
Site Preparation	Rough Terrain Forklifts	2	4.00	100	0.40
Site Preparation	Rubber Tired Dozers	2	6.70	255	0.40
Site Preparation	Rubber Tired Loaders	1	4.00	199	0.36
Site Preparation	Skid Steer Loaders	2	6.70	64	0.37
Site Preparation	Tractors/Loaders/Backhoes	2	6.70	97	0.37
Site Preparation	Trenchers	2	6.70	80	0.50
Site Preparation	Welders	1	4.00	46	0.45
Grading	Air Compressors	2	4.00	78	0.48
Grading	Bore/Drill Rigs	1	6.70	205	0.50
Grading	Concrete/Industrial Saws	2	4.00	81	0.73
Grading	Cranes	1	4.00	226	0.29
Grading	Excavators	0	0.00	162	0.38
Grading	Graders	0	0.00	174	0.41
Grading	Plate Compactors	2	4.00	8	0.43
Grading	Pumps	2	4.00	84	0.74
Grading	Rough Terrain Forklifts	2	4.00	100	0.40
Grading	Rubber Tired Dozers	2	6.70	255	0.40
Grading	Rubber Tired Loaders	1	4.00	199	0.36
Grading	Skid Steer Loaders	2	6.70	64	0.37
Grading	Tractors/Loaders/Backhoes	2	6.70	97	0.37
Grading	Trenchers	2	6.70	80	0.50
Grading	Welders	2	4.00	46	0.45
Building Construction	Aerial Lifts	2	4.00	62	0.31
Building Construction	Air Compressors	2	4.00	78	0.48
Building Construction	Concrete/Industrial Saws	0	4.00	81	0.73
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	0	8.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Plate Compactors	0	4.00	8	0.43
Building Construction	Pumps	0	4.00	84	0.74
Building Construction	Rubber Tired Dozers	2	6.70	255	0.40
Building Construction	Skid Steer Loaders	2	6.70	64	0.37
Building Construction	Tractors/Loaders/Backhoes	2	6.70	97	0.37
Building Construction	Trenchers	2	6.70	80	0.50
Building Construction	Welders	2	4.00	46	0.45
Architectural Coating	Air Compressors	0	6.00	78	0.48
Paving	Pavers	0	8.00	125	0.42

Paving	Paving Equipment	0	8.00	130	0.36
Paving	Rollers	0	8.00	80	0.38
Paving	Rubber Tired Dozers	0	8.00	255	0.40
Paving	Rubber Tired Loaders	0	8.00	199	0.36
Paving	Skid Steer Loaders	0	8.00	64	0.37
Paving	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	86.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	18	98.00	16.00	4,824.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	23	80.00	28.00	4,288.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	15	235.00	6.00	1,136.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3498	0.0000	5.3498	0.8100	0.0000	0.8100						0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000				0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**5.3498**	**0.0000**	**5.3498**	**0.8100**	**0.0000**	**0.8100**				**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0254	0.3923	0.2961	8.9000e-004	0.0208	6.2700e-003	0.0271	5.6900e-003	5.7700e-003	0.0115				7.5000e-004		90.7111
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000				0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000				0.0000		0.0000
Total	**0.0254**	**0.3923**	**0.2961**	**8.9000e-004**	**0.0208**	**6.2700e-003**	**0.0271**	**5.6900e-003**	**5.7700e-003**	**0.0115**				**7.5000e-004**		**90.7111**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.0864	0.0000	2.0864	0.3159	0.0000	0.3159						0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000			0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**2.0864**	**0.0000**	**2.0864**	**0.3159**	**0.0000**	**0.3159**	**0.0000**			**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0254	0.3923	0.2961	8.9000e-004	0.0208	6.2700e-003	0.0271	5.6900e-003	5.7700e-003	0.0115				7.5000e-004		90.7111

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000				0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000				0.0000		0.0000
Total	**0.0254**	**0.3923**	**0.2961**	**8.9000e-004**	**0.0208**	**6.2700e-003**	**0.0271**	**5.6900e-003**	**5.7700e-003**	**0.0115**				**7.5000e-004**		**90.7111**

3.3 Site Preparation - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					10.2549	0.0000	10.2549	5.5669	0.0000	5.5669						0.0000
Off-Road	6.9481	72.7828	46.2869	0.0662		3.9366	3.9366		3.6657	3.6657				1.9143		6,885.6753
Total	**6.9481**	**72.7828**	**46.2869**	**0.0662**	**10.2549**	**3.9366**	**14.1915**	**5.5669**	**3.6657**	**9.2326**				**1.9143**		**6,885.6753**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.4251	22.0073	16.6105	0.0500	1.1665	0.3517	1.5182	0.3194	0.3235	0.6429				0.0420		5,088.2578
Vendor	0.1696	1.6229	2.1344	3.5000e-003	0.0997	0.0269	0.1266	0.0284	0.0247	0.0531				2.9400e-003		353.3072
Worker	0.5037	0.6737	7.0605	0.0135	1.0954	0.0109	1.1064	0.2905	0.0100	0.3005				0.0711		1,177.5987
Total	**2.0984**	**24.3038**	**25.8055**	**0.0670**	**2.3617**	**0.3895**	**2.7512**	**0.6383**	**0.3582**	**0.9965**				**0.1160**		**6,619.1636**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.9994	0.0000	3.9994	2.1711	0.0000	2.1711						0.0000
Off-Road	6.9481	72.7828	46.2869	0.0662		3.9366	3.9366		3.6657	3.6657	0.0000			1.9143		6,885.6753
Total	**6.9481**	**72.7828**	**46.2869**	**0.0662**	**3.9994**	**3.9366**	**7.9360**	**2.1711**	**3.6657**	**5.8368**	**0.0000**			**1.9143**		**6,885.6753**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.4251	22.0073	16.6105	0.0500	1.1665	0.3517	1.5182	0.3194	0.3235	0.6429				0.0420		5,088.2578
Vendor	0.1696	1.6229	2.1344	3.5000e-003	0.0997	0.0269	0.1266	0.0284	0.0247	0.0531				2.9400e-003		353.3072
Worker	0.5037	0.6737	7.0605	0.0135	1.0954	0.0109	1.1064	0.2905	0.0100	0.3005				0.0711		1,177.5987
Total	**2.0984**	**24.3038**	**25.8055**	**0.0670**	**2.3617**	**0.3895**	**2.7512**	**0.6383**	**0.3582**	**0.9965**				**0.1160**		**6,619.1636**

3.4 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					10.2706	0.0000	10.2706	5.5688	0.0000	5.5688						0.0000
Off-Road	7.2884	68.6621	47.4563	0.0658		3.9792	3.9792		3.7503	3.7503				1.6561		6,642.5937

Total	**7.2884**	**68.6621**	**47.4563**	**0.0658**	**10.2706**	**3.9792**	**14.2498**	**5.5688**	**3.7503**	**9.3191**				**1.6561**		**6,642.5937**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.2497	19.4419	15.4481	0.0500	1.1668	0.2788	1.4455	0.3195	0.2564	0.5759				0.0378		5,031.9396
Vendor	0.2603	2.5118	3.4659	6.1100e-003	0.1746	0.0387	0.2133	0.0497	0.0356	0.0853				4.6600e-003		611.5957
Worker	0.3707	0.4973	5.2110	0.0110	0.8942	8.4600e-003	0.9027	0.2372	7.7700e-003	0.2449				0.0535		929.1489
Total	**1.8806**	**22.4509**	**24.1250**	**0.0670**	**2.2356**	**0.3259**	**2.5615**	**0.6063**	**0.2998**	**0.9061**				**0.0959**		**6,572.6841**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.0055	0.0000	4.0055	2.1718	0.0000	2.1718						0.0000
Off-Road	7.2884	68.6621	47.4563	0.0658		3.9792	3.9792		3.7503	3.7503	0.0000			1.6561		6,642.5937
Total	**7.2884**	**68.6621**	**47.4563**	**0.0658**	**4.0055**	**3.9792**	**7.9848**	**2.1718**	**3.7503**	**5.9221**	**0.0000**			**1.6561**		**6,642.5937**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.2497	19.4419	15.4481	0.0500	1.1668	0.2788	1.4455	0.3195	0.2564	0.5759				0.0378		5,031.9396
Vendor	0.2603	2.5118	3.4659	6.1100e-003	0.1746	0.0387	0.2133	0.0497	0.0356	0.0853				4.6600e-003		611.5957
Worker	0.3707	0.4973	5.2110	0.0110	0.8942	8.4600e-003	0.9027	0.2372	7.7700e-003	0.2449				0.0535		929.1489
Total	**1.8806**	**22.4509**	**24.1250**	**0.0670**	**2.2356**	**0.3259**	**2.5615**	**0.6063**	**0.2998**	**0.9061**				**0.0959**		**6,572.6841**

3.5 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	29.5785					0.0000	0.0000		0.0000	0.0000						0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000				0.0000		0.0000
Total	**29.5785**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**				**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000				0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000				0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000				0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**				**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	29.5785					0.0000	0.0000		0.0000	0.0000						0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000			0.0000		0.0000
Total	**29.5785**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**			**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000				0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000				0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000				0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**				**0.0000**		**0.0000**

3.6 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.2364	49.4679	35.7031	0.0403		2.9143	2.9143		2.7135	2.7135				1.1535		4,117.3095
Total	**5.2364**	**49.4679**	**35.7031**	**0.0403**		**2.9143**	**2.9143**		**2.7135**	**2.7135**				**1.1535**		**4,117.3095**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4238	6.5928	5.2385	0.0169	0.3957	0.0945	0.4902	0.1083	0.0870	0.1953				0.0128		1,706.3532
Vendor	0.0558	0.5382	0.7427	1.3100e-003	0.0374	8.3000e-003	0.0457	0.0107	7.6300e-003	0.0183				1.0000e-003		131.0562
Worker	1.0889	1.4607	15.3073	0.0322	2.6268	0.0248	2.6516	0.6966	0.0228	0.7195				0.1572		2,729.3748
Total	**1.5684**	**8.5918**	**21.2885**	**0.0505**	**3.0598**	**0.1277**	**3.1875**	**0.8156**	**0.1174**	**0.9330**				**0.1710**		**4,566.7843**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.2364	49.4679	35.7031	0.0403		2.9143	2.9143		2.7135	2.7135	0.0000			1.1535		4,117.3095
Total	**5.2364**	**49.4679**	**35.7031**	**0.0403**		**2.9143**	**2.9143**		**2.7135**	**2.7135**	**0.0000**			**1.1535**		**4,117.3095**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4238	6.5928	5.2385	0.0169	0.3957	0.0945	0.4902	0.1083	0.0870	0.1953				0.0128		1,706.3532
Vendor	0.0558	0.5382	0.7427	1.3100e-003	0.0374	8.3000e-003	0.0457	0.0107	7.6300e-003	0.0183				1.0000e-003		131.0562
Worker	1.0889	1.4607	15.3073	0.0322	2.6268	0.0248	2.6516	0.6966	0.0228	0.7195				0.1572		2,729.3748
Total	**1.5684**	**8.5918**	**21.2885**	**0.0505**	**3.0598**	**0.1277**	**3.1875**	**0.8156**	**0.1174**	**0.9330**				**0.1710**		**4,566.7843**

3.7 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000				0.0000		0.0000
Paving	0.0000					0.0000	0.0000		0.0000	0.0000						0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**				**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000				0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000				0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000				0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**				**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000			0.0000		0.0000
Paving	0.0000					0.0000	0.0000		0.0000	0.0000						0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**			**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000				0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000				0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000				0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**				**0.0000**		**0.0000**

Ford Theaters Project
Draft EIR

June 2014

- Air Quality Operation CalEEMod Model Outputs
  - Project (2020)
  - No Project (2020)
  - Project (2014)
  - No Project (2014)

Ford Theater Future Project Condition-Event Day (2020-Operation)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	35.95	1000sqft	0.83	35,945.00	0
Enclosed Parking with Elevator	700.00	Space	6.30	280,000.00	0
City Park	1.00	Acre	1.00	0.00	0
Fast Food Restaurant w/o Drive Thru	6.40	1000sqft	0.15	6,400.00	0
Movie Theater (No Matinee)	1,598.00	Seat	0.83	37,646.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	840	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments □ Non-Default Data

Project Characteristics - Correction factor applied to CO2 intensity factor to represent 2020 conditions.

Land Use - Site Specific

Vehicle Trips - Site Specific

Energy Use - Ampitheater conservatively assumed to be a movie theater.

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	35,950.00	35,945.00
tblLandUse	LandUseSquareFeet	43,560.00	0.00
tblLandUse	LandUseSquareFeet	35,955.00	37,646.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	840
tblProjectCharacteristics	OperationalYear	2014	2020
tblVehicleTrips	DV_TP	28.00	0.00
tblVehicleTrips	DV_TP	37.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	17.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PB_TP	12.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	17.00	0.00
tblVehicleTrips	PR_TP	66.00	100.00
tblVehicleTrips	PR_TP	51.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	66.00	100.00
tblVehicleTrips	ST_TR	1.59	0.00
tblVehicleTrips	ST_TR	696.00	0.00
tblVehicleTrips	ST_TR	2.37	0.00
tblVehicleTrips	ST_TR	1.80	0.00

tblVehicleTrips	SU_TR	1.59	0.00
tblVehicleTrips	SU_TR	500.00	0.00
tblVehicleTrips	SU_TR	0.98	0.00
tblVehicleTrips	SU_TR	1.80	0.00
tblVehicleTrips	WD_TR	1.59	200.00
tblVehicleTrips	WD_TR	716.00	32.19
tblVehicleTrips	WD_TR	11.01	12.52
tblVehicleTrips	WD_TR	1.80	0.66

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.4362	2.2200e-003	0.2406	2.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004						0.5413
Energy	0.0766	0.6963	0.5849	4.1800e-003		0.0529	0.0529		0.0529	0.0529						840.6254
Mobile	5.9133	16.8003	65.7146	0.1967	13.4906	0.2769	13.7675	3.6078	0.2554	3.8632						15,304.8015
Total	**15.4260**	**17.4988**	**66.5400**	**0.2009**	**13.4906**	**0.3307**	**13.8213**	**3.6078**	**0.3091**	**3.9170**						**16,145.9681**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.4362	2.2200e-003	0.2406	2.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004						0.5413
Energy	0.0766	0.6963	0.5849	4.1800e-003		0.0529	0.0529		0.0529	0.0529						840.6254
Mobile	5.9133	16.8003	65.7146	0.1967	13.4906	0.2769	13.7675	3.6078	0.2554	3.8632						15,304.8015
Total	**15.4260**	**17.4988**	**66.5400**	**0.2009**	**13.4906**	**0.3307**	**13.8213**	**3.6078**	**0.3091**	**3.9170**						**16,145.9681**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Mitigated	5.9133	16.8003	65.7146	0.1967	13.4906	0.2769	13.7675	3.6078	0.2554	3.8632						15,304.8015
Unmitigated	5.9133	16.8003	65.7146	0.1967	13.4906	0.2769	13.7675	3.6078	0.2554	3.8632						15,304.8015

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	200.00	0.00	0.00	562,692	562,692
Enclosed Parking with Elevator	0.00	0.00	0.00		
Fast Food Restaurant w/o Drive Thru	206.02	0.00	0.00	441,262	441,262
General Office Building	450.09	0.00	0.00	1,266,321	1,266,321
Movie Theater (No Matinee)	1,054.68	0.00	0.00	2,265,744	2,265,744
Total	1,910.79	0.00	0.00	4,536,019	4,536,019

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	100	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Fast Food Restaurant w/o Drive Thru	16.60	8.40	6.90	1.50	79.50	19.00	100	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	100	0	0
Movie Theater (No Matinee)	16.60	8.40	6.90	1.80	79.20	19.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.530094	0.057664	0.178835	0.124843	0.039181	0.006319	0.017052	0.034445	0.002509	0.003148	0.003693	0.000531	0.001685

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0766	0.6963	0.5849	4.1800e-003		0.0529	0.0529		0.0529	0.0529						840.6254
NaturalGas Unmitigated	0.0766	0.6963	0.5849	4.1800e-003		0.0529	0.0529		0.0529	0.0529						840.6254

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000

Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Fast Food Restaurant w/o Drive Thru	4085.65	0.0441	0.4006	0.3365	2.4000e-003		0.0304	0.0304		0.0304	0.0304						483.5905
General Office Building	1076.38	0.0116	0.1055	0.0886	6.3000e-004		8.0200e-003	8.0200e-003		8.0200e-003	8.0200e-003						127.4037
Movie Theater (No Matinee)	1940.06	0.0209	0.1902	0.1598	1.1400e-003		0.0145	0.0145		0.0145	0.0145						229.6312
Total		**0.0766**	**0.6963**	**0.5849**	**4.1700e-003**		**0.0529**	**0.0529**		**0.0529**	**0.0529**						**840.6254**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Fast Food Restaurant w/o Drive Thru	4.08565	0.0441	0.4006	0.3365	2.4000e-003		0.0304	0.0304		0.0304	0.0304						483.5905
General Office Building	1.07638	0.0116	0.1055	0.0886	6.3000e-004		8.0200e-003	8.0200e-003		8.0200e-003	8.0200e-003						127.4037
Movie Theater (No Matinee)	1.94006	0.0209	0.1902	0.1598	1.1400e-003		0.0145	0.0145		0.0145	0.0145						229.6312
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Total		**0.0766**	**0.6963**	**0.5849**	**4.1700e-003**		**0.0529**	**0.0529**		**0.0529**	**0.0529**						**840.6254**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.4362	2.2200e-003	0.2406	2.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004						0.5413
Unmitigated	9.4362	2.2200e-003	0.2406	2.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004						0.5413

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2857					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	7.1278					0.0000	0.0000		0.0000	0.0000						0.0000
Landscaping	0.0226	2.2200e-003	0.2406	2.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004						0.5413
Total	**9.4362**	**2.2200e-003**	**0.2406**	**2.0000e-005**		**8.6000e-004**	**8.6000e-004**		**8.6000e-004**	**8.6000e-004**						**0.5413**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2857					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	7.1278					0.0000	0.0000		0.0000	0.0000						0.0000
Landscaping	0.0226	2.2200e-003	0.2406	2.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004						0.5413
Total	**9.4362**	**2.2200e-003**	**0.2406**	**2.0000e-005**		**8.6000e-004**	**8.6000e-004**		**8.6000e-004**	**8.6000e-004**						**0.5413**

Ford Theater Future no Project Condition-Event Day (2020-Operation)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	14.48	1000sqft	0.33	14,485.00	0
Parking Lot	380.00	Space	3.42	152,000.00	0
Fast Food Restaurant w/o Drive Thru	0.32	1000sqft	0.01	320.00	0
Movie Theater (No Matinee)	1,287.00	Seat	0.66	21,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	840	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments □ Non-Default Data

Project Characteristics - Correction factor applied to CO2 intensity factor to represent 2020 conditions.

Land Use - Site Specific

Vehicle Trips - Site Specific

Energy Use - Ampitheater conservatively assumed to be a movie theater.

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	14,480.00	14,485.00
tblLandUse	LandUseSquareFeet	28,957.50	21,000.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	840
tblProjectCharacteristics	OperationalYear	2014	2020
tblVehicleTrips	DV_TP	37.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	17.00	0.00
tblVehicleTrips	PB_TP	12.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	17.00	0.00
tblVehicleTrips	PR_TP	51.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	66.00	100.00
tblVehicleTrips	ST_TR	696.00	0.00
tblVehicleTrips	ST_TR	2.37	0.00
tblVehicleTrips	ST_TR	1.80	0.00
tblVehicleTrips	SU_TR	500.00	0.00
tblVehicleTrips	SU_TR	0.98	0.00
tblVehicleTrips	SU_TR	1.80	0.00
tblVehicleTrips	WD_TR	716.00	0.00
tblVehicleTrips	WD_TR	11.01	22.10
tblVehicleTrips	WD_TR	1.80	0.66

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.9911	1.6000e-003	0.1728	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004						0.3888
Energy	0.0186	0.1687	0.1417	1.0100e-003		0.0128	0.0128		0.0128	0.0128						203.6150
Mobile	3.5979	10.1211	39.7017	0.1182	8.1048	0.1665	8.2713	2.1675	0.1536	2.3211						9,199.0351
Total	**7.6075**	**10.2913**	**40.0162**	**0.1193**	**8.1048**	**0.1800**	**8.2848**	**2.1675**	**0.1670**	**2.3345**						**9,403.0389**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.9911	1.6000e-003	0.1728	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004						0.3888
Energy	0.0186	0.1687	0.1417	1.0100e-003		0.0128	0.0128		0.0128	0.0128						203.6150
Mobile	3.5979	10.1211	39.7017	0.1182	8.1048	0.1665	8.2713	2.1675	0.1536	2.3211						9,199.0351
Total	**7.6075**	**10.2913**	**40.0162**	**0.1193**	**8.1048**	**0.1800**	**8.2848**	**2.1675**	**0.1670**	**2.3345**						**9,403.0389**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.5979	10.1211	39.7017	0.1182	8.1048	0.1665	8.2713	2.1675	0.1536	2.3211						9,199.0351
Unmitigated	3.5979	10.1211	39.7017	0.1182	8.1048	0.1665	8.2713	2.1675	0.1536	2.3211						9,199.0351

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00		
General Office Building	320.01	0.00	0.00	900,330	900,330
Movie Theater (No Matinee)	849.42	0.00	0.00	1,824,789	1,824,789
Parking Lot	0.00	0.00	0.00		
Total	1,169.43	0.00	0.00	2,725,118	2,725,118

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Fast Food Restaurant w/o Drive Thru	16.60	8.40	6.90	1.50	79.50	19.00	100	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	100	0	0
Movie Theater (No Matinee)	16.60	8.40	6.90	1.80	79.20	19.00	100	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.530094	0.057664	0.178835	0.124843	0.039181	0.006319	0.017052	0.034445	0.002509	0.003148	0.003693	0.000531	0.001685

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0186	0.1687	0.1417	1.0100e-003		0.0128	0.0128		0.0128	0.0128						203.6150
NaturalGas Unmitigated	0.0186	0.1687	0.1417	1.0100e-003		0.0128	0.0128		0.0128	0.0128						203.6150

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant w/o Drive Thru	204.283	2.2000e-003	0.0200	0.0168	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003						24.1795
General Office Building	433.756	4.6800e-003	0.0425	0.0357	2.6000e-004		3.2300e-003	3.2300e-003		3.2300e-003	3.2300e-003						51.3407
Movie Theater (No Matinee)	1082.22	0.0117	0.1061	0.0891	6.4000e-004		8.0600e-003	8.0600e-003		8.0600e-003	8.0600e-003						128.0948
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Total		**0.0186**	**0.1687**	**0.1417**	**1.0200e-003**		**0.0128**	**0.0128**		**0.0128**	**0.0128**						**203.6150**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0.433756	4.6800e-003	0.0425	0.0357	2.6000e-004		3.2300e-003	3.2300e-003		3.2300e-003	3.2300e-003						51.3407
Movie Theater (No Matinee)	1.08222	0.0117	0.1061	0.0891	6.4000e-004		8.0600e-003	8.0600e-003		8.0600e-003	8.0600e-003						128.0948
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Fast Food Restaurant w/o Drive Thru	0.204283	2.2000e-003	0.0200	0.0168	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003						24.1795
Total		**0.0186**	**0.1687**	**0.1417**	**1.0200e-003**		**0.0128**	**0.0128**		**0.0128**	**0.0128**						**203.6150**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.9911	1.6000e-003	0.1728	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004						0.3888
Unmitigated	3.9911	1.6000e-003	0.1728	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004						0.3888

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2563					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	3.7185					0.0000	0.0000		0.0000	0.0000						0.0000
Landscaping	0.0163	1.6000e-003	0.1728	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004						0.3888
Total	**3.9911**	**1.6000e-003**	**0.1728**	**1.0000e-005**		**6.2000e-004**	**6.2000e-004**		**6.2000e-004**	**6.2000e-004**						**0.3888**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2563					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	3.7185					0.0000	0.0000		0.0000	0.0000						0.0000
Landscaping	0.0163	1.6000e-003	0.1728	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004						0.3888

Total	3.9911	1.6000e-003	0.1728	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004						0.3888

Ford Theater Existing Project Condition-Event Day (2014-Operation)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Movie Theater (No Matinee)	1,598.00	Seat	0.83	37,646.00	0
General Office Building	35.95	1000sqft	0.83	35,945.00	0
Fast Food Restaurant w/o Drive Thru	6.40	1000sqft	0.15	6,400.00	0
Enclosed Parking with Elevator	700.00	Space	6.30	280,000.00	0
City Park	1.00	Acre	1.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2014
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	840	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments □ Non-Default Data

Project Characteristics - Correction factor applied to CO2 intensity factor to represent 2020 conditions.

Land Use - Site Specific

Vehicle Trips - Site Specific

Energy Use - Ampitheater conservatively assumed to be a movie theater.

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	35,955.00	37,646.00
tblLandUse	LandUseSquareFeet	35,950.00	35,945.00
tblLandUse	LandUseSquareFeet	43,560.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	840
tblVehicleTrips	DV_TP	37.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	17.00	0.00
tblVehicleTrips	DV_TP	28.00	0.00
tblVehicleTrips	PB_TP	12.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	17.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PR_TP	51.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	66.00	100.00
tblVehicleTrips	PR_TP	66.00	100.00
tblVehicleTrips	ST_TR	696.00	0.00
tblVehicleTrips	ST_TR	2.37	0.00
tblVehicleTrips	ST_TR	1.80	0.00
tblVehicleTrips	ST_TR	1.59	0.00
tblVehicleTrips	SU_TR	500.00	0.00

tblVehicleTrips	SU_TR	0.98	0.00
tblVehicleTrips	SU_TR	1.80	0.00
tblVehicleTrips	SU_TR	1.59	0.00
tblVehicleTrips	WD_TR	716.00	64.53
tblVehicleTrips	WD_TR	11.01	12.52
tblVehicleTrips	WD_TR	1.80	0.66
tblVehicleTrips	WD_TR	1.59	200.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.4388	2.4400e-003	0.2499	2.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004						0.5446
Energy	0.0766	0.6963	0.5849	4.1800e-003		0.0529	0.0529		0.0529	0.0529						840.6254
Mobile	10.2929	29.3341	114.7826	0.2134	14.7911	0.4542	15.2452	3.9540	0.4169	4.3709						19,849.9983
Total	**19.8083**	**30.0328**	**115.6174**	**0.2176**	**14.7911**	**0.5080**	**15.2991**	**3.9540**	**0.4707**	**4.4247**						**20,691.1683**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.4388	2.4400e-003	0.2499	2.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004						0.5446
Energy	0.0766	0.6963	0.5849	4.1800e-003		0.0529	0.0529		0.0529	0.0529						840.6254
Mobile	10.2929	29.3341	114.7826	0.2134	14.7911	0.4542	15.2452	3.9540	0.4169	4.3709						19,849.9983
Total	**19.8083**	**30.0328**	**115.6174**	**0.2176**	**14.7911**	**0.5080**	**15.2991**	**3.9540**	**0.4707**	**4.4247**						**20,691.1683**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Mitigated	10.2929	29.3341	114.7826	0.2134	14.7911	0.4542	15.2452	3.9540	0.4169	4.3709						19,849.9983
Unmitigated	10.2929	29.3341	114.7826	0.2134	14.7911	0.4542	15.2452	3.9540	0.4169	4.3709						19,849.9983

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant w/o Drive Thru	412.99	0.00	0.00	884,579	884,579
General Office Building	450.09	0.00	0.00	1,266,321	1,266,321
Movie Theater (No Matinee)	1,054.68	0.00	0.00	2,265,744	2,265,744
City Park	200.00	0.00	0.00	562,692	562,692
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	2,117.77	0.00	0.00	4,979,337	4,979,337

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Fast Food Restaurant w/o Drive Thru	16.60	8.40	6.90	1.50	79.50	19.00	100	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	100	0	0
Movie Theater (No Matinee)	16.60	8.40	6.90	1.80	79.20	19.00	100	0	0
City Park	16.60	8.40	6.90	33.00	48.00	19.00	100	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.535275	0.058759	0.178478	0.127034	0.038632	0.006246	0.015618	0.028471	0.002426	0.003171	0.003696	0.000547	0.001645

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0766	0.6963	0.5849	4.1800e-003		0.0529	0.0529		0.0529	0.0529						840.6254
NaturalGas Unmitigated	0.0766	0.6963	0.5849	4.1800e-003		0.0529	0.0529		0.0529	0.0529						840.6254

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000

Fast Food Restaurant w/o Drive Thru	4085.65	0.0441	0.4006	0.3365	2.4000e-003		0.0304	0.0304		0.0304	0.0304						483.5905
General Office Building	1076.38	0.0116	0.1055	0.0886	6.3000e-004		8.0200e-003	8.0200e-003		8.0200e-003	8.0200e-003						127.4037
Movie Theater (No Matinee)	1940.06	0.0209	0.1902	0.1598	1.1400e-003		0.0145	0.0145		0.0145	0.0145						229.6312
Total		**0.0766**	**0.6963**	**0.5849**	**4.1700e-003**		**0.0529**	**0.0529**		**0.0529**	**0.0529**						**840.6254**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Fast Food Restaurant w/o Drive Thru	4.08565	0.0441	0.4006	0.3365	2.4000e-003		0.0304	0.0304		0.0304	0.0304						483.5905
General Office Building	1.07638	0.0116	0.1055	0.0886	6.3000e-004		8.0200e-003	8.0200e-003		8.0200e-003	8.0200e-003						127.4037
Movie Theater (No Matinee)	1.94006	0.0209	0.1902	0.1598	1.1400e-003		0.0145	0.0145		0.0145	0.0145						229.6312
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Total		**0.0766**	**0.6963**	**0.5849**	**4.1700e-003**		**0.0529**	**0.0529**		**0.0529**	**0.0529**						**840.6254**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.4388	2.4400e-003	0.2499	2.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004						0.5446
Unmitigated	9.4388	2.4400e-003	0.2499	2.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004						0.5446

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2857					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	7.1278					0.0000	0.0000		0.0000	0.0000						0.0000
Landscaping	0.0253	2.4400e-003	0.2499	2.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004						0.5446
Total	**9.4388**	**2.4400e-003**	**0.2499**	**2.0000e-005**		**9.1000e-004**	**9.1000e-004**		**9.1000e-004**	**9.1000e-004**						**0.5446**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2857					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	7.1278					0.0000	0.0000		0.0000	0.0000						0.0000
Landscaping	0.0253	2.4400e-003	0.2499	2.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004						0.5446
Total	**9.4388**	**2.4400e-003**	**0.2499**	**2.0000e-005**		**9.1000e-004**	**9.1000e-004**		**9.1000e-004**	**9.1000e-004**						**0.5446**

Ford Theater Existing Condition-Event Day (Operation)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	14.48	1000sqft	0.33	14,485.00	0
Parking Lot	380.00	Space	3.42	152,000.00	0
Fast Food Restaurant w/o Drive Thru	0.32	1000sqft	0.01	320.00	0
Movie Theater (No Matinee)	1,287.00	Seat	0.66	21,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2014
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1050	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments □ Non-Default Data

Project Characteristics - Correction factor applied to CO2 intensity factor to represent 2014 conditions.

Land Use - Site Specific

Vehicle Trips - Site Specific

Energy Use - Ampitheater conservatively assumed to be a movie theater.

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	14,480.00	14,485.00
tblLandUse	LandUseSquareFeet	28,957.50	21,000.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	1050
tblVehicleTrips	DV_TP	37.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	17.00	0.00
tblVehicleTrips	PB_TP	12.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	17.00	0.00
tblVehicleTrips	PR_TP	51.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	66.00	100.00
tblVehicleTrips	ST_TR	696.00	0.00
tblVehicleTrips	ST_TR	2.37	0.00
tblVehicleTrips	ST_TR	1.80	0.00
tblVehicleTrips	SU_TR	500.00	0.00
tblVehicleTrips	SU_TR	0.98	0.00
tblVehicleTrips	SU_TR	1.80	0.00
tblVehicleTrips	WD_TR	716.00	0.00
tblVehicleTrips	WD_TR	11.01	22.10
tblVehicleTrips	WD_TR	1.80	0.66

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.9930	1.7500e-003	0.1795	1.0000e-005		6.5000e-004	6.5000e-004		6.5000e-004	6.5000e-004						0.3912
Energy	0.0186	0.1687	0.1417	1.0100e-003		0.0128	0.0128		0.0128	0.0128						203.6150
Mobile	5.6656	16.0721	62.9665	0.1168	8.0949	0.2487	8.3436	2.1640	0.2283	2.3922						10,866.0024
Total	**9.6771**	**16.2425**	**63.2877**	**0.1178**	**8.0949**	**0.2621**	**8.3571**	**2.1640**	**0.2417**	**2.4057**						**11,070.0085**

4.0 Operational Detail - Mobile

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00		
General Office Building	320.01	0.00	0.00	900,330	900,330
Movie Theater (No Matinee)	849.42	0.00	0.00	1,824,789	1,824,789
Parking Lot	0.00	0.00	0.00		
Total	1,169.43	0.00	0.00	2,725,118	2,725,118

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-...	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Fast Food Restaurant w/o Drive Thru	16.60	8.40	6.90	1.50	79.50	19.00	100	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	100	0	0
Movie Theater (No Matinee)	16.60	8.40	6.90	1.80	79.20	19.00	100	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.535275	0.058759	0.178478	0.127034	0.038632	0.006246	0.015618	0.028471	0.002426	0.003171	0.003696	0.000547	0.001645

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant w/o Drive Thru	204.283	2.2000e-003	0.0200	0.0168	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003						24.1795
General Office Building	433.756	4.6800e-003	0.0425	0.0357	2.6000e-004		3.2300e-003	3.2300e-003		3.2300e-003	3.2300e-003						51.3407

Movie Theater (No Matinee)	1082.22	0.0117	0.1061	0.0891	6.4000e-004		8.0600e-003	8.0600e-003		8.0600e-003	8.0600e-003						128.0948
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						0.0000
Total		**0.0186**	**0.1687**	**0.1417**	**1.0200e-003**		**0.0128**	**0.0128**		**0.0128**	**0.0128**						**203.6150**

6.0 Area Detail

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2563					0.0000	0.0000		0.0000	0.0000						0.0000
Consumer Products	3.7185					0.0000	0.0000		0.0000	0.0000						0.0000
Landscaping	0.0181	1.7500e-003	0.1795	1.0000e-005		6.5000e-004	6.5000e-004		6.5000e-004	6.5000e-004						0.3912
Total	**3.9930**	**1.7500e-003**	**0.1795**	**1.0000e-005**		**6.5000e-004**	**6.5000e-004**		**6.5000e-004**	**6.5000e-004**						**0.3912**

Appendix D

Greenhouse Gas Emissions Worksheets

Ford Theaters Project
Draft EIR

Appendix D
GHG Worksheets
June 2014

Appendix D

- GHG Construction CalEEMod Output File
- GHG Operational CalEEMod Output File
    - Existing
    - No Project (2020)
    - Business as Usual (2020)
    - Project (2020)

Ford Theaters Project
Draft EIR

June 2014

- GHG Construction CalEEMod Output File

Ford Theatre Construction Total Construction for GHG

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	21.23	1000sqft	0.49	21,230.00	0
Enclosed Parking Structure	150.00	Space	1.35	60,000.00	0
Arena	16.30	1000sqft	5.24	16,300.00	0
Fast Food Restaurant w/o Drive Thru	6.08	1000sqft	0.14	6,080.00	0
Strip Mall	3.60	1000sqft	0.08	3,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1050	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments □ Non-Default Data

Project Characteristics - 2014 Intensity Factor

Land Use - Site Specific

Construction Phase - Site Specific Combined OS3-OS5

Off-road Equipment - Site Specific

Off-road Equipment - Site Specific

Off-road Equipment - Site Specific

Off-road Equipment - Site Specific

Off-road Equipment - Site Specific

Off-road Equipment - Site Specific

Trips and VMT - Site Specific

Demolition -

Grading - Site Specific

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	84.00
tblConstructionPhase	NumDays	230.00	50.00
tblConstructionPhase	NumDays	20.00	72.00
tblConstructionPhase	NumDays	20.00	64.00
tblConstructionPhase	NumDays	20.00	63.00
tblConstructionPhase	NumDays	10.00	72.00
tblConstructionPhase	PhaseEndDate	7/26/2016	7/10/2016
tblConstructionPhase	PhaseEndDate	9/16/2016	7/10/2016
tblConstructionPhase	PhaseEndDate	10/5/2016	7/24/2020
tblConstructionPhase	PhaseEndDate	4/11/2016	12/31/2015
tblConstructionPhase	PhaseStartDate	3/31/2016	3/15/2016
tblConstructionPhase	PhaseStartDate	7/11/2016	5/1/2016

tblConstructionPhase	PhaseStartDate	7/11/2016	4/29/2020
tblConstructionPhase	PhaseStartDate	1/1/2016	9/23/2015
tblGrading	AcresOfGrading	0.00	5.00
tblGrading	AcresOfGrading	0.00	5.00
tblGrading	MaterialExported	0.00	57,000.00
tblGrading	MaterialExported	0.00	60,000.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	7.00	4.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	6.70
tblOffRoadEquipment	UsageHours	8.00	6.70
tblOffRoadEquipment	UsageHours	7.00	6.70
tblOffRoadEquipment	UsageHours	8.00	6.70
tblOffRoadEquipment	UsageHours	8.00	6.70
tblOffRoadEquipment	UsageHours	8.00	4.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	1050
tblProjectCharacteristics	OperationalYear	2014	2020
tblTripsAndVMT	HaulingTripNumber	1,780.00	86.00
tblTripsAndVMT	HaulingTripNumber	7,500.00	4,824.00
tblTripsAndVMT	HaulingTripNumber	7,125.00	4,288.00
tblTripsAndVMT	HaulingTripNumber	0.00	1,136.00
tblTripsAndVMT	VendorTripNumber	0.00	16.00
tblTripsAndVMT	VendorTripNumber	0.00	28.00
tblTripsAndVMT	VendorTripNumber	18.00	6.00
tblTripsAndVMT	WorkerTripNumber	45.00	98.00
tblTripsAndVMT	WorkerTripNumber	58.00	80.00
tblTripsAndVMT	WorkerTripNumber	9.00	0.00
tblTripsAndVMT	WorkerTripNumber	43.00	235.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015																444.9149
2016																582.3697
2020																0.0000
Total																**1,027.2847**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015																444.9147
2016																582.3694
2020																0.0000
Total																**1,027.2841**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction																**0.00**

Ford Theaters Project
Draft EIR

June 2014

- GHG Operational CalEEMod Output File
  - Existing
  - No Project (2020)
  - Business as Usual (2020)
  - Project (2020)

Ford Theater Existing Condition-Annual (GHG)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	14.48	1000sqft	0.33	14,485.00	0
Parking Lot	380.00	Space	3.42	152,000.00	0
Fast Food Restaurant w/o Drive Thru	0.32	1000sqft	0.01	320.00	0
Movie Theater (No Matinee)	1,287.00	Seat	0.66	21,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2014
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1050	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments □ Non-Default Data

Project Characteristics - Correction factor applied to CO2 intensity factor to represent 2014 conditions.

Land Use - Site Specific

Vehicle Trips - Site Specific

Energy Use - Ampitheater conservatively assumed to be a movie theater.

Water And Wastewater - Site Specific

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	14,480.00	14,485.00
tblLandUse	LandUseSquareFeet	28,957.50	21,000.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	1050
tblVehicleTrips	DV_TP	37.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	17.00	0.00
tblVehicleTrips	PB_TP	12.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	17.00	0.00
tblVehicleTrips	PR_TP	51.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	66.00	100.00
tblVehicleTrips	ST_TR	696.00	0.00
tblVehicleTrips	ST_TR	2.37	15.74
tblVehicleTrips	ST_TR	1.80	0.08
tblVehicleTrips	SU_TR	500.00	0.00
tblVehicleTrips	SU_TR	0.98	15.74
tblVehicleTrips	SU_TR	1.80	0.08
tblVehicleTrips	WD_TR	716.00	0.00
tblVehicleTrips	WD_TR	11.01	15.74
tblVehicleTrips	WD_TR	1.80	0.08

tblWater	IndoorWaterUseRate	97,130.79	35,040.00
tblWater	IndoorWaterUseRate	2,573,584.67	6,570.00
tblWater	IndoorWaterUseRate	11,629,374.33	2,182,700.00
tblWater	OutdoorWaterUseRate	6,199.84	0.00
tblWater	OutdoorWaterUseRate	1,577,358.35	0.00
tblWater	OutdoorWaterUseRate	742,300.49	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area																0.0444
Energy																326.0122
Mobile																566.9981
Waste																7.8064
Water																16.5848
Total																**917.4459**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area																0.0444
Energy																326.0122
Mobile																566.9981
Waste																7.8064
Water																16.5837
Total																**917.4447**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated																566.9981
Unmitigated																566.9981

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00		
General Office Building	227.95	227.95	227.95	897,840	897,840
Movie Theater (No Matinee)	98.80	98.80	98.80	297,151	297,151
Parking Lot	0.00	0.00	0.00		
Total	326.75	326.75	326.75	1,194,991	1,194,991

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Fast Food Restaurant w/o Drive	16.60	8.40	6.90	1.50	79.50	19.00	100	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	100	0	0
Movie Theater (No Matinee)	16.60	8.40	6.90	1.80	79.20	19.00	100	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.535275	0.058759	0.178478	0.127034	0.038632	0.006246	0.015618	0.028471	0.002426	0.003171	0.003696	0.000547	0.001645

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated																292.3015
Electricity Unmitigated																292.3015
NaturalGas Mitigated																33.7108
NaturalGas Unmitigated																33.7108

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Land Use	kBTU/yr	tons/yr										MT/yr					
Fast Food Restaurant w/o Drive-Thru	74563.2																4.0032
General Office Building	158321																8.5000
Movie Theater (No Matinee)	395010																21.2075
Parking Lot	0																0.0000
Total																	**33.7107**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	158321																8.5000
Movie Theater (No Matinee)	395010																21.2075
Parking Lot	0																0.0000
Fast Food Restaurant w/o Drive-Thru	74563.2																4.0032
Total																	**33.7107**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant w/o Drive-Thru	15011.2				7.1662
General Office Building	210467				100.4753
Movie Theater (No Matinee)	253050				120.8040
Parking Lot	133760				63.8559
Total					**292.3015**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant w/o Drive-Thru	15011.2				7.1662
General Office Building	210467				100.4753
Movie Theater (No Matinee)	253050				120.8040
Parking Lot	133760				63.8559

Total					**292.3015**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated																0.0444
Unmitigated																0.0444

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating																0.0000
Consumer Products																0.0000
Landscaping																0.0444
Total																**0.0444**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating																0.0000
Consumer Products																0.0000
Landscaping																0.0444
Total																**0.0444**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			

Mitigated				16.5837
Unmitigated				16.5848

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant w/o Drive Thru	0.03504 / 0				0.2613
General Office Building	0.00657 / 0				0.0490
Movie Theater (No Matinee)	2.1827 / 0				16.2746
Parking Lot	0 / 0				0.0000
Total					**16.5848**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant w/o Drive Thru	0.03504 / 0				0.2613
General Office Building	0.00657 / 0				0.0490
Movie Theater (No Matinee)	2.1827 / 0				16.2735
Parking Lot	0 / 0				0.0000
Total					**16.5837**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated				7.8064
Unmitigated				7.8064

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant w/o Drive Thru	3.69				1.6786
General Office Building	13.47				6.1277
Parking Lot	0				0.0000
Total					**7.8064**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant w/o Drive Thru	3.69				1.6786
General Office Building	13.47				6.1277
Parking Lot	0				0.0000
Total					**7.8064**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Ford Theater 2020 No Project Condition-Annual (2020 GHG)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	14.48	1000sqft	0.33	14,485.00	0
Parking Lot	380.00	Space	3.42	152,000.00	0
Fast Food Restaurant w/o Drive Thru	0.32	1000sqft	0.01	320.00	0
Movie Theater (No Matinee)	1,287.00	Seat	0.66	21,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	850	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments □ Non-Default Data

Project Characteristics - Correction factor applied to CO2 intensity factor to represent 2014 conditions.

Land Use - Site Specific

Vehicle Trips - Site Specific

Energy Use - Ampitheater conservatively assumed to be a movie theater.

Water And Wastewater - Site Specific

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	14,480.00	14,485.00
tblLandUse	LandUseSquareFeet	28,957.50	21,000.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	850
tblProjectCharacteristics	OperationalYear	2014	2020
tblVehicleTrips	DV_TP	37.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	17.00	0.00
tblVehicleTrips	PB_TP	12.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	17.00	0.00
tblVehicleTrips	PR_TP	51.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	66.00	100.00
tblVehicleTrips	ST_TR	696.00	0.00
tblVehicleTrips	ST_TR	2.37	15.74
tblVehicleTrips	ST_TR	1.80	0.08
tblVehicleTrips	SU_TR	500.00	0.00
tblVehicleTrips	SU_TR	0.98	15.74
tblVehicleTrips	SU_TR	1.80	0.08
tblVehicleTrips	WD_TR	716.00	0.00
tblVehicleTrips	WD_TR	11.01	15.74

tblVehicleTrips	WD_TR	1.80	0.08
tblWater	IndoorWaterUseRate	97,130.79	35,040.00
tblWater	IndoorWaterUseRate	2,573,584.67	6,570.00
tblWater	IndoorWaterUseRate	11,629,374.33	2,182,700.00
tblWater	OutdoorWaterUseRate	6,199.84	0.00
tblWater	OutdoorWaterUseRate	1,577,358.35	0.00
tblWater	OutdoorWaterUseRate	742,300.49	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area																0.0441
Energy																270.4664
Mobile																479.7189
Waste																7.8064
Water																13.9574
Total																**771.9930**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area																0.0441
Energy																270.4664
Mobile																479.7189
Waste																7.8064
Water																13.9563
Total																**771.9919**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated																479.7189
Unmitigated																479.7189

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00		
General Office Building	227.95	227.95	227.95	897,840	897,840
Movie Theater (No Matinee)	98.80	98.80	98.80	297,151	297,151
Parking Lot	0.00	0.00	0.00		
Total	326.75	326.75	326.75	1,194,991	1,194,991

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-...	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Fast Food Restaurant w/o Drive ...	16.60	8.40	6.90	1.50	79.50	19.00	100	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	100	0	0
Movie Theater (No Matinee)	16.60	8.40	6.90	1.80	79.20	19.00	100	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.530094	0.057664	0.178835	0.124843	0.039181	0.006319	0.017052	0.034445	0.002509	0.003148	0.003693	0.000531	0.001685

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated																236.7556
Electricity Unmitigated																236.7556
NaturalGas Mitigated																33.7108
NaturalGas Unmitigated																33.7108

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Fast Food Restaurant w/o Drive Thru	74563.2																4.0032
General Office Building	158321																8.5000
Movie Theater (No Matinee)	395010																21.2075
Parking Lot	0																0.0000
Total																	**33.7107**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	158321																8.5000
Movie Theater (No Matinee)	395010																21.2075
Parking Lot	0																0.0000
Fast Food Restaurant w/o Drive Thru	74563.2																4.0032
Total																	**33.7107**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant w/o Drive Thru	15011.2				5.8044
General Office Building	210467				81.3820
Movie Theater (No Matinee)	253050				97.8477
Parking Lot	133760				51.7214
Total					**236.7556**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant w/o Drive Thru	15011.2				5.8044
General Office Building	210467				81.3820
Movie Theater (No Matinee)	253050				97.8477

Parking Lot	133760				51.7214
Total					**236.7556**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated																0.0441
Unmitigated																0.0441

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating																0.0000
Consumer Products																0.0000
Landscaping																0.0441
Total																**0.0441**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating																0.0000
Consumer Products																0.0000
Landscaping																0.0441
Total																**0.0441**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e

Category	MT/yr			
Mitigated				13.9563
Unmitigated				13.9574

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant w/o Drive Thru	0.03504 / 0				0.2199
General Office Building	0.00657 / 0				0.0412
Movie Theater (No Matinee)	2.1827 / 0				13.6963
Parking Lot	0 / 0				0.0000
Total					**13.9574**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant w/o Drive Thru	0.03504 / 0				0.2199
General Office Building	0.00657 / 0				0.0412
Movie Theater (No Matinee)	2.1827 / 0				13.6952
Parking Lot	0 / 0				0.0000
Total					**13.9563**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated				7.8064
Unmitigated				7.8064

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant w/o Drive Thru	3.69				1.6786
General Office Building	13.47				6.1277
Parking Lot	0				0.0000
Total					**7.8064**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant w/o Drive Thru	3.69				1.6786
General Office Building	13.47				6.1277
Parking Lot	0				0.0000
Total					**7.8064**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Ford Theater Future Project Condition GHG Analysis BAU (2020)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	35.95	1000sqft	0.83	35,945.00	0
Enclosed Parking with Elevator	700.00	Space	6.30	280,000.00	0
City Park	1.00	Acre	1.00	0.00	0
Fast Food Restaurant w/o Drive Thru	6.40	1000sqft	0.15	6,400.00	0
Movie Theater (No Matinee)	1,598.00	Seat	0.83	37,646.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	840	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments □ Non-Default Data

Project Characteristics - Correction factor applied to CO2 intensity factor to represent 2020 conditions.

Land Use - Site Specific

Vehicle Trips - Site Specific

Energy Use - Ampitheater conservatively assumed to be a movie theater.

Water And Wastewater - Site Specific

Energy Mitigation -

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	35,950.00	35,945.00
tblLandUse	LandUseSquareFeet	43,560.00	0.00
tblLandUse	LandUseSquareFeet	35,955.00	37,646.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	840
tblProjectCharacteristics	OperationalYear	2014	2020
tblVehicleTrips	DV_TP	28.00	0.00
tblVehicleTrips	DV_TP	37.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	17.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PB_TP	12.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	17.00	0.00
tblVehicleTrips	PR_TP	66.00	100.00
tblVehicleTrips	PR_TP	51.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	66.00	100.00
tblVehicleTrips	ST_TR	1.59	200.00

tblVehicleTrips	ST_TR	696.00	75.94
tblVehicleTrips	ST_TR	2.37	8.92
tblVehicleTrips	ST_TR	1.80	0.11
tblVehicleTrips	SU_TR	1.59	200.00
tblVehicleTrips	SU_TR	500.00	75.94
tblVehicleTrips	SU_TR	0.98	8.92
tblVehicleTrips	SU_TR	1.80	0.11
tblVehicleTrips	WD_TR	1.59	200.00
tblVehicleTrips	WD_TR	716.00	75.94
tblVehicleTrips	WD_TR	11.01	8.92
tblVehicleTrips	WD_TR	1.80	0.11
tblWater	IndoorWaterUseRate	1,942,615.76	2,909,050.00
tblWater	IndoorWaterUseRate	6,389,528.24	1,193,550.00
tblWater	IndoorWaterUseRate	14,439,580.56	2,909,050.00
tblWater	OutdoorWaterUseRate	1,191,481.35	0.00
tblWater	OutdoorWaterUseRate	123,996.75	0.00
tblWater	OutdoorWaterUseRate	3,916,162.47	0.00
tblWater	OutdoorWaterUseRate	921,675.35	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area																0.0614
Energy																1,348.0055
Mobile																1,623.2425
Waste																48.7852
Water																43.5835
Total																**3,063.6781**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area																0.0614
Energy																1,192.2520
Mobile																1,623.2425
Waste																48.7852
Water																21.1863

Total																**2,885.5273**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**5.81**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated																1,623.2425
Unmitigated																1,623.2425

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	200.00	200.00	200.00	787,769	787,769
Enclosed Parking with Elevator	0.00	0.00	0.00		
Fast Food Restaurant w/o Drive Thru	486.00	486.00	486.00	1,457,335	1,457,335
General Office Building	320.67	320.67	320.67	1,263,085	1,263,085
Movie Theater (No Matinee)	175.78	175.78	175.78	528,674	528,674
Total	1,182.45	1,182.45	1,182.45	4,036,862	4,036,862

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	100	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Fast Food Restaurant w/o Drive	16.60	8.40	6.90	1.50	79.50	19.00	100	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	100	0	0
Movie Theater (No Matinee)	16.60	8.40	6.90	1.80	79.20	19.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.530094	0.057664	0.178835	0.124843	0.039181	0.006319	0.017052	0.034445	0.002509	0.003148	0.003693	0.000531	0.001685

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated																1,062.8129
Electricity Unmitigated																1,208.8306
NaturalGas Mitigated																129.4391
NaturalGas Unmitigated																139.1750

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0																0.0000
Enclosed Parking with Elevator	0																0.0000
Fast Food Restaurant w/o Drive-Thru	1.49126e+006																80.0638
General Office Building	392879																21.0931
Movie Theater (No Matinee)	708121																38.0180
Total																	**139.1750**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0																0.0000
Fast Food Restaurant w/o Drive-Thru	1.44784e+006																77.7326
General Office Building	336050																18.0420
Movie Theater (No Matinee)	627032																33.6644
City Park	0																0.0000
Total																	**129.4391**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0				0.0000

Enclosed Parking with Elevator	1.8872e+006				721.1699
Fast Food Restaurant w/o Drive-Thru	300224				114.7269
General Office Building	522281				199.5831
Movie Theater (No Matinee)	453634				173.3507
Total					**1,208.8305**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0				0.0000
Enclosed Parking with Elevator	1.6121e+006				616.0439
Fast Food Restaurant w/o Drive-Thru	282224				107.8484
General Office Building	468849				179.1646
Movie Theater (No Matinee)	418059				159.7560
Total					**1,062.8129**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated																0.0614
Unmitigated																0.0614

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating																0.0000
Consumer Products																0.0000
Landscaping																0.0614
Total																**0.0614**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating																0.0000
Consumer Products																0.0000
Landscaping																0.0614
Total																**0.0614**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated				21.1863
Unmitigated				43.5835

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0				0.0000
Enclosed Parking with Elevator	0 / 0				0.0000
Fast Food Restaurant w/o Drive Thru	2.90905 / 0				18.0823
General Office Building	1.19355 / 0				7.4190
Movie Theater (No Matinee)	2.90905 / 0				18.0823
Total					**43.5835**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			

City Park	0 / 0			0.0000
Enclosed Parking with Elevator	0 / 0			0.0000
Fast Food Restaurant w/o Drive Thru	1.45453 / 0			8.7899
General Office Building	0.596775 / 0			3.6064
Movie Theater (No Matinee)	1.45453 / 0			8.7899
Total				**21.1863**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated				48.7852
Unmitigated				48.7852

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.09				0.0409
Enclosed Parking with Elevator	0				0.0000
Fast Food Restaurant w/o Drive Thru	73.72				33.5364
General Office Building	33.43				15.2078
Total					**48.7852**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.09				0.0409
Enclosed Parking with Elevator	0				0.0000
Fast Food Restaurant w/o Drive Thru	73.72				33.5364
General Office Building	33.43				15.2078

Total				48.7852

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Ford Theater Future Project Condition GHG Analysis (2020)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	35.95	1000sqft	0.83	35,945.00	0
Enclosed Parking with Elevator	700.00	Space	6.30	280,000.00	0
City Park	1.00	Acre	1.00	0.00	0
Fast Food Restaurant w/o Drive Thru	6.40	1000sqft	0.15	6,400.00	0
Movie Theater (No Matinee)	1,598.00	Seat	0.83	37,646.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	840	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments □ Non-Default Data

Project Characteristics - Correction factor applied to CO2 intensity factor to represent 2020 conditions.

Land Use - Site Specific

Vehicle Trips - Site Specific

Energy Use - Ampitheater conservatively assumed to be a movie theater.

Water And Wastewater - Site Specific

Energy Mitigation -

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	35,950.00	35,945.00
tblLandUse	LandUseSquareFeet	43,560.00	0.00
tblLandUse	LandUseSquareFeet	35,955.00	37,646.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	840
tblProjectCharacteristics	OperationalYear	2014	2020
tblVehicleTrips	DV_TP	28.00	0.00
tblVehicleTrips	DV_TP	37.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	17.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PB_TP	12.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	17.00	0.00
tblVehicleTrips	PR_TP	66.00	100.00
tblVehicleTrips	PR_TP	51.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	66.00	100.00
tblVehicleTrips	ST_TR	1.59	200.00

tblVehicleTrips	ST_TR	696.00	32.19
tblVehicleTrips	ST_TR	2.37	8.92
tblVehicleTrips	ST_TR	1.80	0.11
tblVehicleTrips	SU_TR	1.59	200.00
tblVehicleTrips	SU_TR	500.00	32.19
tblVehicleTrips	SU_TR	0.98	8.92
tblVehicleTrips	SU_TR	1.80	0.11
tblVehicleTrips	WD_TR	1.59	200.00
tblVehicleTrips	WD_TR	716.00	32.19
tblVehicleTrips	WD_TR	11.01	8.92
tblVehicleTrips	WD_TR	1.80	0.11
tblWater	IndoorWaterUseRate	1,942,615.76	2,909,050.00
tblWater	IndoorWaterUseRate	6,389,528.24	1,193,550.00
tblWater	IndoorWaterUseRate	14,439,580.56	2,909,050.00
tblWater	OutdoorWaterUseRate	1,191,481.35	0.00
tblWater	OutdoorWaterUseRate	123,996.75	0.00
tblWater	OutdoorWaterUseRate	3,916,162.47	0.00
tblWater	OutdoorWaterUseRate	921,675.35	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area																0.0614
Energy																1,348.0055
Mobile																1,276.5813
Waste																48.7852
Water																43.5835
Total																**2,717.0169**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area																0.0614
Energy																1,192.2520
Mobile																1,276.5813
Waste																48.7852

Water																21.1863
Total																**2,538.8661**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**6.56**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated																1,276.5813
Unmitigated																1,276.5813

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	200.00	200.00	200.00	787,769	787,769
Enclosed Parking with Elevator	0.00	0.00	0.00		
Fast Food Restaurant w/o Drive Thru	206.00	206.00	206.00	617,718	617,718
General Office Building	320.59	320.59	320.59	1,262,759	1,262,759
Movie Theater (No Matinee)	169.39	169.39	169.39	509,449	509,449
Total	895.98	895.98	895.98	3,177,695	3,177,695

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	100	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Fast Food Restaurant w/o Drive Thru	16.60	8.40	6.90	1.50	79.50	19.00	100	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	100	0	0
Movie Theater (No Matinee)	16.60	8.40	6.90	1.80	79.20	19.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.530094	0.057664	0.178835	0.124843	0.039181	0.006319	0.017052	0.034445	0.002509	0.003148	0.003693	0.000531	0.001685

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated																1,062.8129
Electricity Unmitigated																1,208.8306
NaturalGas Mitigated																129.4391
NaturalGas Unmitigated																139.1750

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0																0.0000
Enclosed Parking with Elevator	0																0.0000
Fast Food Restaurant w/o Drive Thru	1.49126e+006																80.0638
General Office Building	392879																21.0931
Movie Theater (No Matinee)	708121																38.0180
Total																	**139.1750**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0																0.0000
Fast Food Restaurant w/o Drive Thru	1.44784e+006																77.7326
General Office Building	336050																18.0420
Movie Theater (No Matinee)	627032																33.6644
City Park	0																0.0000
Total																	**129.4391**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e

Land Use	kWh/yr	MT/yr			
City Park	0				0.0000
Enclosed Parking with Elevator	1.8872e+006				721.1699
Fast Food Restaurant w/o Drive Thru	300224				114.7269
General Office Building	522281				199.5831
Movie Theater (No Matinee)	453634				173.3507
Total					**1,208.8305**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0				0.0000
Enclosed Parking with Elevator	1.6121e+006				616.0439
Fast Food Restaurant w/o Drive Thru	282224				107.8484
General Office Building	468849				179.1646
Movie Theater (No Matinee)	418059				159.7560
Total					**1,062.8129**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated																0.0614
Unmitigated																0.0614

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating																0.0000
Consumer Products																0.0000

Landscaping																0.0614
Total																**0.0614**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating																0.0000
Consumer Products																0.0000
Landscaping																0.0614
Total																**0.0614**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated				21.1863
Unmitigated				43.5835

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0				0.0000
Enclosed Parking with Elevator	0 / 0				0.0000
Fast Food Restaurant w/o Drive Thru	2.90905 / 0				18.0823
General Office Building	1.19355 / 0				7.4190
Movie Theater (No Matinee)	2.90905 / 0				18.0823
Total					**43.5835**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0				0.0000
Enclosed Parking with Elevator	0 / 0				0.0000
Fast Food Restaurant w/o Drive Thru	1.45453 / 0				8.7899
General Office Building	0.596775 / 0				3.6064
Movie Theater (No Matinee)	1.45453 / 0				8.7899
Total					**21.1863**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated				48.7852
Unmitigated				48.7852

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.09				0.0409
Enclosed Parking with Elevator	0				0.0000
Fast Food Restaurant w/o Drive Thru	73.72				33.5364
General Office Building	33.43				15.2078
Total					**48.7852**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.09				0.0409

Enclosed Parking with Elevator	0			0.0000
Fast Food Restaurant w/o Drive Thru	73.72			33.5364
General Office Building	33.43			15.2078
Total				**48.7852**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Appendix E

Biological Resource Assessment

BIOLOGICAL RESOURCE ASSESSMENT

FORD THEATRES PROJECT

LOS ANGELES COUNTY, CALIFORNIA

Prepared for	Ford Theatres 2580 Cahuenga Boulevard E Los Angeles, CA 90068 Tel: (323) 461-3673
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June 2014

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1.0 INTRODUCTION

This report presents the findings of a general biological resource assessment for the Ford Theatres Project (project). The purpose of this assessment is to describe the existing biological resources in the Biological Study Area (BSA) and assess the potential impacts associated with implementation of the project, as required by the California Environmental Quality Act (CEQA). This report incorporates the findings of a literature review and field surveys conducted by GPA biologists Sheri Mayta and Jennifer Morrison on December 11 and December 16, 2013.

1.1 Project Description

The County of Los Angeles (County) proposes improvements to the Ford Theatres located at 2580 Cahuenga Boulevard East in the Hollywood Community of the City of Los Angeles (Los Angeles) (see **Figure 1** and **Figure 2**). The project is located within a 32-acre County regional park located approximately six miles northwest of downtown Los Angeles and approximately 12 miles east of the Pacific Ocean. The Ford Theatres, one of the oldest performing arts venues in Los Angeles, are operated through a three-way partnership between the County's Department of Parks and Recreation, the County's 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 (see **Figure 3**). These improvements, which would be developed in several phases, would include a 299-seat theatre, a multi-purpose flex space, 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 is proposed.

These improvements would enhance existing facilities and provide for new artistic programming opportunities that together would transform the existing Ford Theatres from a performing arts facility open primarily on weekends, to a multi-use cultural and recreational center open daily for a wide variety of users.

2.0 REGULATORY SETTING

Certain ecological communities, plants, and animal species may be designated as "sensitive" or "protected" based on their low abundance, risk of extinction, restricted distribution, and/or unique habitat requirements. Generally, if a plant or animal species or ecological community has one or more of the above characteristics, it will receive a sensitive or protected status from state or federal resource agencies if, after an appropriate status review, the involved resource agency concludes that protection for the species or ecological community is warranted.

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FIGURE 1. REGIONAL LOCATION
Ford Theatres Project

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FIGURE 2. PROJECT LOCATION
Ford Theatres Project

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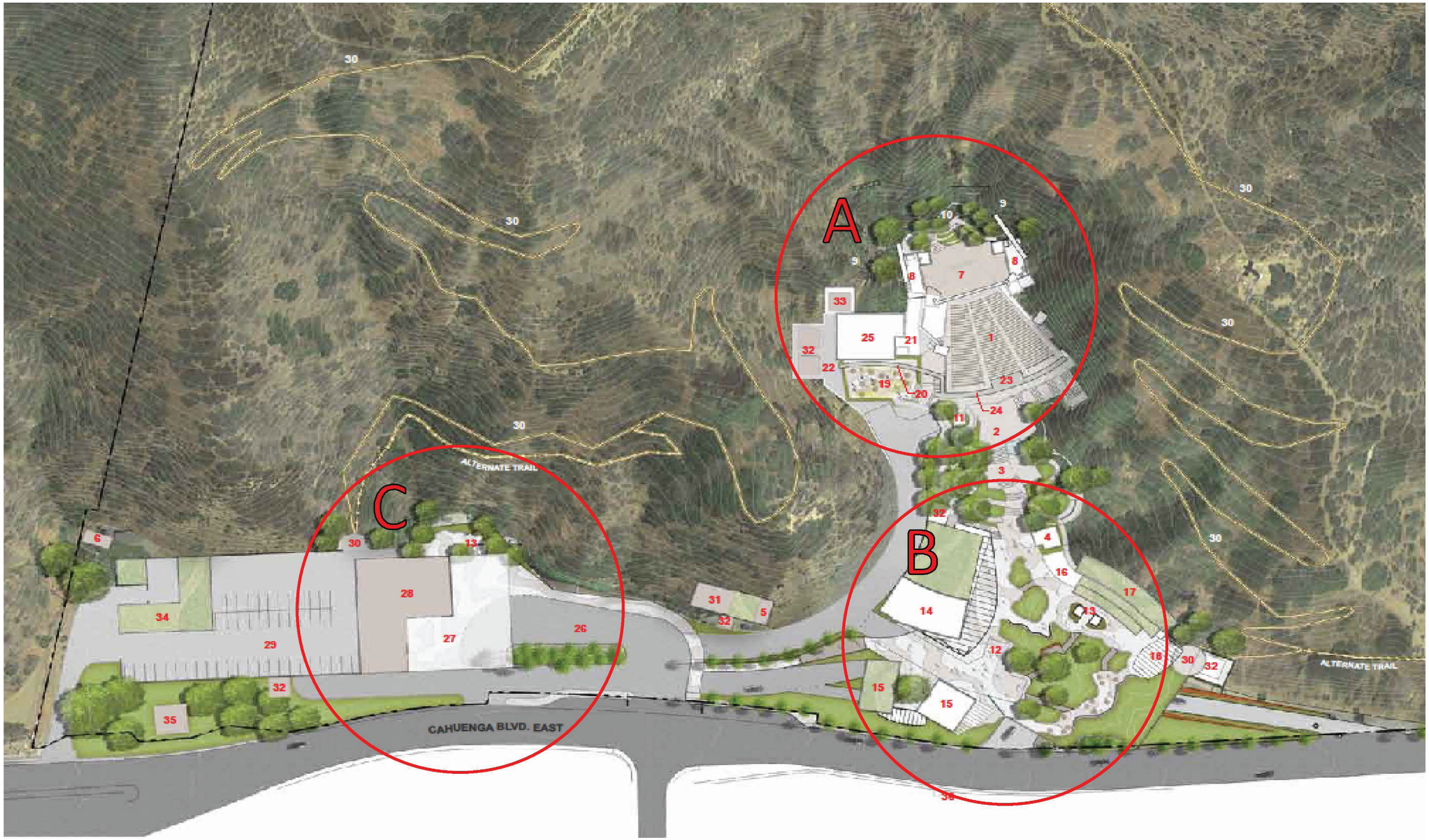

Legend

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
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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
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16. New Box Office
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18. New Meeting Room
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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 Four-Story Concession/Office
26. New Transit Center
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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

A Historic Ampitheater Area
B Ford Plaza Area
C Transit Plaza Area

Levin & Associates Architects

0 50 100 Feet

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FIGURE 3. CONCEPTUAL SITE PLAN FULL BUILD OUT
Ford Theatres Project

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After a species or ecological community receives protected status, it is essential that any action undertaken by, funded by, or approved by a state or federal agency does not adversely affect the sensitive/protected species, or their habitats. State and federal laws and regulations have therefore been created to ensure projects do not affect listed species and their habitats.

The following discussion provides a summary of state, federal, and local laws and regulations that pertain to sensitive or protected species and their habitats within or near the BSA.

2.1 Federal Endangered Species Act

The Federal Endangered Species Act (FESA) requires federal agencies to ensure that actions they engage in, permit, or fund do not jeopardize the continued existence of federally listed endangered or threatened species, or result in the destruction or adverse modification of designated critical habitat for these species. Section 10 of the FESA allows for the "incidental take" of federally listed endangered or threatened species by non-federal agencies through the issuance of an incidental take permit. In order to obtain an incidental take permit, a Habitat Conservation Plan must be submitted to the appropriate federal agency, specifying the impacts that would result from the project, and how these impacts would be minimized or mitigated. According to the California Department of Fish and Wildlife (CDFW) California Regional Conservation Plans Map, no Habitat Conservation Plans have been developed for any areas within the BSA.

Because there is suitable habitat for the federally-listed California coastal gnatcatcher (*Polioptila californica californica*), additional surveys are required to determine if this species is within the BSA. If gnatcatchers are found within the BSA, and if project activities could result in adverse impacts on this species, then Section 10 consultation with the U.S. Fish and Wildlife Service (USFWS) and a Habitat Conservation Plan may be required. According to the CDFW California Regional Conservation Plans Map, no Habitat Conservation Plans have been developed for any areas within the BSA.

2.2 Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (50 CFR Part 10 and Part 21), and the California Fish and Game Code (Sections 3503, 3513, and 3800), protect migratory birds, their occupied nests, and their eggs from disturbance or destruction. "Migratory birds" include all nongame, wild birds found in the U.S., except for the house sparrow (*Passer domesticus*), European starling (*Sturnus vulgaris*), and rock pigeon (*Columba livia*). Because there is suitable foraging and nesting habitat in the BSA, there is potential for migratory birds to be in the BSA; therefore, compliance with the MBTA is required.

2.3 California Environmental Quality Act

Section 15380 of the CEQA Guidelines requires that species of special concern be included in an analysis of project impacts. California Species of Special Concern ("special" animals and plants) include special-status species and all state and federal protected and candidate species, Bureau of Land Management, and U.S. Forest Service sensitive species. Species considered declining or rare by the California Native Plant Society (CNPS) or National Audubon Society, and a selection of species which are considered to be

under population stress but are not formally proposed for listing, are also included under species of special concern.

2.4 California Endangered Species Act

State-listed species and those petitioned for listing by the CDFW are fully protected under the California Endangered Species Act (CESA). Under Section 2080.1 of the California Fish and Game Code, if a species is both federally and state listed, a consistency determination agreeing with the protections outlined in the FESA permits is required if a project would impact a listed species. Under Section 2081, if a species is state-listed only, consultation with CDFW is required in order to obtain an incidental take permit if the project could result in take of a state-listed species. If no take would result, concurrence with the CDFW is required. Because no species listed by the state as threated or endangered are expected to be in the project area during construction, no consultation with the CDFW for impacts on state-listed threatened or endangered species is required.

2.5 Natural Community Conservation Planning Act of 2003

The Natural Community Conservation Planning (NCCP) program was developed under California's Natural Community Conservation Planning Act of 1991 (superceded by NCCP Act of 2003), and is a cooperative effort to protect habitats and species that have begun to decline. The primary objective of the program is to conserve natural communities while accommodating compatible land use. A local agency works with landowners and environmental organizations, with guidance from CDFW and USFWS, to develop a natural community conservation plan.

2.6 Los Angeles County General Plan

The Conservation/Open Space Element of the Los Angeles County General Plan includes the Significant Ecological Area (SEA) Program. SEAs support valuable habitat for rare, threatened, or endangered species, and are important for the conservation of biological diversity in the county. The objective of the SEA Program is to preserve the genetic and physical diversity of the county by designing biological resource areas that are self-sustaining. The program intends to ensure that privately held lands within the SEAs retain the right of reasonable use, while avoiding activities and development projects that are incompatible with the long-term survival of the SEAs. The Griffith Park SEA is approximately 0.50 mile north of the BSA; however, there are no SEAs in the BSA.

2.7 Los Angeles County Oak Tree Ordinance

The Los Angeles County Oak Tree Ordinance was established to recognize oak trees as significant, historical, aesthetic, and ecological resources. Under the Los Angeles County Ordinance, a permit is required to cut, destroy, remove, relocate, inflict damage, or encroach into the protected zone of any oak tree (*Quercus* sp.) eight inches or more in diameter at four and one-half feet above mean natural grade. For oaks with multiple trunks, this includes a combined diameter of 12 inches or more for the two largest trunks. Five oak trees were identified during tree surveys measuring four, eight, 10, 12, and 14 inches at four and one-half feet above mean natural grade.

3.0 METHODS OF STUDY

3.1 Delineation of the Biological Study Area

The BSA is defined as the area that could be impacted by the project, either temporarily or permanently, and includes areas that could be indirectly affected by noise or other disturbances. The BSA includes the three primary theatre improvement areas and the proposed trail alignment, and encompasses approximately 18.2 acres of land (see **Figure 4)**. Area A (amphitheatre) includes the amphitheatre and adjacent vegetated hillside; Area B (Ford Theatres) includes the indoor theatre, office, conference room, stacked parking lot, Friends of the Ford Theatres parking lot, ticketing booths, and surrounding vegetation; and Area C (transit plaza) includes the parking lot, office buildings, flex space, and surrounding vegetation (see **Figure 3**). The trail area consists of the proposed trail alignment corridor and includes a 15-foot buffer on either side of the trail.

3.2 Literature Review

Relevant literature on the biological resources documented near the BSA was reviewed, including the California Natural Diversity Database (CNDDB), managed and updated periodically by the CDFW (see **Attachment A**). A database query was run for the Hollywood, Inglewood, Venice, Beverly Hills, Pasadena, Van Nuys, Burbank, Los Angeles, and South Gate 7.5-minute U.S. Geological Survey (USGS) quadrangles from the CNDDB Rarefind 5 online database. A review of the USFWS official species list of species designated as threatened or endangered under the FESA that have potential to be in the BSA was also completed. The CDFW Biogeographic Information and Observation System Habitat Connectivity Viewer was reviewed to determine habitat connectivity in the BSA.

3.3 Field Investigation

The BSA was surveyed on December 11 and December 16, 2013 by GPA biologists Sheri Mayta and Jennifer Morrison. All vegetation communities within the BSA were visually surveyed on foot, and all plant and wildlife species within the BSA were inventoried to the extent feasible to verify the presence or absence of protected species (see **Attachment A**).

Based on the results of the initial surveys, there is suitable habitat for coastal California gnatcatcher in the BSA, and protocol-level surveys would need to be conducted following USFWS protocol to determine presence or absence of this species in the BSA prior to construction. Additional botanical surveys would also need to be completed during the appropriate blooming periods (May – June) for several rare plant species, including slender mariposa-lily (*Calochortus clavatus* var. *gracilis*), plummer's mariposa-lily (*Calochortus plummerae*), Parry's spineflower (*Chorizanthe parryi* var. *parryi*), Mesa horkelia (*Horkelia cuneata* var. *puberula*), Palmer's grapplinghook (*Harpagonella palmeri*), and Robinson's pepper-grass (*Lepidium virginicum* var. *robinsonii*) in order to rule out the potential for special-status plant species in the BSA.

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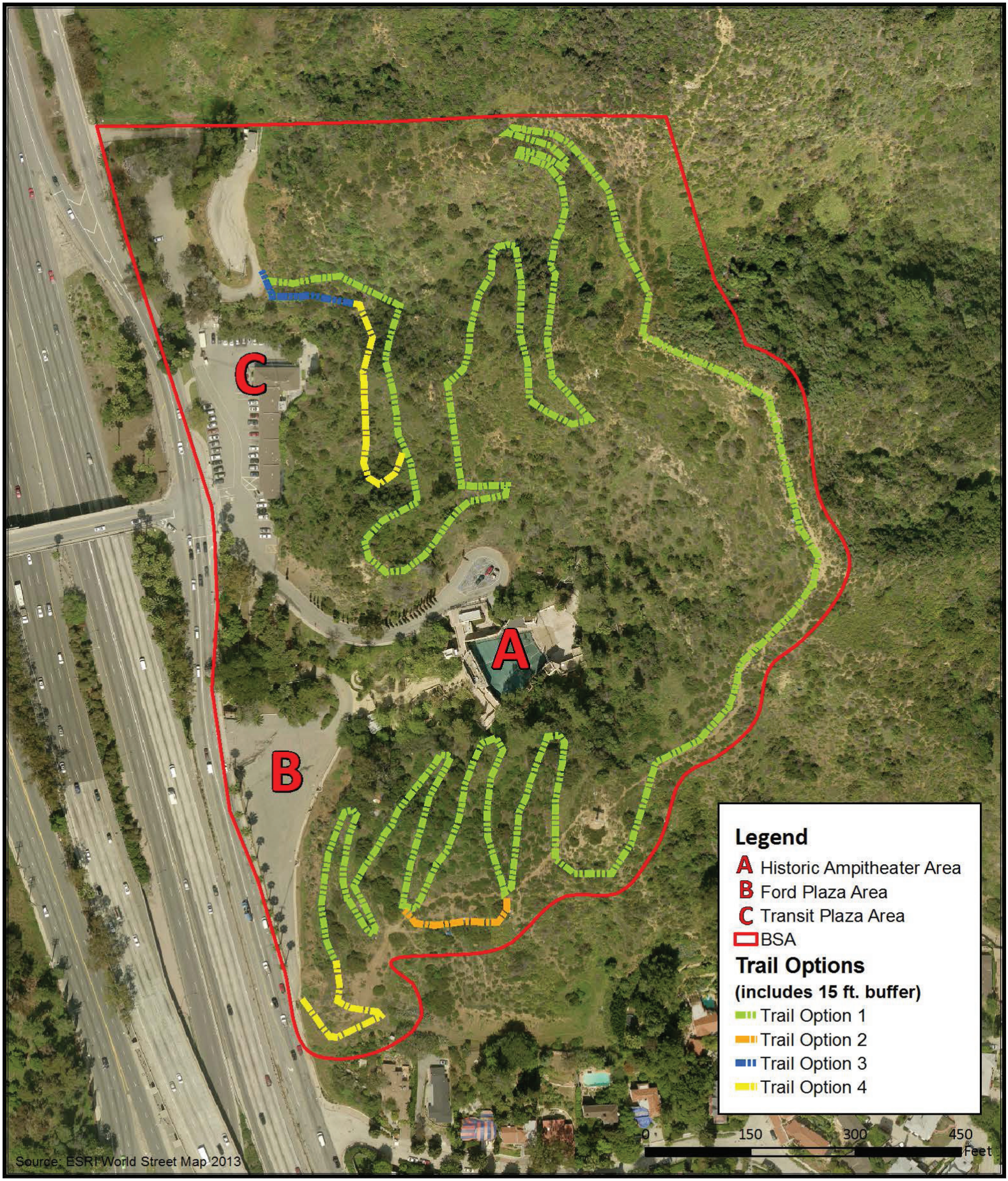

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FIGURE 4. BSA MAP
Ford Theatres Project

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4.0 EXISTING CONDITIONS

4.1 Plant Communities

The BSA is located in the Hollywood Hills, and the primary plant communities include chaparral, ruderal, and landscaped areas (see **Figure 5**). The chaparral communities are on the hillside to the east of the office buildings and theatre. Ornamental and ruderal plant communities border the parking lot of the office building complex. Non-native ornamental species have also been planted south and east of the theatre to provide an aesthetically pleasing backdrop to the theatre stage and at the entrance to the parking lots and ticketing booth of the theatre.

4.1.1 Chaparral

The hillside surrounding the theatre and office buildings in Areas A and C, and the proposed trail alignment, are vegetated with native chaparral species. The dominant species are laural sumac (*Malosma laurina*), California buckwheat (*Eriogonum fasiculatum*), and black sage (*Salvia mellifera*). Co-dominant species include California brickelbush (*Brickellia californica*) and non-native annual grasses. A complete list of plant species observed in the BSA is included in **Attachment B** and photographs of the project area are provided in **Attachment C**.

4.1.2 Ornamental

The terraces at the foot of the hillside in Area A, and at the entrance to the parking lots and theatre ticketing booth in Areas B and C, are planted with non-native ornamental plant species. The most common species observed include juniper (*Juniperus chinensis*), Mexican fan palm (*Washingtonia robusta*), and lantana (*Lantana* sp.) There is an overstory of pine species (*Pinus* sp.), which were likely planted in the BSA. Five oak trees were identified during tree surveys measuring four, eight, 10, 12, and 14 inches at four and one-half feet above mean natural grade.

4.2 Wildlife Populations

Wildlife species observed during the biological field surveys include black phoebe (*Sayornis nigricans*), California towhee (*Melozone crissalis*), yellow-rumped warbler (*Setophaga coronata*), Anna's hummingbird (*Calypte anna*), American crow (*Corvus brachyrhynchos*), red-tailed hawk (*Buteo jamaicensis*), turkey vulture (*Cathartes aura*), western scrub jay (*Aphelocoma californica*), woodpecker (*Picoides* sp.), kingbird (*Tyrannus* sp.), and western fence lizard (*Sceloporus occidentalis*). Based on personal communication with an on-site theatre production manager, mule deer (*Odocoileus hemionus*), bobcats (*Lynx rufus*), and coyotes (*Canis latrans*) are also known to forage in the BSA, and an individual mountain lion (*Puma concolor*) is known to frequent the Griffith Park area. Deer and coyote scat were observed in the hills above the theatre during surveys.

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FIGURE 5. BIOLOGICAL RESOURCES MAP
Ford Theatres Project

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4.3 Regional Connectivity/Wildlife Movement Corridor Assessment

According to the CDFW Biogeographic Information and Observation System Habitat Connectivity Viewer, the BSA is within an undisturbed habitat block that includes native plant and wildlife species; therefore, the area may be used for local wildlife movement. However, the BSA is not designated as a regional wildlife linkage area in the County of Los Angeles General Plan. Griffith Park, approximately 0.5 mile north of the BSA, is designated as a SEA and would likely be used for regional wildlife movement in the area.

The BSA is in the Hollywood Hills and is bordered by Cahuenga Boulevard and U.S. 101 to the west, residential development to the south, open land to the east and north, and the Hollywood Reservoir to the northeast. The project area is situated directly adjacent to Cahuenga Boulevard and U.S. 101, which presents a physical barrier to wildlife movement to or from the areas west of the BSA; therefore, wildlife movement would likely be limited to local movement within the adjacent open space to the north, south, and east of the project area.

5.0 SENSITIVE RESOURCES WITH THE POTENTIAL TO BE IN THE BSA

The following discussion describes the sensitive plant and wildlife species with potential to be within the BSA based on their geographical range. These species have been afforded special status and/or protection by federal, state, or local resource conservation agencies and organizations because of the species' limited or declining population size or limited distribution. Also discussed are habitats that are of relatively limited distribution or of particular value to wildlife. Determinations on whether sensitive resources could potentially be in the BSA are based on: (1) a record reported in the CNDDB and/or (2) the presence of suitable habitat.

5.1 Special-Status Plant Communities

No special-status plant communities are located in the BSA. Native plant communities in the BSA include chaparral scrub, common in undeveloped areas of southern California.

5.2 Special-Status Plant Species

Table 1 describes the special-status plant species that have been documented in the geographic area, their habitat requirements, and the potential for them to be in the BSA.

Table 1: Special-Status Plant Species with the Potential to be in the BSA Based on Geographical Range

Common and Scientific Names	Status/Rank			General Habitat Requirements	Presence/ Absence	Potential to be in the BSA
	Federal USFWS	State CDFW	CNPS			
Arenaria paludicola Marsh sandwort	FE	SE	1B.1	Perennial herb found in swamps and freshwater marsh areas along the Pacific Coast. Blooming period: May to	A	There are no swamps or freshwater marshes in the BSA; therefore, there is

				August Elevation: 10-558 feet		no potential for this species to be in the BSA.
Astragalus brauntonii Braunton's milk-vetch	FE	--	1B.1	Perennial herb associated with fire dependent chaparral habitat and is often found growing in disturbed areas, along fire roads or in areas with low competition. Requires gravelly clay soils. Blooming period: January - August Elevation: 13 - 2,100 feet	A	There are no gravelly clay soils in the BSA; therefore, there is no potential for this species to be in the BSA.
Astragalus pycnostachyus var. *lanosissimus* Ventura Marsh milk-vetch	FE	SE	1B.1	Herbaceous perennial that is associated with dune or coastal shrub vegetation. Blooming period: June to October Elevation: 3-115 feet	A	There is no dune or coastal shrub habitat in the BSA; therefore, there is no potential for this species to be in the BSA.
Astragalus tener var. *titi* Coastal dunes milk-vetch	FE	SE	1B.1	Annual herb found in moist depressions on clay soils or coastal dunes or grasslands. Blooming period: March - May Elevation: 3 -164 feet	A	There are no clay soils or coastal dunes or grasslands in the BSA; therefore, there is no potential for this species to be in the BSA.
Atriplex parishii Parish's brittlescale	--	--	1B.1	Annual herb found in playas and vernal pools in alkaline or clay soils. Blooming period: June - October Elevation: 82 -6,234 feet	A	There are no playas or vernal pools in the BSA; therefore, there is no potential for this species to be in the BSA.
Atriplex serenana var. *davidsonii* Davidson's saltscale	--	--	1B.2	Annual herb found in alkaline flats in association with coastal bluff scrub and coastal scrub. Blooming period: April to October Elevation: 32 – 656 feet	A	There is no coastal bluff scrub or coastal scrub in the BSA; therefore, there is no potential for this species to be in the BSA.
Berberis nevinii Nevin's barberry	FE	SE	1B.1	Evergreen shrub found on sandy soils, along gravelly wash margins, or coarse soils on steep generally	A	There are no sandy soils or gravelly wash margins in the BSA; therefore, there is no potential

				north-facing slopes. Blooming period: March - June Elevation: 900-2,707 feet		for this species to be in the BSA.
California macrophylla Round-leaved filaree	--	--	1B.1	Annual herb found in valley grassland and foothill woodland in clay soils. Blooming period: March - May Elevation: 50-3,937 feet	A	There is no valley grassland or foothill woodland in the BSA; therefore, there is no potential for this species to be in the BSA.
Calochortus clavatus var. *gracilis* Slender mariposa-lily	--	--	1B.2	Perennial herb found in foothill canyons, chaparral and coastal scrub. Blooming period: March - June Elevation: 1,050 – 3,281 feet	Potential	There is chaparral habitat in the BSA, and there is potential for this species to be in the BSA. Additional surveys during the blooming season are required to confirm presence or absence.
Calochortus plummerae Plummer's mariposa-lily	--	--	4.2	Perennial herb found in chaparral, foothill woodland, yellow pine forest, coastal sage scrub and valley grassland. Blooming period: May - July Elevation: 328 – 5,577 feet	Potential	There is chaparral habitat in the BSA, and there is potential for this species to be in the BSA. Additional surveys during the blooming season are required to confirm presence or absence.
Calystegia sepium ssp. *binghamiae* Santa Barbara morning-glory	--	--	1B.1	Perennial herb found in coastal marshes and wetland-riparian areas. Blooming period: April - May Elevation: zero – 66 feet	A	There are no coastal marshes or wetland-riparian areas in the BSA; therefore, there is no potential for this species to be in the BSA.
Centromadia parryi ssp. *australis* Southern tarplant	--	--	1B.1	Annual herb found in seasonally moist grasslands and lowlands near the coast. Blooming period: May - November Elevation: zero – 1,394	A	There are no seasonally moist grasslands or lowlands in the BSA; therefore, there is no potential for this species to be in the

				feet		BSA.
Chaenactis glabriuscula var. *orcuttiana* Orcutt's pincushion	--	--	1B.1	Annual herb found in coastal dunes and coastal bluff scrub in Southern California. Blooming period: January - August Elevation: zero -328 feet	A	There are no coastal dunes or coastal bluff scrub in the BSA; therefore, there is no potential for this species to be in the BSA.
Chenopodium littoreum Coastal goosefoot	--	--	1B.2	Annual herb found in coastal dunes. Blooming period: April - August Elevation: 32- 98 feet	A	There are no coastal dunes in the BSA; therefore, there is no potential for this species to be in the BSA.
Chloropyron maritimum ssp. maritimum Salt marsh bird's-beak	FE	SE	1B.2	Hemiparasite annual herb found in coastal dunes and salt marsh habitat. Blooming period: May - October Elevation: zero – 98 feet	A	There are no coastal dunes or salt marsh habitat in the BSA; therefore, there is no potential for this species to be in the BSA.
Chorizanthe parryi var. *fernandina* San Fernando Valley spineflower	FC	SE	1B.1	Annual herb associated with coastal sage scrub and valley and foothill grassland. Blooming period: April - July Elevation: 492 – 4,003 feet	A	There is no coastal sage scrub or valley and foothill grassland habitat in the BSA; therefore, there is no potential for this species to be in the BSA.
Chorizanthe parryi var. parryi Parry's spineflower	--	--	1B.1	Annual herb found in chaparral and coastal sage scrub communities. Blooming period: April - June Elevation: 902 – 4,003 feet	Potential	There is chaparral habitat in the BSA and there is potential for this species to be in the BSA. Additional surveys during the blooming season are required to confirm presence or absence.
Dithyrea maritima Beach spectaclepod	--	ST	1B.1	Perennial herb found in coastal dunes and coastal scrub in sandy soils. Blooming period: March - May	A	There are no coastal dunes or coastal scrub in the BSA; therefore, there is no potential for this species to be in the

				Elevation: 10 -164 feet		BSA.
Dodecahema leptoceras Slender-horned spineflower	FE	SE	1B.1	Annual herb found in chaparral and coastal sage scrub in sandy, alluvial fan soils. Blooming period: April - June Elevation: 656 – 2,493 feet	A	There are no coastal sage scrub or alluvial fan soils in the BSA; therefore, there is no potential for this species to be in the BSA.
Dudleya multicaulis Many-stemmed dudleya	--	--	1B.2	Perennial herb found in chaparral, valley grassland, and coastal sage scrub in clay soils. Blooming period: April - July Elevation: 49 – 2,592 feet	A	There is no valley grassland, coastal sage scrub, or clay soils in the BSA; therefore, there is no potential for this species to be in the BSA.
Harpagonella palmeri Palmer's grapplinghook	--	--	4.2	Annual herb found in chaparral, coastal scrub, and valley and foothill grassland. Blooming period: March – May Elevation: 66 – 3,133 feet	Potential	There is chaparral habitat in the BSA; therefore, there is potential for this species to be in the BSA. Additional surveys during the blooming season are required to confirm presence or absence.
Helianthus nuttallii ssp. parishii Los Angeles sunflower	--	--	1A	Perennial herb found in freshwater and salt marshes. Blooming period: August - October Elevation: 32-5,495 feet	A	There are no freshwater or salt marshes in the BSA; therefore, there is no potential for this species to be in the BSA.
Horkelia cuneata var. puberula Mesa horkelia	--	--	1B.1	Perennial herb found in cismontane woodland, chaparral, and coastal sage scrub in sandy or gravelly soils. Blooming period: February - September Elevation: 230 – 2,657 feet	Potential	There is chaparral habitat in the BSA; therefore, there is potential for this species to be in the BSA. Additional surveys during the blooming season are required to confirm presence or absence.

Lasthenia glabrata ssp. *coulteri* Coulter's goldfields	--	--	1B.1	Annual herb found in salt marshes, playas and vernal pools and associated with alkali sinks. Blooming period: February - June Elevation: 3 – 4,003 feet	A	There are no salt marshes, playas, or vernal pools in the BSA; therefore, there is no potential for this species to be in the BSA.
Lepidium virginicum var. *robinsonii* Robinson's pepper-grass	--	--	4.3	Annual herb found in chaparral and coastal scrub habitats. Blooming period: January – July Elevation: 3 – 2,904 feet	Potential	There is chaparral habitat in the BSA; therefore, there is potential for this species to be in the BSA. Additional surveys during the blooming season are required to confirm presence or absence.
Malacothamnus davidsonii Davidson's bush-mallow	--	--	1B.2	Perennial shrub found in riparian habitat in chaparral, northern coastal scrub and coastal sage scrub communities. Blooming period: June - January Elevation: 607 – 2,805 feet	A	There is no riparian habitat or coastal scrub in the BSA; therefore, there is no potential for this species to be in the BSA.
Nama stenocarpum Mud nama	--	--	2B.2	Found in riparian habitat along lake-margins and stream banks. Blooming period: January - July Elevation: 16 – 1,640 feet	A	There is no riparian habitat in the BSA; therefore, there is no potential for this species to be in the BSA.
Nasturtium gambelii Gambel's water cress	FE	ST	1B.1	Perennial herb found in undisturbed freshwater habitats and marshes and swamps. Blooming period: April - October Elevation: 16 – 1,083 feet	A	There are no undisturbed freshwater habitats or marshes in the BSA; therefore, there is no potential for this species to be in the BSA.
Navarretia fossalis Spreading navarretia	FT	--	1B.1	Annual herb found in freshwater-marsh and vernal-pool habitats. Blooming period: April - June Elevation: 98 – 2,149 feet	A	There are no freshwater marshes or vernal pool habitats in the BSA; therefore, there is no potential for this species to be in the

						BSA.
Navarretia prostrata Prostrate vernal pool navarretia	--	--	1B.1	Annual herb found in coastal scrub, valley and foothill grasslands and vernal-pool habitat. Blooming period: April - July Elevation: 49 – 3,970 feet	A	There is no coastal scrub, valley and foothill grassland, or vernal pool habitats in the BSA; therefore, there is no potential for this species to be in the BSA.
Orcuttia californica California Orcutt grass	FE	SE	1B.1	Annual herb found in valley grassland and vernal-pools. Blooming period: April - August Elevation: 49 – 2,165 feet	A	There is no valley grassland or vernal pools in the BSA; therefore, there is no potential for this species to be in the BSA.
Phacelia stellaris Brand's star phacelia	FC	--	1B.1	Annual herb found in coastal dunes and is associated with coastal sage scrub. Blooming period: March - June Elevation: 3 -1,312 feet	A	There are no coastal dunes or coastal sage scrub in the BSA; therefore, there is no potential for this species to be in the BSA.
Potentilla multijuga Ballona cinquefoil	--	--	1A	Perennial herb found in meadows and associated with coastal sage scrub. Blooming period: June - August Elevation: zero – 7 feet	A	There are no meadows or coastal sage scrub in the BSA; therefore, there is no potential for this species to be in the BSA.
Pseudo-gnaphalium leucocephalum White-rabbit tobacco	--	--	2B.2	Perennial herb found on sandy or gravelly slopes, stream bottoms and is associated with riparian vegetation. Blooming period: July - December Elevation: zero - 6,890 feet	A	There are no sandy or gravelly slopes or riparian vegetation in the BSA; therefore, there is no potential for this species to be in the BSA.
Ribes divaricatum var. *parishii* Parish's gooseberry	--	--	1A	Perennial shrub found in riparian woodland and associated with coastal sage scrub. Blooming period: February - April Elevation: 213 – 984 feet	A	There are no riparian woodlands or coastal sage scrub in the BSA; therefore, there is no potential for this species to be in the BSA.

Sidalcea neomexicana Salt Spring checkerbloom	--	--	2B.2	Perennial herb found in playas, in chaparral, coastal scrub, and alkali sink communities. Usually found in wetlands. Blooming period: March - June Elevation: 49 – 5,020 feet	A	There is no playa habitat in the BSA; therefore, there is no potential for this species to be in the BSA.
Symphyotrichum defoliatum San Bernardino aster	--	--	1B.2	Perennial herb found in woodland, coastal scrub, marshes and swamps, grassland and meadow habitat and in disturbed areas. Blooming period: July - November Elevation: 7 – 6,693 feet	A	There is no woodland, coastal scrub, marsh, swamp, or grassland and meadow habitat in the BSA; therefore, there is no potential for this species to be in the BSA.
Symphyotrichum greatae Greata's aster	--	--	1B.3	Perennial herb found in damp areas in chaparral canyons. Blooming period: June-October Elevation: 984 - 6,594 feet	A	There are no damp areas in chaparral canyons in the BSA; therefore, there is no potential for this species to be in the BSA.

Federal Status USFWS Listing	**State Status CDFW Listing**	**CNPS Listing**
FE= Listed as endangered under the FESA	SE= Listed as endangered under the CESA	1A= Plant species that are presumed extinct in California
FT= Listed as threatened under the FESA	ST= Listed as threatened under the CESA	1B= Plant species that are rare, threatened, or endangered in California and elsewhere
FC= Candidate for listing (threatened or endangered) under the FESA	CSC= Species of Concern as identified by CDFW	2= Plant species that are rare, threatened, or endangered in California, but are more common elsewhere
		4 = Plants of limited distribution

5.3 Special-Status Wildlife Species

Table 2 describes the special-status wildlife species that have been documented in the geographic area, their habitat requirements, and the potential for them to be in the BSA.

Table 2: Special-Status Wildlife Species with the Potential to be in the BSA Based on Geographical Range

Common and Scientific Names	Status/Ranking		General Habitat Requirements	Presence/ Absence	Potential to be in the BSA
	Federal USFWS	State CDFW			
Invertebrates					
Brennania belkini Belkin's dune tabanid fly	--	S1S2	Found in coastal sand dunes of Southern California.	A	There are no coastal sand dunes in the BSA; therefore, there is no potential for this species to be in the BSA.
Carolella busckana Busck's gallmoth	--	SH	Found in coastal scrub dunes.	A	There are no coastal scrub dunes in the BSA; therefore, there is no potential for this species to be in the BSA.
Cicindela hirticollis gravida Sandy beach tiger beetle	--	CSC	Found along rivers, large lakes and seashores in areas of soft sandy substrates.	A	There are no soft sandy substrates in the BSA; therefore, there is no potential for this species to be in the BSA.
Cicindela senilis frosti Senile tiger beetle	--	S1	Found in coastal salt marshes and tidal mud flats as well as interior alkali mud flats.	A	There are no coastal salt marshes or tidal mud flats in the BSA; therefore, there is no potential for this species to be in the BSA.
Coelus globosus Globose dune beetle	--	S1	Found in coastal dunes, tunneling through sand underneath dune vegetation.	A	There are no coastal dunes in the BSA; therefore, there is no potential for this species to be in the BSA.
Danaus plexippus Monarch butterfly	--	S3	Adult monarchs require milkweed for breeding and as a food source for larvae. Monarchs roost in eucalyptus, Monterey pines, and Monterey cypresses in California.	A	There is no milkweed in the BSA; therefore, there is no potential for this species to be in the BSA.
Eucosma hennei Henne's eucosman moth	--	S1	Found in El Segundo sand dunes.	A	There are no sand dunes in the BSA; therefore, there is no potential for this species to be in the BSA.

Euphilotes battoides allyni El Segundo blue butterfly	FE	S1	Endemic to coastal sand dunes associated with coast buckwheat.	A	There are no sand dunes or coast buckwheat in the BSA; therefore, there is no potential for this species to be in the BSA.
Onychobaris langei Lange's El Segundo Dune weevil	--	S1	Found in El Segundo sand dunes in dune scrub plant communities.	A	There are no sand dunes in the BSA; therefore, there is no potential for this species to be in the BSA.
Panoquina errans Wandering skipper	--	S1	Found along the coast and inhabits ocean bluffs, and open areas near the ocean.	A	There are no ocean bluffs in the BSA; therefore, there is no potential for this species to be in the BSA.
Socalchemmis gertschi Gertsch's socalchemmis spider	--	S1	Found in sage scrub, chaparral, oak woodland, coniferous forest, and rocky habitats in non-arid climates.	Potential	There is sage scrub and chaparral in the BSA, and potential for this species to be in the BSA.
Trigonoscuta dorothea dorothea Dorthy's El Segundo Dune weevil	--	S1	Found along coastal southern California in dune scrub plant communities.	A	There are no dune scrub plant communities in the BSA; therefore, there is no potential for this species to be in the BSA.
Amphibians					
Emys marmorata Western pond turtle	--	CSC	Found in slow moving rivers, streams, lakes ponds, wetlands, reservoirs, and brackish estuarine waters. Prefer areas that provide logs, algae or vegetation for cover, and boulders for basking.	A	There are no logs, vegetation, or boulders in the river portion of the BSA, and the channel is concrete-lined. There is no potential for this species to be in the BSA.
Rana muscosa Sierra Madre yellow-legged frog	FE	CSC	Found in rocky, cool streams in mountainous areas from elevations of 7,513 ft. to 1,214 feet.	A	There are no rocky streams in the BSA; therefore, there is no potential for this species to be in the BSA.
Taricha torosa Coast range newt	--	CSC	Found in chaparral, oak woodland, and grasslands. In the terrestrial phase they can be found in rock crevices, under plant debris in	A	There is no aquatic habitat in the BSA; therefore, there is no potential for this species to be in the BSA.

			moist to dry habitats. In the aquatic phase they inhabit ponds, reservoirs, lakes and slow moving streams.		
Reptiles					
Anniella pulchra pulchra Silvery legless lizard	--	CSC	Found in moist loose soils with plant cover and can be found in chaparral, desert scrub, and near streams with sycamores, cottonwoods, or oaks.	A	There are no moist soils or streams in the BSA; therefore, there is no potential for this species to be in the BSA.
Aspidoscelis tigris stejnegeri Coastal whiptail	--	S2S3	Found in chaparral, woodland, and riparian habitats in open, dry areas.	Potential	There is chaparral habitat in the BSA; therefore, there is potential for this species to be in the BSA.
Phrynosoma blainvillii Coast horned lizard	--	CSC	Found in grasslands, coniferous forests, woodlands, and chaparral in areas of loose soil and low vegetation. Can be found at sea level to 8,000 feet elevations.	Potential	There is chaparral habitat in the BSA and there is potential for this species to be in the BSA.
Birds					
STRIGIFORMES (owls)					
Athene cunicularia Burrowing owl	--	CSC	Found in open areas with low ground cover (less than six inches tall) and inhabit underground burrows that have been dug out by ground squirrels. Prefer areas with few to no trees.	A	There are no open areas or ground squirrel burrows in the BSA, and ground cover is taller than six inches. In addition, there are many large trees that are habitat for predators; therefore, there is no potential for this species to be in the BSA.
ACCIPITRIFORMES (hawks, eagles, vultures)					
Buteo swainsoni Swainson's hawk	--	ST	Found in prairie and grassland habitats and forage in open areas. Adjusted to agricultural settings.	A	There are no grasslands, prairies, or agricultural fields in the BSA; therefore, there is no potential for this species to be in the BSA.
CHARADRIIFORMES (shorebirds)					
Charadrius alexandrinus nivosus Western snowy	--	ST	Found in coastal beaches, sand spits, beaches at creek and river mouths, and salt pans at lagoons	A	There are no coastal beaches or sand spits in the BSA; therefore, there is no potential for this species to

plover			and estuaries.		be in the BSA.
Sternula antillarum browni California least tern	FE	SE	Found on beaches, mudflats, and sand dunes near shallow estuaries and lagoons.	A	There are no beaches, mudflats, or sand dunes in the BSA; therefore, there is no potential for this species to be in the BSA.
PASSERIFORMES (perching birds)					
Empidonax traillii extimus Southwestern willow flycatcher	FE	SE	Found in riparian habitats along rivers, streams, or other wetlands with vegetation for nesting and foraging.	A	There are no riparian habitats in the BSA; therefore, is no potential for this species to be in the BSA.
Passerculus sandwichensis beldingi Belding's savannah sparrow	--	SE	Found in coastal salt marshes in areas of dense pickleweed.	A	There are no coastal salt marshes in the BSA; therefore, there is no potential for this species to be in the BSA.
Polioptila californica californica Coastal California gnatcatcher	FT	CSC	Found in chaparral, grassland, and riparian areas near sage scrub. Requires variable amounts of semi-open sage scrub dominated by California sagebrush on shallow slope gradients.	Potential	There is chaparral and sage scrub habitat in the BSA and there is potential for this species to be in the BSA. Protocol-level surveys would be required to confirm presence or absence.
Riparia riparia Bank swallow	--	ST	Found in low areas along rivers, streams, ocean coasts, or reservoirs. Build nests in vertical banks or bluffs.	A	There are no rivers, streams, or ocean coasts in the BSA; therefore, there is no potential for this species to be in the BSA.
Vireo bellii pusillus Least Bell's vireo	FE	SE	Found in dense, willow dominated riparian habitat with lush understory vegetation.	A	There is no riparian habitat in the BSA; therefore, there is no potential for this species to be in the BSA.
FALCONIFORMES (hawks, falcons)					
Falco peregrinus anatum American peregrine falcon	FD	--	Found in coastal areas, plains, grasslands, forests and deserts in open or partially wooded areas. Tend to inhabit areas next to large bodies of water where prey is more available.	A	There are no plains, grasslands, forests, or deserts in the BSA; therefore, there is no potential for this species to be in the BSA.

GRUIFORMES (rails)					
Laterallus jamaicensis coturniculus California black rail	--	ST	Found in tidal wetlands or marshes in areas where there is mud or vegetation.	A	There are no tidal wetlands or marshes in the BSA; therefore, there is no potential for this species to be in the BSA.
PELECANIFORMES (pelicans)					
Pelecanus occidentalis californicus California brown pelican	FD	--	Found in marine areas near piers and jetties with offshore rocks and islands important for nesting. Forage in estuarine and inshore waters.	A	There are no marine areas or jetties in the BSA; therefore, there is no potential for this species to be in the BSA.
Mammals					
Antrozous pallidus Pallid bat	--	CSC	Found in rocky, mountainous areas near water or open, sparsely vegetated grasslands. Roosts in attics, rock cracks, buildings, and caves.	Potential	There are buildings in the BSA that may provide roosting habitat; therefore, there is potential for this species to be in the BSA.
Eumops perotis californicus Western mastiff bat	--	CSC	Cliff dwelling species that generally roost under rock slabs or crevices in large boulders or buildings. Foraging habitat includes dry desert washes, flood plains, chaparral, oak woodland, grassland, and agricultural areas.	Potential	There are buildings in the BSA that may provide roosting habitat and chaparral communities for foraging; therefore, there is potential for this species to be in the BSA.
Lasionycteris noctivagans Silver-haired bat	--	S3S4	Generally roost in trees, but have occasionally been found in rock crevices, under wood piles, under foundations, and in buildings, mines and caves. Forages in open meadows, above the canopy, and in the riparian zone along waterways.	A	There are no open meadows, riparian habitat, or waterways, in the BSA; therefore, there is no potential for this species to be in the BSA.

Lasiurus cinereus Hoary bat	--	S4	Primarily roost in the foliage of coniferous and deciduous trees but have also been observed in caves, beneath rock ledges, and in buildings.	Potential	There are trees and vegetation that could provide roosting habitat in the BSA; therefore, there is the potential for this species to be in the BSA.
Lasiurus xanthinus Western yellow bat	--	CSC	Found in desert regions in southern California. Usually roost in trees and often forage in open grassy areas and scrub, and riparian habitats.	A	The BSA is not in a desert region; therefore, there is no potential for this species to be in the BSA.
Microtus californicus stephensi South coast marsh vole	--	CSC	Found in wetland communities and associated grasslands in the coastal zone.	A	There are no wetland communities in the BSA; therefore, there is no potential for this species to be in the BSA.
Neotoma lepida intermedia San Diego desert woodrat	--	CSC	Found in high desert areas, chaparral, sagebrush flats, pinyon-juniper pine, and Joshua trees.	Potential	There is chaparral habitat in the BSA; therefore, there is potential for this species to be in the BSA.
Nyctinomops fermorosaccus Pocketed free-tailed bat	--	CSC	Generally roosts in crevices of cliffs, high rocky outcrops, and slopes, but may also be found roosting in buildings, caves, and under roof tiles. Forages in desert shrub and pine-oak forests.	Potential	There are buildings in the BSA that may provide roosting habitat; therefore, there is potential for this species to be in the BSA.
Nyctinomops macrotis Big free-tailed bat	--	CSC	Found in arid, rocky habitats, and been found in desert shrub, woodlands and evergreen forests. Mainly roosts in crevices of cliffs, but has also been documented in buildings, caves and tree cavities.	Potential	There are buildings in the BSA that may provide roosting habitat; therefore, there is potential for this species to be in the BSA.
Onychomys torridus Ramona Southern grasshopper	--	CSC	Found in low to moderate shrub cover and nest in abandoned burrows. Feeds on scorpions and other arthropods.	A	There are no burrows or scorpions in the BSA; therefore, there is no potential for this species to be in the BSA.

mouse					
Perognathus longimembris brevinasus Los Angeles pocket mouse	--	CSC	Found in lower elevation grassland, alluvial sage scrub and coastal sage scrub.	A	There is no grassland, alluvial sage scrub, or coastal sage scrub in the BSA; therefore, there is no potential for this species to be in the BSA.
Perognathus longimembris pacificus Pacific pocket mouse	FE	CSC	Found coastal strand and dunes, coastal sage scrub and alluvial plains in areas of fine grain and sandy substrates.	A	There are no sand dunes or coastal sage scrub in the BSA; therefore, there is no potential for this species to be in the BSA.
Sorex ornatus salicornicus Southern California saltmarsh shrew	--	CSC	Found in coastal salt marshes in areas where there is dense vegetative ground cover.	A	There are no coastal salt marshes in the BSA; therefore, there is no potential for this species to be in the BSA.
Taxidea taxus American badger	--	CSC	Found in open, arid habitats of grasslands, savannas, mountain meadows, and desert scrub.	A	There are no grasslands, savannas, or mountain meadows in the BSA; therefore, there is no potential for this species to be in the BSA.

Federal Status USFWS Listing	**State Status CDFW Listing**	**State Rank**
FE= Listed as endangered under the FESA	SE= Listed as endangered under the CESA	S1 = less than 1,000 individuals or less than 2,000 acres
FT= Listed as threatened under the FESA	ST= Listed as threatened under the CESA	S2 =1,000 -3,000 individuals or 2,000 – 10,000 acres
FD = Delisted in accordance with the FESA	CSC= Species of Concern as identified by CDFW	S3 = 3,000 – 10,000 individuals or 10,000 – 50,000 acres
		S4 = Secure within California. There is some threat or narrow habitat
		SH = All California sites are historical

5.4 Oak Tree and Plant Protection Management

There are coast live oak trees in the BSA that are subject to the Los Angeles County Tree Protection Ordinance. A permit is required to cut, destroy, remove, relocate, inflict damage, or encroach into the protected zone of any tree of the oak tree genus of the size specifications listed in the Los Angeles Country Tree Protection Ordinance. Five oak trees were identified during tree surveys measuring four, eight, 10, 12, and 14 inches at four and one-half feet above mean natural grade.

6.0 PROJECT IMPACTS

6.1 Special-Status Plant Species

There is undisturbed chaparral habitat in the BSA, and there is potential for special-status plant species, including slender mariposa-lily, Plummer's mariposa-lily, Parry's spineflower, mesa horkelia, Palmer's grapplinghook, and Robinson's pepper grass, to be in the BSA during construction. The project would require some vegetation removal to construct the hiking trail and complete planned renovations within the existing landscaped areas. In addition, vegetation would be thinned up to 200 feet from all new structures yearly, as an effort to reduce fire risk in the area. Vegetation removal could directly or indirectly impact special-status plant species if they are in the BSA during construction or maintenance activities.

Portions of the chaparral plant communities would be disturbed during construction of the additional hiking trails and retaining walls. Vegetation thinning could result in impacts on special-status plants, if they are in the BSA, and existing habitat. There are four oak trees measuring eight inches or more in diameter at four and one-half feet above mean natural grade that would be relocated as part of the project; therefore, a permit would be required under the Los Angeles County Oak Tree Ordinance. Although the project could impact special-status plant species, vegetation removal would be minimized to the extent feasible. With implementation of avoidance, minimization, and mitigation measures listed in Section 7.0, impacts on special-status plants would be less than significant.

6.2 Special-Status Wildlife Species

There is undisturbed habitat in the BSA and there is potential for special-status wildlife species, including the coast horned lizard (*Phrynosoma blainvillii*) and the San Diego desert woodrat (*Neotoma lepida intermedia)* (both California species of concern), to be in the BSA during construction. Project activities, including noise disturbance and vegetation removal, could impact these species if they are in the BSA during construction. However, with implementation of avoidance, minimization, and mitigation measures listed in Section 7.0, impacts on special-status wildlife species would be less than significant.

The development of additional trails and rehabilitation of the amphitheatre would increase lighting, noise, and human activity in the project area. The increase in lighting, noise, and human activity could result in impacts on wildlife if it were to deter them from the area and reduce their ability to forage. In addition, the development of additional trails would increase the risk for wildlife-human interactions within the project area. However, with the implementation of avoidance, minimization, and mitigation measures listed in Section 7.0, impacts on wildlife related to increased human activity would be less than significant.

Construction of proposed new trails would make the existing trails more accessible, which could result in increased foot traffic in the area and increased potential for erosion. Erosion could in turn impact wildlife habitat. Fencing would be installed along the lower trail alignments to keep people on the designated walking paths and reduce further disturbance of the hillside. The fencing could impact wildlife if it were to prevent access to foraging areas and reduce their ability to move through the area.

However, with implementation of avoidance, minimization, and mitigation measures listed in Section 7.0, impacts related to erosion and fencing would be less than significant.

The existing chaparral community contains elements of sage scrub (i.e. California sagebrush (*Artemisia Californica)* and black sage) habitat that is suitable habitat for coastal California gnatcatcher. According to the CNDDB, the most recent recording of this species was documented approximately six miles to the northwest of the BSA in 1991, and the potential for coastal California gnatcatcher to be in the BSA during construction is considered low; however, absence cannot be confirmed without additional surveys.

This species is non-migratory, and construction activities could result in impacts on coastal California gnatcatcher through noise disturbance and vegetation removal if they are in the BSA during construction. Annual vegetation thinning would be required out to 200 feet from all new structures, which would reduce habitat for coastal California gnatcatcher if they are in the BSA. However, with implementation of avoidance, minimization, and mitigation measures listed in Section 7.0, impacts on the coastal California gnatcatcher would be less than significant.

There are large areas of trees, vegetation, and buildings in the BSA, and there is potential for migratory birds and raptors to nest within these areas. Construction activities could result in impacts on nesting birds through noise disturbance and vegetation removal if they were in the BSA during construction. However, with implementation of avoidance, minimization, and mitigation measures listed in Section 7.0, impacts on nesting birds and raptors would be less than significant.

There are large trees, vegetation, and buildings in the BSA that could provide roosting habitat for bats. Construction activities could result in impacts on bats through noise disturbance and vegetation removal if they are in the BSA during construction. However, with implementation of avoidance, minimization, and mitigation measures listed in Section 7.0, impacts on bats would be less than significant.

6.3 Wildlife Movement Corridor

The proposed improvements to the theatre complex would be limited to the areas within and immediately adjacent to the existing theatre or other areas that have been previously developed, and would not be expected to result in an increased barrier to wildlife movement. The project would also include the construction of trail alignments along the hillside, and fencing would be installed along the lower trails to keep people on the designated trail. The fencing could present a barrier to wildlife movement in the area. The project would also increase human activity in the hillside areas along proposed trails; however, the majority wildlife movement through the area would likely be at night when hikers would not be using the trails.

The theatre would have nighttime performances; however, human activity during these times would be contained within the amphitheatre and parking areas and patrons would not be expected to access the hillside trails. Nighttime lighting in the theatre and theatre complex could potentially impact wildlife in the area, if lighting were to spill over into adjacent open space areas; however, the theatre is an existing use, the project area is located adjacent to existing roadways and other development, and the BSA is not

designated as a wildlife movement corridor. With the implementation of avoidance, minimization, and mitigation measures listed in Section 7.0, impacts on wildlife movement would be less than significant.

6.4 Jurisdictional Wetlands, Waters, and Streambeds

A jurisdictional delineation was not completed as part of this general biological resource assessment. A review of the USFWS' National Wetlands Inventory indicated that there are riverine wetlands within the BSA, north of the theatre. This area was studied during the biological field survey and was determined to be a cement drainage slough with tarps and sandbags stacked on either side of the drainage to prevent erosion. The drainage does not contain wetland vegetation or connect to other waterways, and is not considered jurisdictional. No other jurisdictional features were identified in the BSA.

The construction of new structures and paving would result in a minor increase in impervious surface area in the BSA, and could result in some additional storm water runoff. However, this runoff would not flow into any receiving waters, and storm drains would be designed to accommodate anticipated flows. Vegetation removal and landscaping associated with the project could result in sedimentation and impact water quality in the non-jurisdictional drainage. However, with the implementation of avoidance, minimization, and mitigation measures listed in Section 7.0, impacts related to site runoff would be less than significant.

6.5 Fuel Modification and Fire Risk

The project includes the construction of new structures that could result in additional fire risk. Fires in the project area could result in impacts on existing vegetation communities if they were to spread beyond the developed theatre complex, and could potentially affect special status species and wildlife in the area. Although the new structures would present a slight risk, the project area has already been developed and construction of new structures is minimal. In addition, vegetation would be thinned up to 200 feet from all new structures yearly, as an effort to reduce fire risk in the area. With the implementation of avoidance, minimization, and mitigation measures listed in Section 7.0, impacts related to fire risk would be less than significant.

7.0 AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES

7.1 Special-Status Plant Species

- Prior to construction, a qualified botanist would conduct rare plant surveys throughout the BSA. In the event that special status species are found during surveys, avoidance measures would be implemented based on recommendations of a qualified botanist. If avoidance is not feasible, appropriate mitigation would be developed and implemented, in consultation with the USFWS and/or the CDFW as appropriate.

  Surveys would be conducted during the appropriate blooming period to the extent feasible. If surveys cannot be conducted within the appropriate blooming period, or if presence for any species cannot be ruled out for any other reason, avoidance measures would be implemented based on recommendations of a qualified botanist. If avoidance is not feasible, appropriate mitigation would be developed and implemented, in consultation with the USFWS and/or the CDFW as appropriate.

- If it is determined that special status plants would be impacted as a result of the project, an on- or off-site restoration plan would be prepared by a qualified botanist, in coordination with the USFWS and/or the CDFW as appropriate.

  The restoration plan would be implemented prior to the completion of the project. The plan would include the following: receiver locations; number of plants to be replanted and the methods of replanting; maintenance and monitoring requirements; and measures necessary for the establishment of self-sustaining populations in suitable open space areas to ensure the long-term survivability of the species in the vicinity.

  Annual monitoring for at least five years would be required to ensure no-net-loss of acres of habitat for the species. The acreage ratio of lost special-status plant species habitat to habitat replaced would be coordinated with the USFWS and/or the CDFW, as appropriate, but would be no less than 1:1.

7.2 Oak Trees

- Oak trees measuring eight inches or more in diameter at four and one-half feet above mean natural grade would be protected in place unless specifically permitted by the County.
- Protective fencing would be installed outside of the drip line of any oak tree to be protected in place during construction to minimize damage from equipment storage, debris dumping, parking, etc. within oak tree protected zones.
- Oak trees that are relocated would be done so in a manner consistent with the Los Angeles County Oak Tree Ordinance.

7.3 Vegetation Communities

- During construction of the recreational trails and retaining walls, vegetation removal would be minimized to the extent feasible to reduce impacts on vegetation communities.
- Appropriate erosion control measures, such as timely re-vegetation of the disturbed areas, would be implemented to control erosion on the hillside areas during trail construction.
- Following construction, areas of native vegetation communities temporarily impacted would be restored. Plans for on- or off-site re-vegetation and/or restoration would be prepared by a qualified botanist with expertise in southern California ecosystems and native re-vegetation techniques. The plan would be approved by appropriate regulatory agencies prior to issuance of a grading permit or start of construction, whichever comes first. Annual monitoring for at least five years would also be required to ensure the long-term success of the re-vegetation. In addition, native plants would be incorporated into the theatre complex and parking landscape design where feasible.
- Where feasible, native chaparral shrub species would be planted along the edges of the trails to create a natural barrier and encourage hikers to stay within the trail boundaries.

7.4 General Wildlife Species

- Fencing required along the lower trails would be designed to be lower fencing with openings between the posts and rails that allow movement of wildlife to pass over or through the fence.
- Amphitheatre lighting would be designed to focus downward on developed areas of the complex and minimize and spillover lighting into adjacent open space areas.
- Trash receptacles that are not accessible to wildlife would be used along the trails and within open areas of the theatre complex to discourage wildlife from entering the area and reduce the potential for wildlife-human interaction. In addition, signage would be placed along the trails to encourage hikers to stay within the designated trail boundaries.
- A qualified biologist would complete pre-construction surveys no more than 48 hours prior to construction to determine the presence or absence of wildlife in the construction area. Surveys would be repeated if construction activities are suspended for five days or more. If any wildlife species are identified, appropriate measures would be developed and implemented to avoid impacts on these wildlife species, in consultation with appropriate resource agencies as applicable.

7.5 Coastal California Gnatcatcher

- Within a year prior to construction, protocol level surveys for the coastal California gnatcatcher would be conducted within 300 feet of suitable habitat by a qualified biologist/ornithologist according to the USFWS survey guidelines. The surveys would include, at a minimum, a thorough examination of all suitable habitat within the project area and vicinity for the coastal California gnatcatcher or its sign. The final survey methodology would be determined in coordination with the USFWS. A summary report would be prepared upon completion of these activities and submitted to the USFWS.
- If, following protocol level surveys, no gnatcatcher are detected, but construction is delayed more than one year, additional surveys may be required, at the discretion of the USFWS, to ensure that no gnatcatchers have moved into the area. If evidence of the coastal California gnatcatcher is found within the BSA during surveys, consultation with the USFWS would be conducted, and any regulatory requirements regarding protection of the species would be implemented.

7.6 Migratory Birds and Raptors

- The following measures would be implemented during construction to minimize impacts on nesting birds and raptors:

  a) Construction in areas that include trees, vegetation, or buildings that may provide nesting habitats for bird and raptors would be reduced to the maximum extent feasible.

  b) Trimming and removal of vegetation and trees would be minimized and performed outside of the nesting season (February 15 to September 15) to the extent feasible.

c) In the event that trimming or removal of vegetation and trees must be conducted during the nesting season, nesting bird surveys would be completed by a qualified biologist no more than 48 hours prior to trimming or clearing activities to determine if nesting birds are within the affected vegetation. Nesting bird surveys would be repeated if trimming or removal activities are suspended for five days or more.

d) In the event construction is scheduled during bird nesting season, nesting bird surveys would be completed no more than 48 hours prior to construction to determine if nesting birds, raptors, or active nests are in or within 500 feet of the construction area. Surveys would be repeated if construction activities are suspended for five days or more.

e) In the event nesting birds or raptors are found in the construction area, appropriate buffers (typically 300 feet for songbirds and up to 500 feet for raptors) would be implemented, in coordination with the CDFW, to ensure that nesting birds and active nests are not harmed. Buffers would include fencing or other barriers around the nests to prevent any access to these areas and would remain in place until birds have fledged and/or the nest is no longer active, as determined through coordination with the CDFW.

7.7 Bats

- To the extent feasible, tree and building removal would be scheduled during the non-breeding and active season for bats (typically October and November). Prior to construction, surveys would be conducted by a qualified bat specialist to identify the presence of bats and any active or potential bat-roosting cavities. During the non-breeding and active season, any bats roosting in cavities in the area, either in trees or in structures, would be safely evicted under the direction of a bat specialist and under consultation with the CDFW.

  Once it has been determined that all roosting bats have been safely evicted from roosting cavities, exclusionary devices approved by the CDFW would be installed and maintained to prevent bats from roosting in these cavities prior to and during construction. A summary report would be prepared upon completion of these activities and submitted to the CDFW.

  Pre-construction bat surveys would be conducted by a qualified bat specialist no more than seven days prior to the removal of any trees within the BSA to confirm that exclusionary measures have been successful and there are not bats within the construction area. If no roosting bats are detected, no further surveys are required provided the tree removal is conducted within seven days. If removal is delayed more than seven days, additional surveys would be conducted no more than seven days prior to tree removal to ensure that no bats have moved into the area.

- Surveys and exclusion measures are expected to prevent maternal colonies from becoming established in the BSA. In the event that a maternal colony of bats is found in the construction area, the CDFW would be consulted, and no work would be conducted within 100 feet of the roosting site until the maternal season is over or the bats have left the site, or as otherwise directed by the CDFW. The site would be designated as a sensitive area and protected as such until the bats have left the site. No clearing and grubbing would be authorized adjacent to the site. Combustion

equipment, such as generators, pumps, and vehicles, would not to be parked nor operated under or adjacent to the roosting site. Construction personnel would not enter into areas beneath the colony, especially during the evening exodus.

7.7 Non-jurisdictional Drainages

- Appropriate best management practices (BMP), such as sandbags or silt fencing, would be implemented during vegetation removal and landscaping adjacent to on-site drainages and storm drains to reduce dirt and dust from entering these drainages.
- Areas where vegetation removal and/or grading is conducted would be stabilized with appropriate erosion control measures.

7.8 Fuel Modification and Fire Risk

- All new structures would have a 30-foot buffer where low-growing, irrigated drought tolerant plant material would be planted to prevent erosion and transition to the native character of the project area.
- All new structures would have a 200-foot buffer where brush would be seasonally thinned, outside of the bird-nesting season, through weed whipping or brush removal. Pruning of trees, including removing low branches and dead branches, would be conducted as needed, to reduce the amount of potential plant fuel.

8.0 CUMULATIVE IMPACTS

Cumulative impacts are impacts on biological resources that result from combined past, present, and foreseeable impacts of the project and other projects near the project area. To evaluate cumulative impacts, project impacts were analyzed in combination with impacts resulting from nearby or "related" projects (see **Table 3**).

Table 3: Related Projects Used for Cumulative Impacts Discussion

Address	Land Use/Size
6200 West Hollywood Boulevard	Apartment (952 dwelling units (du)), Retail (190,000 square feet (sf)
1540 North Vine Street	Apartment (306 du), Retail (68,000 sf)
5935 West Sunset Boulevard	Condominium (311 du, 40,000 sf), Office Restaurant (8,500 sf), Retail (5,000 sf)
6230 West Yucca Street	Condominium (85 du), Commercial (13,890 sf)
7300 West Hollywood Boulevard	Temple
6516 West Selma Avenue	Office (85,000 sf)
6608 West Hollywood Boulevard	Quality Restaurant (11,400 sf), Bar/Lounge (9,400 sf) , Special Events (6,100 sf), Office (3,000 sf)

6417 West Selma Avenue	Hotel (85 rooms), Restaurant/Club (12,840 sf)
6100 West Hollywood Boulevard	Apartment (151 du), Retail (6,200 sf)
1600 North Highland Avenue	Condominium (496 du), Hotel (300 rooms), Office (186,200 sf), Retail (45,000 sf)
7045 West Lanewood Avenue	Apartment (43 du)
6225 West Hollywood Boulevard	Office (214,000 sf)
1601 North Vine Street	Office (121,609 sf), Commercial (2,313 sf)
1800 North Argyle Avenue	Hotel (225 rooms)
6757 West Hollywood Boulevard	Restaurant (17,717 sf)
6381 West Hollywood Boulevard	Student/Faculty/Staff Housing (80 rooms), Retail 15,290 sf)
1460 North Gordon Street	Student Housing (224 du), Faculty/Staff Housing (13 du), Retail (6,400 sf)
1603 North Cherokee Avenue	Affordable Apartment (66 du)
6523 West Hollywood Boulevard	Restaurant (10,402 sf), Office (4,074 sf)
1313 North Vine Street	Museum (44,000 sf), Storage (35,231 sf)
1610 North Highland Avenue	Apartment (248 du), Retail (14,710 sf)
1841 North Highland Avenue	Business Hotel (100 rooms)
1740 North Vine Street	Apartment (461 du), Hotel (254 rooms), Health Club (80,000 sf), Office (264,000 sf), Retail (100,000 sf), Restaurant (25,000 sf)
1411 Highland Avenue	Apartment (90 du)
1824 North Highland Avenue	Apartment (118 du)
6121 West Sunset Boulevard	Apartment (200 du), Office (422,500 sf), High-Turnover Restaurant (23,500 sf), Fast-Food Restaurant (2,000 sf), Retail (16,500 sf), Health Club (15,000 sf)
1718 North Las Palmas Avenue	Condominium (29 du), Apartment (196 du)

Source: Gibson Transportation Consulting, Inc.; Los Angeles Department of Transportation, 2014.

The majority of the project area has been previously developed and a large portion of the vegetation that would be impacted is ornamental landscaping. The theatre complex improvements would be limited to a relatively small area and would not encroach substantially into the hillside. With implementation of proposed mitigation measures, the project would not result in significant impacts on chaparral communities within the region. The related projects in the area are on land that has previously been developed and contains limited vegetation communities. Therefore, the project, in combination

with related projects, would not be expected to result in cumulatively considerable impacts on the vegetation communities within the region.

The project would not result in significant impacts on designated regional wildlife movement corridors, and with implementation of proposed mitigation measures would retain existing habitat linkages for wildlife using areas within and around the project area. In addition, the project would not result in significant impacts on special-status plant or wildlife species or impacts on jurisdictional waters. Based on the location of the related projects within highly urbanized areas and the proximity of the related projects to large expanses of open space, the related project areas do not provide the type of environment that would attract wildlife to those sites or use those sites to reach nearby open space areas where such wildlife are known to exist. Therefore, the project, in combination with the related projects, would not result in cumulatively considerable impacts on biological resources.

The related projects include mainly infill projects on areas that have been previously developed and contain limited habitat for wildlife species. Therefore, the related projects would not likely result in significant impacts on biological resources, and would not contribute substantially to cumulative impacts on special-status plant species, special-status wildlife species, wildlife movement corridors, or jurisdictional wetlands, waters, and streambeds. In addition, potential impacts on biological resources resulting from the related projects would likely be subject to mitigation as part of the environmental review process, thereby avoiding or minimizing any potential impacts on biological resources. Therefore, the project, in combination with the related projects, would not result in cumulatively considerable impacts on biological resources.

9.0 CONCLUSIONS

There is abundant vegetation in the hills surrounding the theatre complex, and there is the potential for nesting birds, bats, and other special-status species to be in the BSA during construction. The project has the potential to impact these species; however, with the implementation of appropriate avoidance, minimization, and mitigation measures listed above, impacts would be reduced to a less than significant level.

10.0 REFERENCES

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Spencer, W.D., P. Beier, K. Penrod, K. Winters, C. Paulman, H. Rustigian-Romsos, J. Strittholt, M. Parisi, and A. Pettler. California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California. Prepared for California Department of Transportation, California Department of Fish and Game, and Federal Highways Administration. March 2010.

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ATTACHMENT A

CNDDB SPECIES LIST

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad is (Hollywood (3411813) or Inglewood (3311883) or Venice (3311884) or Beverly Hills (3411814) or Pasadena (3411822) or Van Nuys (3411824) or Burbank (3411823) or Los Angeles (3411812) or South Gate (3311882))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Anniella pulchra pulchra silvery legless lizard	ARACC01012	None	None	G3G4T3T4Q	S3	SSC
Antrozous pallidus pallid bat	AMACC10010	None	None	G5	S3	SSC
Arenaria paludicola marsh sandwort	PDCAR040L0	Endangered	Endangered	G1	S1	1B.1
Aspidoscelis tigris stejnegeri coastal whiptail	ARACJ02143	None	None	G5T3T4	S2S3	
Astragalus brauntonii Braunton's milk-vetch	PDFAB0F1G0	Endangered	None	G2	S2	1B.1
Astragalus pycnostachyus var. lanosissimus Ventura Marsh milk-vetch	PDFAB0F7B1	Endangered	Endangered	G2T1	S1	1B.1
Astragalus tener var. titi coastal dunes milk-vetch	PDFAB0F8R2	Endangered	Endangered	G2T1	S1	1B.1
Athene cunicularia burrowing owl	ABNSB10010	None	None	G4	S2	SSC
Atriplex parishii Parish's brittlescale	PDCHE041D0	None	None	G1G2	S1	1B.1
Atriplex serenana var. davidsonii Davidson's saltscale	PDCHE041T1	None	None	G5T2?	S2?	1B.2
Berberis nevinii Nevin's barberry	PDBER060A0	Endangered	Endangered	G1	S1	1B.1
Brennania belkini Belkin's dune tabanid fly	IIDIP17010	None	None	G1G2	S1S2	
Buteo swainsoni Swainson's hawk	ABNKC19070	None	Threatened	G5	S2	
California macrophylla round-leaved filaree	PDGER01070	None	None	G2	S2	1B.1
California Walnut Woodland California Walnut Woodland	CTT71210CA	None	None	G2	S2.1	
Calochortus clavatus var. gracilis slender mariposa-lily	PMLIL0D096	None	None	G4T2	S2	1B.2
Calochortus plummerae Plummer's mariposa-lily	PMLIL0D150	None	None	G4	S4	4.2
Calystegia sepium ssp. binghamiae Santa Barbara morning-glory	PDCON040E6	None	None	G5T1	S1	1B.1
Carolella busckana Busck's gallmoth	IILEM2X090	None	None	G1G3	SH	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Centromadia parryi ssp. australis southern tarplant	PDAST4R0P4	None	None	G3T2	S2	1B.1
Chaenactis glabriuscula var. orcuttiana Orcutt's pincushion	PDAST20095	None	None	G5T1	S1	1B.1
Charadrius alexandrinus nivosus western snowy plover	ABNNB03031	Threatened	None	G3T3	S2	SSC
Chenopodium littoreum coastal goosefoot	PDCHE091Z0	None	None	G2	S2	1B.2
Chloropyron maritimum ssp. maritimum salt marsh bird's-beak	PDSCR0J0C2	Endangered	Endangered	G4?T1	S1	1B.2
Chorizanthe parryi var. fernandina San Fernando Valley spineflower	PDPGN040J1	Candidate	Endangered	G2T1	S1	1B.1
Chorizanthe parryi var. parryi Parry's spineflower	PDPGN040J2	None	None	G2T2	S2	1B.1
Cicindela hirticollis gravida sandy beach tiger beetle	IICOL02101	None	None	G5T2	S1	
Cicindela senilis frosti senile tiger beetle	IICOL02121	None	None	G2G3T1T3	S1	
Coelus globosus globose dune beetle	IICOL4A010	None	None	G1	S1	
Danaus plexippus monarch butterfly	IILEPP2010	None	None	G5	S3	
Dithyrea maritima beach spectaclepod	PDBRA10020	None	Threatened	G2	S2.1	1B.1
Dodecahema leptoceras slender-horned spineflower	PDPGN0V010	Endangered	Endangered	G1	S1	1B.1
Dudleya multicaulis many-stemmed dudleya	PDCRA040H0	None	None	G2	S2	1B.2
Empidonax traillii extimus southwestern willow flycatcher	ABPAE33043	Endangered	Endangered	G5T1T2	S1	
Emys marmorata western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
Eucosma hennei Henne's eucosman moth	IILEM0R390	None	None	G1	S1	
Eumops perotis californicus western mastiff bat	AMACD02011	None	None	G5T4	S3?	SSC
Euphilotes battoides allyni El Segundo blue butterfly	IILEPG201B	Endangered	None	G5T1	S1	
Falco peregrinus anatum American peregrine falcon	ABNKD06071	Delisted	Delisted	G4T4	S2	FP
Helianthus nuttallii ssp. parishii Los Angeles sunflower	PDAST4N102	None	None	G5TH	SH	1A

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Horkelia cuneata var. puberula mesa horkelia	PDROS0W045	None	None	G4T2	S2.1	1B.1
Lasionycteris noctivagans silver-haired bat	AMACC02010	None	None	G5	S3S4	
Lasiurus cinereus hoary bat	AMACC05030	None	None	G5	S4?	
Lasiurus xanthinus western yellow bat	AMACC05070	None	None	G5	S3	SSC
Lasthenia glabrata ssp. coulteri Coulter's goldfields	PDAST5L0A1	None	None	G4T3	S2.1	1B.1
Laterallus jamaicensis coturniculus California black rail	ABNME03041	None	Threatened	G4T1	S1	FP
Lepidium virginicum var. robinsonii Robinson's pepper-grass	PDBRA1M114	None	None	G5T3	S3	4.3
Malacothamnus davidsonii Davidson's bush-mallow	PDMAL0Q040	None	None	G2	S2	1B.2
Microtus californicus stephensi south coast marsh vole	AMAFF11035	None	None	G5T1T2	S1S2	SSC
Nama stenocarpum mud nama	PDHYD0A0H0	None	None	G4G5	S1S2	2B.2
Nasturtium gambelii Gambel's water cress	PDBRA270V0	Endangered	Threatened	G1	S1	1B.1
Navarretia fossalis spreading navarretia	PDPLM0C080	Threatened	None	G1	S1	1B.1
Navarretia prostrata prostrate vernal pool navarretia	PDPLM0C0Q0	None	None	G2	S2	1B.1
Neotoma lepida intermedia San Diego desert woodrat	AMAFF08041	None	None	G5T3?	S3?	SSC
Nyctinomops femorosaccus pocketed free-tailed bat	AMACD04010	None	None	G4	S2S3	SSC
Nyctinomops macrotis big free-tailed bat	AMACD04020	None	None	G5	S2	SSC
Onychobaris langei Lange's El Segundo Dune weevil	IICOL4W010	None	None	G1	S1	
Onychomys torridus ramona southern grasshopper mouse	AMAFF06022	None	None	G5T3?	S3?	SSC
Orcuttia californica California Orcutt grass	PMPOA4G010	Endangered	Endangered	G1	S1	1B.1
Panoquina errans wandering (=saltmarsh) skipper	IILEP84030	None	None	G4G5	S1	
Passerculus sandwichensis beldingi Belding's savannah sparrow	ABPBX99015	None	Endangered	G5T3	S3	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Pelecanus occidentalis californicus California brown pelican	ABNFC01021	Delisted	Delisted	G4T3	S1S2	FP
Perognathus longimembris brevinasus Los Angeles pocket mouse	AMAFD01041	None	None	G5T1T2	S1S2	SSC
Perognathus longimembris pacificus Pacific pocket mouse	AMAFD01042	Endangered	None	G5T1	S1	SSC
Phacelia stellaris Brand's star phacelia	PDHYD0C510	Candidate	None	G1	S1	1B.1
Phrynosoma blainvillii coast horned lizard	ARACF12100	None	None	G3G4	S3S4	SSC
Polioptila californica californica coastal California gnatcatcher	ABPBJ08081	Threatened	None	G3T2	S2	SSC
Potentilla multijuga Ballona cinquefoil	PDROS1B120	None	None	GX	SX	1A
Pseudognaphalium leucocephalum white rabbit-tobacco	PDAST440C0	None	None	G4	S2S3.2	2B.2
Rana muscosa southern mountain yellow-legged frog	AAABH01330	Endangered	Endangered	G1	S1	SSC
Ribes divaricatum var. parishii Parish's gooseberry	PDGRO020F3	None	None	G4TH	SH	1A
Riparia riparia bank swallow	ABPAU08010	None	Threatened	G5	S2S3	
Riversidian Alluvial Fan Sage Scrub Riversidian Alluvial Fan Sage Scrub	CTT32720CA	None	None	G1	S1.1	
Sidalcea neomexicana Salt Spring checkerbloom	PDMAL110J0	None	None	G4?	S2S3	2B.2
Socalchemmis gertschi Gertsch's socalchemmis spider	ILARAU7010	None	None	G1	S1	
Sorex ornatus salicornicus southern California saltmarsh shrew	AMABA01104	None	None	G5T1?	S1	SSC
Southern Coast Live Oak Riparian Forest Southern Coast Live Oak Riparian Forest	CTT61310CA	None	None	G4	S4	
Southern Coastal Salt Marsh Southern Coastal Salt Marsh	CTT52120CA	None	None	G2	S2.1	
Southern Cottonwood Willow Riparian Forest Southern Cottonwood Willow Riparian Forest	CTT61330CA	None	None	G3	S3.2	
Southern Dune Scrub Southern Dune Scrub	CTT21330CA	None	None	G1	S1.1	
Southern Sycamore Alder Riparian Woodland Southern Sycamore Alder Riparian Woodland	CTT62400CA	None	None	G4	S4	
Sternula antillarum browni California least tern	ABNNM08103	Endangered	Endangered	G4T2T3Q	S2S3	FP

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Symphyotrichum defoliatum San Bernardino aster	PDASTE80C0	None	None	G2	S2	1B.2
Symphyotrichum greatae Greata's aster	PDASTE80U0	None	None	G2	S2.3	1B.3
Taricha torosa Coast Range newt	AAAAF02032	None	None	G4	S4	SSC
Taxidea taxus American badger	AMAJF04010	None	None	G5	S4	SSC
Trigonoscuta dorothea dorothea Dorothy's El Segundo Dune weevil	IICOL51021	None	None	G1T1	S1	
Tryonia imitator mimic tryonia (=California brackishwater snail)	IMGASJ7040	None	None	G2G3	S2S3	
Vireo bellii pusillus least Bell's vireo	ABPBW01114	Endangered	Endangered	G5T2	S2	
Walnut Forest Walnut Forest	CTT81600CA	None	None	G1	S1.1	

Record Count: 90

ATTACHMENT B

SPECIES OBSERVED DURING BIOLOGICAL SURVEYS

Species Observed in the BSA during Biological Surveys (GPA Consulting)
December 11, 2013 and December 16, 2013

Wildlife Species

1. Black phoebe (*Sayornis nigricans*)
2. California towhee (*Melozone crissalis*)
3. Anna's hummingbird (*Calypte anna*)
4. Yellow-rumped warbler (*Setophaga coronata*)
5. American crow (*Corvus brachyrhynchos*)
6. Red-tailed hawk (*Buteo jamaicensis*)
7. Turkey vulture (*Cathartes aura*)
8. Western scrub jay (*Aphelocoma californica*)
9. Woodpecker (*Picoides* sp.)
10. Kingbird (*Tyrannus sp.*)
11. Western fence lizard (*Sceloporus occidentalis*)

Plant Species

1. Chamise (*Adenostoma fasciculatum*)
2. American century plant (*Agave Americana*)
3. Century plant (*Agave tubulata*)
4. Thoroughwort (*Ageratina adenophora*)
5. Strawberry tree (*Arbutus unedo*)
6. California sagebrush (*Artemisia californica*)
7. Wild oats (*Avena* sp.)
8. California brickellia (*Brickellia californica*)
9. Ripgut brome (*Bromus diandrus*)
10. Madrid brome (*Bromus madritensis*)
11. Ceanothus (*Ceanothus sp.*)
12. Carob tree (*Ceratonia siliqua*)
13. Soap plant (*Chlorogalum pomeridianum*)
14. Tangerine (*Citrus tangerina*)
15. Jade plant (*Crassula ovata*)
16. Pride of Madera (*Echium candicans*)
17. Bush sunflower (*Encelia californica*)
18. Thickleaf yerbasanta (*Eriodictyon crassifolium*)
19. Buckwheat (*Eriogonum fasciculatum*)
20. Gum tree (*Eucalyptus* sp.)
21. Fig (*Ficus* sp.)
22. Ivy (*Hedera* sp.)
23. Summer mustard (*Hirschfeldia incana*)
24. Jacaranda (*Jacaranda mimosifolia*)
25. Juniper (*Juniperus chinensis*)
26. Common lantana (*Lantana camara*)
27. Purple lantana (*Lantana montevidensis*)

28. Western larch (*Larix occidentalis*)
29. Japanese privet (*Ligustrum japonicum*)
30. Honeysuckle (*Lonicera sp.*)
31. Southern magnolia (*Magnolia grandiflora*)
32. Laurel sumac (*Malosma laurina*)
33. Wild cucumber (*Marah sp.*)
34. Monkey flower (*Mimulus aurantiacus*)
35. Oleander (*Nerium oleander*)
36. Tree tobacco (*Nicotiana glauca*)
37. Olive (*Olea europaea*)
38. Prickly pear (*Opuntia littoralis*)
39. Fountaingrass (*Pennisetum setaceum*)
40. Phacelia (*Phacelia* sp.)
41. Date palm (*Phoenix dactylifera*)
42. Pine (*Pinus sp.*)
43. Smilo grass (*Piptatherum miliaceum*)
44. Lemonwood (*Pittosporum eugenioides*)
45. Sycamore (*Platanus racemosa*)
46. Blue plumbago (*Plumbago auriculata*)
47. Cherry (*Prunus sp.*)
48. Lemonade berry (*Rhus integrifolia*)
49. Sugar bush (*Rhus ovata*)
50. Castor bean (*Ricinus communis*)
51. Rosemary (*Rosmarinus officinalis*)
52. Russian thistle (*Salsola tragus*)
53. Black sage (*Salvia mellifera*)
54. Blue chalk sticks (*Senecio mandraliscae*)
55. Woodmint (*Stachys bullata*)
56. Small wirelettuce (*Stephanomeria exigua*)
57. Bird of paradise (*Strelitzia reginae*)
58. Champagne grape (*Vitis vinifera*)
59. Grass (*Vulpia* sp.)
60. Mexican fan palm (*Washingtonia robusta*)
61. Yucca (*Yucca sp.*)
62. *Calochortus* sp.

Tree species Observed in the BSA during Tree Surveys (Levin & Associates)
July 29, 2013 and January 17, 2014

1. Aleppo pine (*Pinus halepensis*)
2. Italian cypress (*Cupressus sempervirens*)
3. Carob (*Ceratonia siliqua*)
4. Mexican fan palm (*Washingtonia robusta*)
5. Olive (*Olea europaea*)

6. Coast live oak (*Quercus agrifolia*)
7. Canary Island Pine (*Pinus canariensis*)
8. Deodar cedar (*Cedrus deodara*)
9. Privet (*Ligustrum sinense*)
10. Strawberry tree (*Arbutus* x *marina*)
11. Red gum (*Eucalyptus camaldulensis*)
12. Benjamin's fig (*Ficus benjamina*)
13. Brazilian pepper (*Schinus terebinthifolius*)
14. Broadleaf yellowwood (*Podocarpus latifolius*)
15. Yucca (*Yucca* spp.)
16. Citrus tree (*Citrus* spp.)
17. Jacaranda tree (*Jacaranda mimosifolia*)
18. Stone pine (*Pinus pinea*)
19. California sycamore (*Platanus racemosa*)
20. Sweet gum (*Liquidambar styraciflua)*
21. Canary Island date palm (*Phoenix canariensis*)

ATTACHMENT C

PROJECT SITE PHOTOGRAPHS

Photo 1: Landscaped plant species at the entrance to the theatre, view to the northwest


Photo 2: Pine trees on the hillside in the BSA, view to the south

Photo 3: Chaparral plant communities are in the BSA, view to the southeast

Photo 4: Landscaped Mexican fan palm, view to the northwest

Photo 5: Chaparral plant communities, view to the northeast

Photo 6: Drainage slough, view to the northwest

Photo 7: Landscaped plant species east of the theatre stage, view to the east

Photo 8: Chaparral plant communities are along the trail corridor, view to the northeast

ATTACHMENT D

PREPARER RESUMES

MARIEKA SCHRADER

Educational Background:

- B.A., Environmental Studies, University of California, Santa Cruz, 1999

Professional Experience:

- GPA Consulting, Senior Environmental Planner/Senior Biologist, 2008-Present
- PMC, Associate Environmental Planner and Project Manager, 2004-2008
- Caltrans Department of Transportation (District 7), Environmental Planner, 2000-2004

Summary of Experience: Marieka Schrader, a Senior Biologist and Environmental Planner at GPA, has been managing the environmental process for projects since 2000. At GPA, Ms. Schrader manages the biology group. She also conducts a variety of technical analyses, prepares environmental documents and permit applications, performs quality-control reviews, and conducts public outreach efforts and construction monitoring. Her expertise includes environmental compliance pursuant to the National Environmental Policy Act (NEPA), California Environmental Quality Act (CEQA), Section 106 of the National Historic Preservation Act (Section 106), Section 4(f) of the US Department of Transportation Act (Section 4(f)), the federal and state Endangered Species Acts (ESA), Clean Water Act (CWA), and other environmental laws.

Ms. Schrader manages completion of the environmental process for projects from initiation through final design, permitting, and construction. She has worked with a number of federal, state, and local lead agencies throughout California, including the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), US Department of Housing and Urban Development (HUD), the California Department of Transportation (Caltrans), and the Los Angeles County Metropolitan Transportation Authority (Metro). Ms. Schrader previously worked as a project manager at PMC, where she managed the environmental process for a number of capital improvement projects in California. Ms. Schrader also worked at Caltrans (District 7), where she managed the environmental process for multiple highway projects.

Relevant Training:

2013 Bat Capture Techniques, Bat Conservation and Management Workshop

2013 Fifty Plant Families in the Field: Introduction to Keying, Friends of the Jepson Herbarium Workshop

2013 Mastering the Second Edition of the Jepson Manual, Friends of the Jepson Herbarium Workshop

2012 Western Pond Turtle Workshop, Elkhorn Slough National Estuarine Research Reserve Coastal Training Program

2012 Wetland Delineation Training, San Francisco State University Romberg Tiburon Center

Relevant Project Experience:

2014 **Santa Claus Lane Bike Path, City of Carpinteria.** The Santa Barbara County Association of Governments, in coordination with Caltrans, proposes to construct a bike lane along U.S. 101 in the City of Carpinteria, CA. Ms. Schrader is preparing portions of the Jurisdictional Delineation and Natural Environmental Study for the project and performing quality control reviews for the CEQA/NEPA documentation.

2014 **Cottonwood Creek Bridge Replacement, Tulare County.** The County of Tulare, in coordination with Caltrans, proposes to replace the existing bridge on Avenue 364 over Cottonwood Creek in Tulare County, CA. Ms. Schrader is preparing the Minimal Impact Natural Environmental Study for the project and performing quality control reviews for the CEQA/NEPA documentation.

2014 **Southern California Adventure Resort, San Bernardino County.** Urban Bike Territory, in coordination with the County of San Bernardino and the US Forest Service, proposes to construct a new mountain biking

resort near Wrightwood, CA. Ms. Schrader is managing preparation of the Biological Resources Assessment and Section 7 consultation, and is assisting with preparation the Wetland Delineation for the project. She is also performing quality control reviews for the CEQA/NEPA documentation.

2014 **Ford Theatres, Los Angeles County.** Ford Theatres proposes to expand an existing outdoor theatre complex in Los Angeles County, CA. Ms. Schrader is preparing portions of the Biological Resource Assessment for the project.

2014 **M&G Street Bridge Repairs, City of Merced.** The County of Merced, in coordination with Caltrans, proposes to repair the M Street and G Street Bridges in the City of Merced, CA. Ms. Schrader performed biological surveys for the project, and is performing quality control reviews for the CEQA/NEPA documentation.

2014 **Kibby Road Bridge Rehabilitation and Widening, Merced County.** The County of Merced, in coordination with Caltrans, proposes to rehabilitate and widen the Kibby Road Bridge over Bear Creek in Merced County, CA. Ms. Schrader is managing preparation of the Natural Environmental Study, Section 7 consultation, and Wetland Delineation for the project. She is also performing quality control reviews for the CEQA/NEPA documentation.

2014 **Moraga Road Bridge Rehabilitation and Widening, Merced County.** The County of Merced, in coordination with Caltrans, proposes to rehabilitate and widen the Moraga Road Bridge over Outside Canal in Merced County, CA. Ms. Schrader is managing preparation of the Minimal Impact Natural Environmental Study and Section 7 consultation for the project. She is also performing quality control reviews for the CEQA/NEPA documentation.

2014 **Magnolia Street Bridge, City of Huntington Beach.** The City of Huntington Beach, in coordination with Caltrans, proposes to repair and rehabilitate Magnolia Street Bridge. Ms. Schrader is managing the Essential Fish Habitat consultation, Section 7 consultation, regulatory permitting, and agency consultation for the project, pursuant to City and Caltrans requirements.

2014 **Admiralty Drive Bridge, City of Huntington Beach.** The City of Huntington Beach, in coordination with Caltrans, proposes to repair and rehabilitate the Admiralty Drive Bridge. Ms. Schrader is managing the Natural Environmental Study, Essential Fish Habitat consultation, and regulatory permitting for the project, pursuant to City and Caltrans requirements. She is also performing quality control reviews for the CEQA/NEPA documentation.

2014 **Humboldt Drive Bridge, City of Huntington Beach.** The City of Huntington Beach, in coordination with Caltrans, proposes to repair and rehabilitate the Humboldt Drive Bridge. Ms. Schrader is managing the biology studies (Natural Environmental Study), Essential Fish Habitat consultation, and regulatory permitting for the project, pursuant to City and Caltrans requirements. She is also performing quality control reviews for the CEQA/NEPA documentation.

2014 **Riverside Drive Bridge Replacement, City of Los Angeles.** The City of Los Angeles, in coordination with Caltrans, proposes to rehabilitate and widen the Riverside Drive Bridge. Ms. Schrader prepared the Visual Impact Assessment, and managed preparation of the technical studies and CEQA/NEPA documentation, pursuant to City and Caltrans requirements. She is currently managing the regulatory permitting process, including CWA 404 and 401 permits and Streambed Alteration Agreement.

2014 **Lost Canyon Road Bridge, City of Santa Clarita.** The City of Santa Clarita, in coordination with Caltrans, proposes to widen the Lost Canyon Road Bridge. Ms. Schrader is managing preparation of the technical analysis, CEQA/NEPA documentation, and regulatory permitting for the project, pursuant to City and Caltrans requirements.

2014 **Firestone Boulevard Bridge Widening, City of Norwalk.** The City of Norwalk is widening the Firestone Boulevard Bridge to improve traffic circulation. Ms. Schrader managed the regulatory permitting process and NEPA revalidation for the project.

2014 **Higuera Street Bridge Replacement, City of Culver City.** The City of Culver City, in cooperation with Caltrans, proposes to replace the Higuera Street Bridge over Ballona Creek. Ms. Schrader is managing preparation of the Natural Environmental Study for the project, pursuant to City and Caltrans requirements. She is also performing quality control reviews for the CEQA/NEPA documentation.

2014 **Santa Rosa Road Widening, City of Camarillo.** The City of Camarillo, in coordination with Caltrans, proposes to widen a portion of Santa Rosa Road from two to four lanes. Ms. Schrader managed preparation of the technical analysis and CEQA/NEPA documentation process, pursuant to City and Caltrans requirements, and is managing the mitigation monitoring phase.

2014 **Lake Road Shoulder Widening, Merced County.** The County of Merced, in coordination with Caltrans, proposes to widen shoulders along a portion of Lake Road in Merced County, CA. Ms. Schrader is performing quality control reviews for the CEQA/NEPA documentation.

2013 **Sepulveda Boulevard Bridge, City of Manhattan Beach.** The City of Manhattan Beach, in coordination with Caltrans, proposes to widen Sepulveda Boulevard Bridge over a recreational trail. Ms. Schrader is managing preparation of the Natural Environmental Study (Minimal Impacts) report and the Visual Issues Memorandum for the project, pursuant to City and Caltrans requirements. She is also performing quality control reviews for the CEQA/NEPA documentation.

2013 **East San Fernando Valley Transit Corridor, City of Los Angeles**. Metro, in coordination with the City of Los Angeles, is proposing either a bus route or light rail route to improve transit circulation. Ms. Schrader is preparing the visual and aesthetic impacts reports, pursuant to Metro and FTA requirements. She is also performing quality control reviews for the CEQA/NEPA documentation.

2013 **Oakdale Road Bridge Replacement, Merced County.** The County of Merced replaced the Oakdale Road Bridge over Merced River. Ms. Schrader managed the mitigation monitoring for restoration work completed following construction, pursuant to agency requirements.

2013 **Lewis Road Landscaping Project, City of Camarillo.** The City of Camarillo proposes to landscape portions of Lewis Road and install a monument sign. Ms. Schrader managed preparation of the Natural Environmental Study (Minimal Impacts) for the project.

2013 **Agoura Road Widening, City of Agoura Hills.** The City of Agoura Hills proposes to widen portions of Agoura Road from two to four lanes. Ms. Schrader managed preparation of the technical analysis and CEQA documentation, and is managing the regulatory permitting process.

2013 **Rice Avenue/East Channel Islands Boulevard Intersection Improvements, County of Ventura.** The County of Ventura proposes to widen the existing intersection to provide additional turn lanes and improve traffic circulation. Ms. Schrader prepared portions of the CEQA documentation for the project, including the biology section, pursuant to County requirements.

2013 **Placentia Metrolink Station, City of Placentia.** The City of Placentia is proposing to construct a new Metrolink station. Ms. Schrader is managing preparation of technical analysis, the CEQA Addendum, and NEPA Environmental Assessment, pursuant to City and FTA requirements.

2012 **Calleguas Creek Bike Trail – Phase III, City of Camarillo.** The City of Camarillo is proposing to construct the third phase of a bike trail along Calleguas Creek. Ms. Schrader prepared the Minimal Impact Natural Environmental Study, pursuant to City and Caltrans requirements.

2012 **Rice Avenue/East Wooley Road Intersection Improvements, County of Ventura.** The County of Ventura proposes to widen the existing intersection to provide additional turn lanes and improve traffic circulation. Ms. Schrader prepared portions of the CEQA documentation, including the biology section, pursuant to County requirements.

2011 **North Spring Street Viaduct Widening and Rehabilitation, City of Los Angeles.** The City of Los Angeles, in coordination with Caltrans, proposes to widen and rehabilitate the North Spring Street. Ms. Schrader

managed preparation of technical updates prepared the revised Final CEQA/NEPA documentation, pursuant to City and Caltrans requirements.

2011 **Sepulveda Boulevard Widening, City of Culver City.** Ms. Schrader prepared an Initial Study Checklist and revised the checklist to reflect recent changes to the project, which includes widening Sepulveda Boulevard between Playa Street/Jefferson Boulevard and Green Valley Circle to eliminate an existing bottleneck.

2011 **US 101 HOV Widening, Ventura and Santa Barbara Counties.** Caltrans is constructing HOV lanes along a 6-mile segment of US 101. Ms. Schrader prepared portions of the NEPA/CEQA documentation and coastal permit applications for the City of Carpinteria, Ventura County, and Santa Barbara County, and conducted peer reviews of technical analysis completed.

2011 **Geer Road Bridge, Stanislaus County.** Stanislaus County, in coordination with the Caltrans District 10, proposed to seismically retrofit the Geer Road Bridge over the Tuolumne River. Ms. Schrader completed the Water Quality Assessment for the project.

2010 **US 101/Palo Comado Canyon Road Interchange, City of Agoura Hills.** The City of Agoura Hills, in coordination with Caltrans, proposes to widen the US Highway 101/Palo Comado Canyon Road Overcrossing. Ms. Schrader prepared portions of the CEQA/NEPA documentation, including the growth and cumulative impacts analyses for the project, pursuant to City and Caltrans requirements.

2010 **High Speed Rail – Fresno to Bakersfield, California High-Speed Rail Authority.** The Authority is proposing to develop a high-speed rail system coordinating with the state's existing transportation network, which includes intercity rail and bus lines, regional commuter rail lines, urban rail and bus transit lines, highways, and airports. Ms. Schrader worked on preparing and reviewing sections of the EIR/EIS for the Fresno to Bakersfield segment of the project, including the traffic and transportation section.

2010 **I-110 HOT Lanes, City of Los Angeles**. Caltrans proposes to convert existing HOV lanes to HOT lanes on Interstate 110. Ms. Schrader prepared portions of the CIA for the project and assisted in the preparation of the public outreach summary report for the project, pursuant to Caltrans requirements.

2009 **Calleguas Creek Bike Trail – Phase II, City of Camarillo.** Ms. Schrader worked on the CEQA Addendum, assisted with the project Natural Environmental Study, and prepared the environmental permit applications required for construction of the project, which included construction of a bike trail along Calleguas Creek.

2009 **Old Creek Road Bridge Replacement, County of Ventura.** Ms. Schrader prepared the visual impact analysis and helped coordinate Section 7 consultation for the project, which included constructing a new bridge over San Antonio Creek to replace an existing low-water crossing.

2009 **Camarillo Drain Widening, City of Camarillo.** Ms. Schrader assisted with the preparation of the permit closeout reports for the project, which included repairing and widening the Camarillo Hills Drain, damaged during a storm.

2009 **Carpenter Road Bridge, City of Modesto.** Ms. Schrader prepared the Water Quality Report and the 1602 Streambed Alteration Notification Package for the project, which included retrofitting and widening the Carpenter Road Bridge over the Tuolumne River.

2008 **Yuba City CIP Manager, City of Yuba City.** Ms. Schrader was contracted by the City of Yuba City to perform contract staff work, as well as oversee environmental clearance for projects under design as part of the City's Capital Improvement Program. Between October 2005 and December 2006, Ms. Schrader was responsible for coordinating with City engineers and managing the environmental process for a number of CIP projects within the City.

2008 **Morning Drive/SR-178 Interchange, City of Bakersfield**. Ms. Schrader coordinated the technical analysis, CEQA/NEPA documentation, and coordinated with the Thomas Roads Improvements Program

requirements and Caltrans for the project, which included constructing a new interchange at the existing Morning Drive/State Route 178 Intersection.

2008 **I-5/Oasis Road Interchange, City of Redding.** Ms. Schrader coordinated preparation of the Preliminary Environmental Assessment Report and technical analysis during initiation of the project, which included replacing the existing Interstate 5/Oasis Road Interchange.

2008 **Grant Line Road/State Route 99 Interchange Reconstruction, City of Elk Grove.** Ms. Schrader oversaw completion of the project wetland delineation and Biological Assessment pursuant to Section 7 of the federal ESA, and managed the environmental permitting process for the project, which included reconstructing and expanding the existing Grant Line Road/State Route 99 Interchange.

2008 **Grant Line Road Widening, City of Elk Grove.** Ms. Schrader coordinated preparation of the technical analysis, CEQA documentation, and mitigation monitoring plan for the project, which included widening Grant Line Road from the State Route 99/Grant Line Road Interchange to Bradshaw Road.

2008 **Franklin Boulevard/Elk Grove Boulevard Intersection Improvements, City of Elk Grove.** Ms. Schrader oversaw revision of the technical analysis, preparation of the revised CEQA document, and managed the environmental permitting process for the project, which included improving the Franklin Boulevard/Elk Grove Boulevard Intersection.

2008 **Elk Grove Rail Stop, City of Elk Grove.** Ms. Schrader coordinated technical analysis and CEQA documentation for the project, which included constructing a new Amtrak rail stop.

2008 **Fire Station No. 4 Relocation, City of Yuba City.** Ms. Schrader coordinated preparation of the technical analysis and the draft CEQA document for the project, which included constructing a new fire station to replace an existing fire station (Station No. 4).

2008 **Rancho Cordova Parkway Interchange, City of Rancho Cordova.** Ms. Schrader coordinated the Preliminary Environmental Assessment Report, public scoping meeting, Notice of Preparation, technical analysis, and agency coordination for the project, which included constructing a new interchange over US Highway 50 between Sunrise Boulevard and Hazel Avenue.

2007 **ADA Sidewalk and Curb Improvements, City of Yuba City.** Ms. Schrader managed technical analysis and CEQA/NEPA documentation (pursuant to HUD regulations) for the project, which included constructing sidewalk and curb improvements at several locations in Yuba City.

2007 **Gauche Park Renovation, City of Yuba City.** Ms. Schrader managed preparation of an addendum to the CEQA document and oversaw implementation of mitigation requirements during final design and PS&E for the project, which included renovating Gauche Park.

2007 **State Route 104 Improvements, City of Ione.** Ms. Schrader obtained the Caltrans encroachment permit for environmental field surveys and conducted ongoing coordination for review and approval of the CEQA documentation to secure a construction encroachment permit for the project, which included constructing a new intersection with State Route 104.

2007 **Bridge Street Reconstruction, City of Yuba City.** Ms. Schrader coordinated the technical analysis, CEQA and NEPA documentation, and coordinated with Caltrans, FHWA, and the State Historic Preservation Officer for review and approval of the NEPA documents through Caltrans' Local Assistance Department for the project, which included reconstructing a portion of Bridge Street between Plumas Street and Boyd Avenue.

2007 **Plumas Street Improvements, City of Yuba City.** Ms. Schrader coordinated the preparation of technical analysis and draft CEQA document, circulated the CEQA document for public review, and coordinated with Caltrans as part of the encroachment permit process for the project, which included improvement to the existing Plumas Street corridor between Colusa Avenue (State Route 20) and Bridge Street.

2005 **Winters Railroad Trestle Improvements, City of Winters.** Ms. Schrader coordinated technical analysis, prepared the CEQA documentation and mitigation monitoring plan, prepared permit applications, and coordinated the environmental process for the project, which included rehabilitating a historical railroad trestle bridge for bicycle and pedestrian use.

2004 **SR-99/Eaton Road Interchange Improvements, City of Chico.** Ms. Schrader coordinated technical analysis, CEQA/NEPA documentation, coordination with Caltrans, and environmental permitting for the project, which included improvement to the State Route 99/Eaton Road Interchange.

2004 **SR-70/Delleker Road Shopping Center and Intersection Improvements, Plumas County.** Ms. Schrader coordinated technical analysis and prepared the CEQA documentation and a mitigation monitoring plan for the project, which included constructing a new shopping center at the corner of State Route 70 and Delleker Road.

2004 **Tick Canyon Scour Mitigation, Los Angeles County.** Ms. Schrader managed the CEQA and permitting processes and prepared the CEQA documentation for the project, which included construction of a check dam to minimize scour damage to the State Route 14 Bridge over Tick Canyon Wash.

2004 **I-5/Hasley Canyon Road Interchange Reconstruction, City of Santa Clarita**. As an Environmental Planner for Caltrans District 7, Ms. Schrader provided consultant review and oversight of the environmental process for this project, which included reconstructing the Interstate 5/Hasley Canyon Interchange.

2004 **SR-126/Commerce Center Drive Interchange, Los Angeles County.** As an Environmental Planner for Caltrans District 7, Ms. Schrader provided consultant review and oversight of the environmental process for the project, which included a new grade-separated interchange at the State Route 126/Commerce Center Drive Intersection.

2002 **Santa Clara River Bridge Replacement, City of Santa Clarita**. Ms. Schrader managed the environmental permitting process and construction mitigation monitoring for this project, which included replacing the Interstate 5 Bridge over Santa Clara River.

2000 **I-5/Valencia Boulevard Interchange Reconstruction, City of Santa Clarita.** Ms. Schrader managed the construction mitigation monitoring for this project, which included improvements to the Interstate 5/Valencia Boulevard Interchange.

SHERI MAYTA

Educational Background:

- GIS Certificate, Ventura Community College, CA, 2007
- B.S., Ecology and Evolution, University of California, Santa Barbara, 2004
- Equine Studies, Southern Seminary College, Buena Vista, VA, 1989-1991

Professional Experience:

- GPA Consulting, Associate Biologist, 2012-Present
- Senior Restoration Ecologist, Coastal Restoration Consultants Inc., 2007-2012
- Restoration Project Coordinator/GIS Specialist, Ojai Valley Land Conservancy, 2004-2008
- Scientific Aide/Rare Plant Specialist California Department of Fish and Game, 2006-2008

Summary of Experience: Sheri Mayta is an associate biologist at GPA. Over the past several years she has worked on a diverse array of projects involving protected plant and animal species. Ms. Mayta has extensive experience supervising and coordinating upland, riparian and wetland habitat restoration projects, including restoration projects along Santa Barbara and Ventura County rivers and streams. At GPA, Ms. Mayta conducts construction monitoring, mitigation site monitoring, data analyses, biological and botanical surveys, threatened and endangered species surveys, GIS mapping and analyses, vegetation classification, assists in wetland delineations and prepares environmental reports. Having worked with protected species in both the public and private sector over the past 8 years, Ms. Mayta's wide ranging survey experience enables her to provide the capability to carry out both habitat and detailed botanical surveys throughout central and southern California.

Supplemental Experience:

- Ms. Mayta has also managed all aspects of native plant restoration, including seed collection, propagation, restoration projects, and has managed field crews implementing native plant restoration projects.
- Ms. Mayta has an extensive knowledge of plant taxonomy and plant community ecology and classification, and plant identification. She has extensive experience conducting botanical surveys and is trained in rare plant survey protocols. She has monitored and maintained experimental populations of the endangered Ventura marsh milkvetch.
- Ms. Mayta has also been trained in vegetation classification and monitoring of plant communities and GIS mapping using the latest GIS-based software.
- In addition to her botanical experience, Ms. Mayta has extensive experience conducting bird surveys, including breeding and nesting surveys in southern and eastern portions of California. Ms. Mayta is trained in protocol-level surveys for southwestern willow flycatcher. Ms. Mayta has also assisted with identification and surveys of protected wildlife species, including least Bell's vireo, and California red-legged frog.

Relevant Project Experience:

2014 **Bridge Replacement over Cottonwood Creek, County of Tulare.** The County of Tulare proposes to replace the existing bridge on Avenue 364 over Cottonwood Creek. Ms. Mayta performed botanical and biological surveys and inventoried all resources observed. Ms. Mayta also produced maps and figures for the project using GIS software.

2014 **SR-126 Barrier Improvement Project, County of Ventura.** Caltrans proposes to construct a median barrier and improvements to State Route 126 between Hallock Drive in Santa Paula and E Street in Fillmore. Ms. Mayta gathered and analyzed data and produced constraints level maps and figures for a Community Impact Assessment technical study using GIS software.

2014 **M and G Street Bridge Repair, County of Merced.** The County of Merced proposes to repair M Street Bridge and G Street Bridge over Bear Creek. Ms. Mayta performed botanical and biological surveys and inventoried all resources observed. Ms. Mayta also produced maps and figures for the project using GIS software.

2014 **Lake Road Shoulder Widening, County of Merced.** The County of Merced is proposing to widen the paved shoulders of a segment of road between Yosemite Avenue and E. Bellvue Road. Ms. Mayta assisted in the wetland delineation, performed botanical and biological surveys and inventoried all resources observed. Ms. Mayta also produced maps and figures for the project using GIS software.

2014 **Santa Claus Lane Class I Bike Path, County of Santa Barbara.** The Santa Barbara County Association of Governments (SBCAG) is proposing to construct a bike path between Santa Claus Lane and Carpinteria Avenue. Ms. Mayta assisted with the wetland delineation, gathered data, and produced maps and figures for a constraints analysis in order to identify areas of sensitivity for use in project design.

2014 **Winton Way and Gertrude Avenue Signal.** The County of Merced proposes to install a new traffic signal at the intersection of Winton and Gertrude Avenue, near the community of Winton. Ms. Mayta produced figures and maps for the Preliminary Environmental Study using GIS software.

2014 **Mission Oaks Boulevard Bridge Repair.** The City of Camarillo Public Works Department proposes to repair one footing of the Mission Oaks Boulevard Bridge over Calleugas Creek. Ms. Mayta completed the California Fish and Wildlife Streambed Alteration Agreement and the Regional Water Quality Control Board Section 401 Water Quality Certification for the project.

2013 **Ford Theatres Project, County of Los Angeles.** Ms. Mayta performed biological and botanical surveys and inventoried all resources observed to support the CEQA analysis. She also produced figures and maps for the project using GIS software.

2013 **Merced County Sidewalks In-fill Project.** The County of Merced proposes to construct sidewalk segments to fill-in gaps and provide contiguous sidewalk access through the project areas. The proposed sidewalk in-fill locations are within the communities of Winton, Delhi, Dos Palos, Hilmar, Le Grand and Planada. Ms. Mayta produced figures and maps for the Preliminary Environmental Study using GIS software.

2013 **Bear Creek Bridge Replacement, County of Merced.** The County of Merced proposes to replace the Bear Creek bridge structure. Ms. Mayta performed botanical and biological surveys throughout the project site as well as assisting with the wetland delineation. Ms. Mayta also produced figures and maps for the project using GIS software.

2013 **Moraga Road Bridge Replacement, County of Merced.** The county of Merced proposes to replace the Moraga Road bridge structure over Outside Canal. Ms. Mayta performed botanical and biological surveys throughout the project site as well as assisting with the wetland delineation. Ms. Mayta also produced maps and figures for the project using GIS software.

2013 **Oakdale Bridge Project, County of Merced.** The County of Merced replaced the Oakdale Road Bridge over Merced River. Ms. Mayta conducted vegetation monitoring of the mitigation site to measure the current condition of the plantings based on the success criteria in the mitigation plan. Ms. Mayta also produced maps and figures for the project using GIS software.

2013 **Southern California Adventure Resort.** Conducted botanical and biological surveys, inventoried all resources observed and produced a botanical survey report. Ms. Mayta also collected and analyzed data using ArcGIS to produce cartographic products for the client.

2012 **Agoura Road Widening Project – Agoura Hills.** The City of Agoura Hills is proposing to widen Agoura Road from two lanes to four. The project was recently expanded beyond the limits of the original ESL. Ms. Mayta conducted a biological survey and inventory of botanical resources for the additional ESL areas.

2012 **SR-150 Santa Paula Creek Bank Stabilization and Fish Passage Project – Santa Paula.** Caltrans conducted a large-scale bank stabilization and fish passage project adjacent to SR-150 near the city of Santa Paula.

Ms. Mayta conducted construction and permit compliance monitoring until project completion in 2012. In addition to construction monitoring, Ms. Mayta conducted regular biological surveys for nesting birds and assisted in fish capture and relocation.

2012 **Calleguas Park Restoration Plan – Camarillo.** California State University Channel Islands (CSUCI) is currently in the process of producing a master plan for the park in cooperation with the National Park Service. Ms. Mayta assisted with preliminary vegetation surveys and habitat assessment using the California Rapid Assessment Method (CRAM). She also conducted data analysis using GIS software to produce wetland delineation and vegetation maps for the restoration plan.

2012 **Toland Road Landfill Off-site Mitigation Project – Ventura County.** Coastal Restoration Consultants (CRC) was hired to prepare and implement a restoration plan for 1.65 acres along the Santa Clara River between the cities of Santa Paula and Saticoy for The Nature Conservancy. As part of the mitigation and monitoring plan for the project, Ms. Mayta assisted with pre-project monitoring, photo monitoring and annual vegetation monitoring.

2012 **Piru Creek Clean-out Offsite Mitigation Project – Santa Paula**. A restoration plan was generated and implemented to mitigate the impacts of sediment removal on the banks of Piru Creek at the SR 126 bridge. Ms. Mayta performed pre-project, annual vegetation surveys and data analysis for the project including generating annual mitigation monitoring reports for CDFG. She also assisted with the wetland delineation for the site.

2010 **Santa Cruz Island Experimental Coastal Sage Scrub Restoration Project – Santa Cruz Island.** The Nature Conservancy contracted CRC to implement an experimental design to determine the feasibility of large-scale restoration on the island. Ms. Mayta was involved with seed collection, plant propagation and installation. She also assisted with conducting monthly qualitative vegetation monitoring over a two year period as well as assisting in the planning and implementation of additional experiments. Ms. Mayta also assisted with ant surveys to determine the population size of Argentine ants on the island.

2012 **Hedrick Ranch Nature Area Restoration – Santa Paula.** The California State Coastal Conservancy purchased this property as part of the Santa Clara River Parkway initiative and granted it to the Friends of the Santa Clara River (FSCR) to manage and restore over time. Ms. Mayta assisted in the collection of seed, propagation and installation of plants on site. She also conducted annual vegetation monitoring, bird surveys and Least Bell's Vireo nesting surveys.

2010 **Ojai Meadow Preserve Restoration Project- Ojai.** The Ojai Valley Land Conservancy contracted Coastal Restoration Consultants to prepare and implement a restoration plan for approximately 20 acres of their 57-acre parcel. Ms. Mayta supervised staff and managed daily operations for the project. She also assisted in conducting bi-annual vegetation monitoring and bird surveys. Ms. Mayta also conducted construction monitoring for the grading phase of the project.

2008 **Ventura marsh milkvetch – Ventura and Santa Barbara County.** CDFG in collaboration with Rancho Santa Ana Botanic Garden, Santa Barbara Botanic Garden and USFWS implemented a strategy for introducing experimental introductions of the endangered Ventura marsh milkvetch into the coastal areas of Ventura and Santa Barbara Counties. Ms. Mayta was responsible for collecting field data on a weekly basis, performing frequent biological surveys of the site and conducting annual monitoring of the plant populations.

JENNIFER MORRISON

Educational Background:

- B.S., Marine Biology, California State University, Long Beach, 2008

Professional Experience:

- GPA Consulting, Associate Biologist, 2011
- National Marine Fisheries Service; Protected Resources Division, Southwest Region, Contracting Biologist, 2008-2011

Summary of Experience: Jennifer Morrison is an Associate Biologist at GPA. At GPA, Ms. Morrison prepares environmental documents, Section 404, Section 401, and Section 1602 permit applications, assists with technical analyses, and performs biological surveys and construction monitoring. Her experience includes working with local and state agencies, including Caltrans and several counties and cities in Southern California. Prior to working for GPA, Ms. Morrison was a contracting biologist for the National Marine Fisheries Service and assisted with Endangered Species Act listing decisions and critical habitat designations for endangered species, including green sturgeon and black abalone.

Relevant Training/Certifications:

2013 Certified *Caulerpa taxifolia* surveyor under the *Caulerpa* Control Protocol

2013 Completed training session on the biology, ecology, and habitat management of the Western Burrowing Owl (*Athene cunicularia hypugea*) through the Elkhorn Slough Coastal Training Program

Relevant Project Experience:

2014 **Firestone Boulevard Bridge over San Gabriel River Project, City of Norwalk.** The City of Norwalk is replacing the Firestone Boulevard Bridge over the San Gabriel River. Ms. Morrison performs weekly surveys of the project area for nesting birds and conducts monthly construction monitoring.

2014 **Ford Theatres Project, County of Los Angeles.** The County of Los Angeles proposes improvements to the Ford Theatres in the Hollywood Community of the City of Los Angeles. Ms. Morrison conducted a biological survey of the project area and is preparing the Biological Resources Assessment for the project.

2013 **Oakdale Road Bridge Replacement Project, Merced County.** The County of Merced replaced the Oakdale Road Bridge over Merced River. Ms. Morrison surveyed the project area and determined the percent vegetation cover and plant species composition of the restoration areas using transects. She also assisted in preparation of the Annual Monitoring Report.

2013 **Kibby Road Bridge over Bear Creek Bridge Replacement Project. Merced County.** Merced County proposes to replace the Bear Creek Bridge structure located on Kibby Road approximately 0.5 miles east of the City of Merced. Ms. Morrison assisted with the NES for this project.

2013 **Moraga Road over Outside Canal. Merced County.** Merced County proposes to replace the Moraga Road Bridge structure over Outside Canal, located approximately one mile north of State Route 33 and 1.3 miles east of the I-5 in Merced. Ms. Morrison assisted with the NES for this project.

2013 **Avenue 364 Bridge over Cottonwood Creek. County of Tulare.** Tulare County proposes to replace the existing bridge on Avenue 364 over Cottonwood Creek just west of State Route (SR) 245 and south of SR-201. Ms. Morrison assisted with the NES for this project.

2013 **Higuera Street Bridge Improvement Project. City of Culver City.** The City of Culver City proposes to replace and widen the existing Higuera Street Bridge over Ballona Creek. Ms. Morrison prepared the NES(MI) and Visual Impact Memorandum for the project.

2013 **Sepulveda Boulevard Bridge Widening Project. City of Manhattan Beach.** The City of Manhattan Beach proposes to widen the Sepulveda Boulevard Bridge from 33rd Street to Rosecrans Avenue in Manhattan Beach. Ms. Morrison prepared the NES(MI) and Visual Impact Memorandum for the project.

2013 **Admiralty Drive Bridge over Queen Elizabeth Passage. City of Huntington Beach.** The City of Huntington Beach is proposing to repair and rehabilitate the Admiralty Drive Bridge over Queen Elizabeth Passage in Huntington Harbor. Ms. Morrison prepared the NES and permit applications for the project.

2013 **Humboldt Drive Bridge over Short Channel. City of Huntington Beach.** The City of Huntington Beach is proposing to repair and rehabilitate the Humboldt Drive Bridge over Short Channel Passage in Huntington Harbor. Ms. Morrison prepared the NES and permit applications for the project.

2013 **Lost Canyon Road Bridge Widening. City of Santa Clarita.** The City of Santa Clarita is widening the Lost Canyon Road Bridge over Sand Canyon Wash. Ms. Morrison prepared the NES, IS-MND and environmental permits for the project.

2012-13 **Riverside Drive Bridge Widening Project, City of Los Angeles**. The City of Los Angeles is widening the Riverside Drive Bridge over the Los Angeles River. Ms. Morrison prepared the NES and permits for the project and assisted with the wetland delineations.

2012 **Calleguas Creek Bike Trail – Phase IV – City of Camarillo.** The City of Camarillo is designing the fourth phase of the Calleguas Creek bike trail. Ms. Morrison prepared a biological technical memo for this project.

2012 **Avenue 26 Bridge Seismic Retrofit. City of Los Angeles.** Conducted biological fieldwork and research, coordinated with regulatory agencies, and prepared the NES(MI).

2012 **Los Osos Valley Road (LOVR)/U.S. 101 Interchange Improvements Plan Check. City of San Luis Obispo.** Reviewed the plans and specifications to ensure that all biological mitigation measures included in the environmental documents were incorporated into the PS&E package.

2012 **Santa Rosa Road Widening – City of Camarillo.** The City of Camarillo, in coordination with Caltrans, proposed to widen a portion of Santa Rosa Road from 2 to 4 lanes. Ms. Morrison assisted in completion of the Community Impacts Technical Memorandum.

2012 **US 101 HOV Widening, Ventura and Santa Barbara Counties.** Caltrans is constructing HOV lanes along a 6-mile segment of US 101. Ms. Morrison conducted preconstruction surveys and construction monitoring, and will continue monitoring until 2013.

2012 **Agoura Road Widening – City of Agoura Hills.** The City of Agoura Hills proposes to widen Agoura Road from 2 to 4 lanes to improve its current conditions and to enhance bicycle and pedestrian safety and accessibility. Ms. Morrison completed the supplemental biological resources evaluation.

2012 **Calleguas Creek Bike Trail – Phase II, City of Camarillo.** The City of Camarillo is constructing the second phase of a bike trail along Calleguas Creek. Ms. Morrison conducted preconstruction surveys and construction monitoring for permit compliance.

2012 **Calleguas Creek Bike Trail – Phase III, City of Camarillo.** The City of Camarillo is designing the third phase of a bike trail along Calleguas Creek. Ms. Morrison assisted with the Preliminary Environmental Study.

2012 **Yorba Linda Historic Resources Element, City of Yorba Linda.** GPA is assisting the city to develop a Historic Preservation Element. This will require an Initial Study/Negative Declaration (IS/ND) to comply with CEQA. Ms. Morrison assisted with the IS/ND.

2011 **East San Fernando Boulevard Corridor, City of Los Angeles**. The Los Angeles County Metropolitan Transportation Authority, with the City of Los Angeles, is conducting an Alternatives Analysis, EIR/EIS, and related engineering for the project to improve transit circulation. Ms. Morrison assisted in the research for the community impacts analysis.

2011 **Fletcher Drive Bridge Seismic Retrofit – City of Los Angeles.** The City of Los Angeles is currently retrofitting the Fletcher Drive Bridge over the Los Angeles River to meet Caltrans' updated seismic standards. Ms. Morrison conducted swallow and bat preconstruction surveys.

2011 **Lewis Road Landscaping, Wall, and Monument Project – City of Camarillo.** The City of Camarillo planned to improve the appearance of Lewis Road by installing landscaping, a high wall to screen view of adjacent industrial properties, and a monument sign. Ms. Morrison assisted in the preparation of the PES form.

2011 **Rice Avenue/E. Channel Islands Boulevard Intersection Improvements – County of Ventura.** The County of Ventura proposed to widen the existing intersection in order to improve its operations. Ms. Morrison assisted in onsite biological surveys and the completion of the Biological Memorandum for the project.

2011 **Rice Avenue/E. Wooley Road Intersection Improvements – County of Ventura.** The County of Ventura proposed to widen the existing intersection in order to improve operations of the intersection to an acceptable level of service. Ms. Morrison assisted in onsite biological surveys and the completion of the Biological Memorandum for the project.

2011 **Springville Road Interchange Project – City of Camarillo.** The City of Camarillo is currently building the new Springville Interchange over U.S. Highway 101 between Central and Las Posas Avenues. As part of the Mitigation and Monitoring Plan for the project, Ms. Morrison performed biological surveys of the site, checked site conditions to ensure compliance with regulatory permits, and completed Biological Monitoring Reports for the project.

2011 **Old Creek Road Crossing Improvement Project – County of Ventura.** The County of Ventura, with support from Caltrans and CDFG, replaced a low-water crossing with a multi-span bridge to provide safe year-round vehicular crossing over San Antonio Creek and to aid in steelhead restoration. After project completion, Ms. Morrison performed onsite surveys of revegetation areas and drafted the mitigation-monitoring year-end reports for the project. Ms. Morrison will continue to monitor the success rate of the mitigation planting for a total of five years.

2011 **Higuera Street Bridge Replacement – Culver City, CA.** Culver City with cooperation with Caltrans proposes to replace the existing Higuera Street Bridge over Ballona Creek. The project is needed to meet current seismic and geometric standards for California. Ms. Morrison performed onsite biological surveys and is completing the Natural Environmental Study for the project. She also prepared the Preliminary Environmental Study.

2011 **SR-150 Santa Paula Creek Rock Weir Fishway Project – Santa Paula.** Caltrans constructed a large-scale bank stabilization and fish passage project on Santa Paula Creek adjacent to State Route 150 near the City of Santa Paula. Ms. Morrison assisted in conducting species surveys and mitigation monitoring during construction to ensure compliance with regulatory agency permits. Ms. Morrison continued conducting species surveys and construction monitoring until project completion, and assisted in the capture and relocation of aquatic species out of the project site.

2010 **National Marine Fisheries Service – Long Beach.** Ms. Morrison assisted with compiling current research and drafting biological reports for black abalone and green sturgeon to support ESA section 4 listing decisions and critical habitat designations. Duties also included reviewing and summarizing the public comments that were received based on the ESA documents. Ms. Morrison also edited marine mammal stranding reports for accuracy and input the data into the National Marine Mammal Stranding database.

2008 **National Marine Fisheries Service – Long Beach.** Ms. Morrison assisted with ESA section 4 listing decisions and critical habitat designations for black abalone and green sturgeon, and input marine

mammal stranding data into the National Marine Mammal Stranding database. Duties also included conducting literature searches and developing EndNote libraries for sea turtles, marine mammals and other marine species.

2006 **White Sea Bass Project – Santa Catalina Island.** Ms. Morrison assisted with fish surveys on board the Yellowfin vessel. Duties included retrieving fish and invertebrates from gill nets, identifying and taking standard measurements of organisms, and recording species data.

Appendix F

Historic Resources Report

FORD THEATRES PROJECT
COUNTY OF LOS ANGELES

Historic Resource Report

Prepared by:

GalvinPreservationAssociates
GPA
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May 14, 2014

TABLE OF CONTENTS

EXECUTIVE SUMMARY

This report presents the results of a historic resource report prepared for the Ford Theatres Project. Nestled in the Hollywood Hills at the junction of Cahuenga and Highland Avenues, the John Anson Ford Theatres (Ford Theatres) is 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 32-acre property sits on the east side of the Cahuenga Pass and currently provides two entertainment venues: the 1,200-seat Ford Amphitheatre and the 87-seat theatre space, known as Inside the Ford.

The County of Los Angeles proposes improvements to the Ford Theatres (Project). The Project includes the rehabilitation of portions of the existing amphitheatre and the development of approximately 59,030 square feet of new buildings and approximately 48,750 square feet of outdoor plaza areas. These improvements 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 the renovation of 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.

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). Properties that have been determined eligible for listing in the National Register are automatically included in the California Register of Historical Resources (California Register). Properties that are listed in the California Register are considered to be historic resources subject to the California Environmental Quality Act (CEQA).

As the evaluation was 20 years old, GPA determined that the property should be re-evaluated to account for the changes that had been made to the property in the intervening years. After conducting additional research and field inspections, it was concluded that the Ford Theatres is eligible for listing in the National Register under Criterion A as one of the oldest performing arts sites in Los Angeles still in use, and eligible under Criterion C as one of only five outdoor theatres in Los Angeles remaining from the early 20th century. GPA documented the alterations to the property since it was originally constructed, and concluded that it retains sufficient integrity to convey its significance. GPA also identified the character-defining features of the property.

As the property is a historic resource subject to the CEQA, GPA analyzed the potential impacts the Project may have on the Ford Theatres. GPA concluded that the impact of the new construction could be mitigated by the application of the Secretary of the Interior's Standards. The Project would negatively affect the property's integrity of setting and feeling. Nevertheless, the integrity as a whole would be sufficient to convey its significance. The Ford Theatres would continue to be eligible for listing in the California Register.

1. INTRODUCTION

1.1 Purpose and Qualifications

The purpose of this report is to identify and evaluate historic resources that may be affected by the implementation of the Ford Theatres Project (Project); to assess any potential impacts the Project may have on identified historic resources; and to recommend mitigation measures, as appropriate. This report was prepared to facilitate the environmental compliance of the Project under the provisions of the California Environmental Quality Act (CEQA).

The Project includes the rehabilitation of portions of the existing amphitheatre and the development of approximately 59,030 square feet of new buildings and approximately 48,750 square feet of outdoor plaza areas. 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 the renovation of 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.

This report includes a description of the regulatory framework for the evaluation of historic resources, a description of the environmental setting including a brief history of the John Anson Ford Theatres and the context in which it was evaluated, an analysis of potential impacts that the Project may have on identified historic resources, and recommended mitigation measures for any potential adverse impacts to those resources.

Teresa Grimes, Principal Architectural Historian at GPA Consulting, was responsible for the preparation of this report. Ms. Grimes fulfills the qualifications for historic preservation professionals outlined in Title 36 of the Code of Federal Regulations, Part 61. Her resume is available upon request.

1.2 Methodology

In preparing this report, the following tasks were performed:

1. Researched the Ford Theatres to determine whether or not it is currently listed as a landmark at the national, state, or local levels and whether or not it has been previously evaluated as a historic resource. The research revealed that the amphitheatre was evaluated in 1994 and determined eligible for listing in the National Register of Historic Places. This evaluation corresponds with a California Register Status Code of 2S2. A copy of the state historic resource inventory form is attached as Appendix A. Properties that have been determined eligible for listing in the National Register of Historic Places are automatically included in the California Register of Historical Resources. For more information about these programs see Section II of this report. As the property was evaluated 20 years ago, it was re-evaluated to account for the changes that have been made to the property since the original evaluation.

2. Conducted a field inspection of the Project Site and surrounding area to determine the scope of the study. The study area was identified as the Project Site itself.

3. The post-war motel building that is located north of the vehicular entrance to the Project Site from the Pilgrimage Bridge was not identified as a potential historic resource for lack of integrity. The 1954 aerial photograph of the property illustrates that it is merely a remnant of a large motel complex that originally included two other buildings of equal size. Alterations to the existing building include the replacement of doors, windows on the first story, and possibly the exterior cladding. Due to the alterations, it has no genuine potential to qualify as a historic resource and was not targeted for further research or evaluation.

4. Conducted a subsequent field inspection to analyze the physical integrity of the property and to identify and photograph the character-defining features of the Ford Theatres.

5. Researched the property to establish the general history and context through Internet sources and local libraries including a review of relevant databases, books, and articles. The history of the property at www.fordamphitheatre.org was the starting point for the research. The Ford Theatres staff also provided information about the physical changes that have taken place since the 1990s.

6. Reviewed and analyzed ordinances, statutes, regulations, bulletins, and technical materials relating to federal, state, and local historic preservation designations, and assessment processes and programs to establish the significance, integrity, period of significance, and character-defining features of the property.

7. Analyzed the Project description and plans for potential impacts and developed mitigation measures.

2. REGULATORY FRAMEWORK

Generally, a lead agency must consider a property a historic resource under the CEQA if it is eligible for listing in the California Register. The California Register is modeled after the National Register. Furthermore, a property is presumed to be historically significant if it is listed in a local register of historic resources or has been identified as historically significant in a historic resources survey (provided certain criteria and requirements are satisfied) unless a preponderance of evidence demonstrates that the property is not historically or culturally significant.[1] The National and California Register designation programs are discussed below.

2.1 National Register of Historic Places

The National Register is "an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment."[2]

[1] Public Resources Code Section 5024.1 and 14 CCR Section 4850.
[2] Title 36 Code of Federal Regulations Part 60.2.

Criteria

To be eligible for listing in the National Register, a property must be at least 50 years of age (unless the property is of "exceptional importance") and possess significance in American history and culture, architecture, or archaeology. A property of potential significance must meet one or more of the following four established criteria: [3]

A. Associated with events that have made a significant contribution to the broad patterns of our history; or

B. Associated with the lives of persons significant in our past; or

C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. Yield, or may be likely to yield, information important in prehistory or history.

Physical Integrity

According to *National Register Bulletin #15*, "to be eligible for listing in the National Register, a property must not only be shown to be significant under National Register criteria, but it also must have integrity." Integrity is defined in *National Register Bulletin #15* as "the ability of a property to convey its significance."[4] Within the concept of integrity, the National Register recognizes the following seven aspects or qualities that in various combinations define integrity: feeling, association, workmanship, location, design, setting, and materials.

Context

To be eligible for listing in the National Register, a property must also be significant within a historic context. *National Register Bulletin #15* states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are "those patterns, themes, or trends in history by which a specific...property or site is understood and its meaning...is made clear."[5] A property must represent an important aspect of the area's history or prehistory and possess the requisite integrity to qualify for the National Register.

2.2 California Register of Historical Resources

In 1992, Governor Wilson signed Assembly Bill 2881 into law establishing the California Register. The California Register is an authoritative guide used by state and local agencies, private groups, and citizens to identify historic resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse impacts.[6]

The California Register consists of properties that are listed automatically as well as those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

[3] Title 36 Code of Federal Regulations Part 60.4.
[4] *National Register Bulletin #15*, pp. 44-45.
[5] Ibid., p. 7.
[6] Public Resources Code Section 5024.1 (a).

- California properties listed in the National Register and those formally Determined Eligible for the National Register;
- State Historical Landmarks from No. 0770 onward; and
- Those California Points of Historical Interest that have been evaluated by the State Office of Historic Preservation (SOHP) and have been recommended to the State Historical Resources Commission for inclusion on the California Register.[7]

The criteria for eligibility of listing in the California Register are based upon National Register criteria, but are identified as 1-4 instead of A-D. To be eligible for listing in the California Register, a property generally must be at least 50 years of age and must possess significance at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

Historic resources eligible for listing in the California Register may include buildings, sites, structures, objects, and historic districts. Resources less than 50 years of age may be eligible if it can be demonstrated that sufficient time has passed to understand its historical importance. While the enabling legislation for the California Register is less rigorous with regard to the issue of integrity, there is the expectation that properties reflect their appearance during their period of significance.[8]

The California Register may also include properties identified during historic resource surveys. However, the survey must meet all of the following criteria:[9]

1. The survey has been or will be included in the State Historic Resources Inventory;
2. The survey and the survey documentation were prepared in accordance with office [OHP] procedures and requirements;
3. The resource is evaluated and determined by the office [OHP] to have a significance rating of Category 1 to 5 on a DPR Form 523; and
4. If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which

[7] Public Resources Code Section 5024.1 (d).
[8] Public Resources Code Section 4852.
[9] Public Resources Code Section 5024.1.

have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

OHP Survey Methodology

The evaluation instructions and classification system proscribed by the SOHP in its *Instructions for Recording Historical Resources* provide a three-digit evaluation code for use in classifying potential historic resources. In 2003, the codes were revised to address the California Register. The first digit indicates the general category of evaluation. The second digit is a letter code to indicate whether the resource is separately eligible (S), eligible as part of a district (D), or both (B). The third digit is a number, which is coded to describe some of the circumstances or conditions of the evaluation. The general evaluation categories are as follows:

1. Listed in the National Register or the California Register.
2. Determined eligible for listing in the National Register or the California Register.
3. Appears eligible for listing in the National Register or the California Register through survey evaluation.
4. Appears eligible for listing in the National Register or the California Register through other evaluation.
5. Recognized as historically significant by local government.
6. Not eligible for listing or designation as specified.
7. Not evaluated or needs re-evaluation.

3. ENVIRONMENTAL SETTING

3.1 Historical Background

Nestled in the Hollywood Hills at the junction of Cahuenga and Highland Avenues, the Ford Theatres is owned and operated by the County of Los Angeles and located in a county regional park. The 32-acre property sits on the east side of the Cahuenga Pass and provides two entertainment venues: the 1,200-seat Ford Amphitheatre and the 87-seat theatre space, known as Inside the Ford.

The amphitheatre was built in 1920 as the site of the Pilgrimage Play, a 12-part Passion Play depicting the life and death of Jesus Christ. Hence the original name for the venue was the Pilgrimage Theatre. The author, Christine Wetherill Stevenson, believed the rugged beauty of the Cahuenga Pass would provide a dramatic outdoor setting for the play. Wetherill Stevenson was born and raised in Philadelphia where she helped found the Philadelphia Art Alliance. Together with Mrs. Chauncey D. Clark and other investors, she purchased the land on which the Hollywood Bowl now sits for the purposes of building a theatre. The other investors didn't like the idea of being limited to religious productions, so they bought out Wetherill Stevenson, and she purchased the land across the street. A wood amphitheatre was built on the site with the help of volunteers. Taking advantage of the box canyon, the stage was set against a natural backdrop

of chaparral and cypress growing up the hillside. The original design and layout for the amphitheatre was apparently prepared by architect Bernard Maybeck.

H. Ellis Reed was hired to produce and direct the play, which was performed by local actors every summer from 1920 to 1929. The play was performed nightly, except Sundays, for approximately eight weeks. A cast of more than 100 was selected at the beginning of each summer, although the same actors performed a few roles for several seasons. While attending Hollywood High School, Fay Wray appeared in the play. Other actors who graced the Pilgrimage Theatre included Gale Gordon, Peggy Converse, Rachel Ames, and Addison Richards. Wetherill Stevenson did not live to see the theatre become a cultural institution. She died suddenly in 1922, just two years after the play opened. An electrically illuminated cross was erected on the hill above the amphitheatre and dedicated in her honor in 1923.[10] After Wetherill Stevenson's death, *Los Angeles Times* owner Harry Chandler acquired the property and performance rights to the play from her estate.

Originally, patrons arrived to the amphitheatre mostly by streetcar. By 1924, more and more patrons arrived by automobile. So driveways and parts of the grounds were regraveled and resurfaced. Schools, churches, civic organizations, and other groups often purchased large blocks of tickets and made annual excursions to see the play together. The venue became even more accessible by automobile and bus when the Hollywood Parkway opened in 1940.[11] Parking areas were also expanded at this time.[12]

A brush fire in 1929 destroyed the original wood structure. The present amphitheatre was built on the same site and opened in 1931. The orientation of the seating area and location of the stage generally remained the same, and some of the original stone was incorporated into the new structure at house right. The amphitheatre is constructed of board-formed poured-in-place concrete and supposedly designed in the style of ancient Judaic architecture to resemble the gates of Jerusalem.[13]

The architect of the amphitheatre, William Lee Woollett was born in Albany, New York and came from a long line of architects. Following in his father's footsteps William Lee Woollett studied architecture at MIT and after working for the Boston firm Femur and Page, he returned to Albany in 1896 to set up his own practice. In 1905, he was joined briefly by John W. Woollett, one of his brothers, who was also an architect. After the fire and earthquake in San Francisco, William Lee went out to investigate the prospects of starting an office there in 1909. He stayed in California and later gained considerable recognition for his State Armories in San Francisco and Los Angeles, numerous schools, office buildings, theatres, and houses. William Lee Woollett's son, William Woollett, and grandson Joseph L. continue to practice in California.

The Pilgrimage Play was not performed in 1938 season so that the internationally renowned theatre director Max Reinhardt could stage *Faust*. The art director Nicolai Remisoff altered the stage for the production. "He retained the former center stage, sliced off the canyon walls, and built on either side a stage at right angles to the old one."[14] The classic Goethe drama was one of three theatre events organized by Reinhardt that year. From 1902 and 1933, Reinhardt directed various theatres in Berlin. In 1920, he helped organize the Salzberg Festival in Austria.

[10] No Author, "Giant Steel Cross to be Monument," *Los Angeles Times*, July 8, 1923, p. II5.
[11] The Parkway is now part of the Hollywood Freeway.
[12] No Author, "Travel to Outdoor Stage Entertainments Simplified," *Los Angeles Times*, July 7, 1940, p. A1.
[13] This statement is often made about the design of the theatre, but is pure speculation.
[14] No Author, "Cast of 150 Rehearses Daily for Presentation of 'Faust'," *Los Angeles Times*, August 1, 1938, p. A1.

After Austria was invaded by Germany in 1938, he immigrated to the United States. He was invited by the California Festival Association to organize the Salzberg-in-Hollywood. Previously, the association hired Reinhardt to stage plays in the Hollywood Bowl in 1932 and 1936. Although the three plays staged by Reinhardt were praised by critics and audiences, the annual festival that was envisioned did not come to fruition.

Production of the Pilgrimage Play resumed in 1939 and continued to be performed until 1964, interrupted only by World War II, when the structure was converted to dormitories for servicemen.[15] In 1941, the land was deed to the County of Los Angeles. The Pilgrimage Play continued to be presented until a lawsuit in 1964 forced its closure because of its religious nature. Opponents argued that expending public funds on a religious play violated the principle of the separation of church and state.

The County continued to use the amphitheatre for a variety of concerts and performances, but public attendance dwindled. The structure gradually deteriorated until the late County Supervisor John Anson Ford obtained funding for capital improvements, several decades ago. The Pilgrimage Theatre was then renamed in his honor. It was used intermittently for Shakespearean plays, jazz concerts, and dance performances until former County Supervisor Ed Edelman revived the venue with the creation of the Ford Amphitheatre Season (originally called "Summer Nights at the Ford") in 1993.

Figure 1 – Original façade of the Pilgrimage Theatre, as it was known in 1920. Source: Los Angeles Public Library Photographs Collection.

[15] No Author, "Pilgrimage Play Bowl Postwar Expansion Told," *Los Angles Times*, January 23, 1944, p. A6 and "Development Program for Bowl Drawn," *Los Angeles Times*, March 26, 1944, p. B1.

Figure 2 – Henry Herbert as Christ in 1923. Source: Los Angeles Public Library Photographs Collection.

Figure 3 - Men assess the damage of the brush fire in 1929. Source: Los Angeles Public Library Photographs Collection.

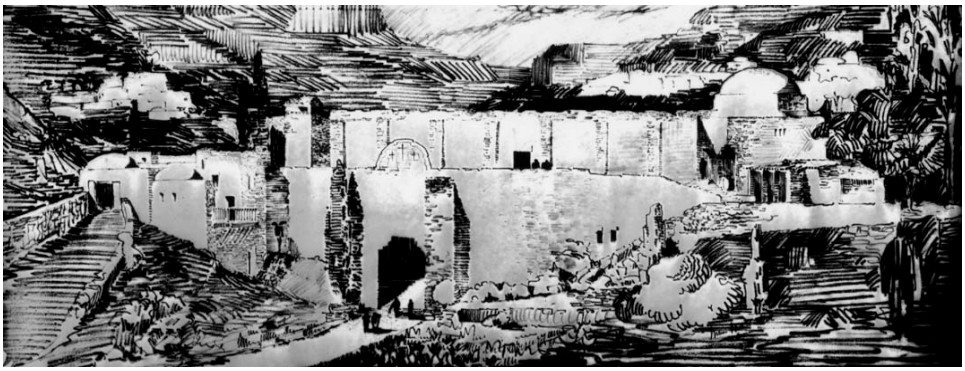

Figure 4 – Artist rendering of the new amphitheatre. Date unknown. Source: Los Angeles Public Library Photographs Collection.

Figure 5 – View of the new amphitheatre just as construction began in 1931. Source: Los Angeles Public Library Photographs Collection.

Figure 6 – The new amphitheatre under construction in 1931. Source: Los Angeles Public Library Photographs Collection.

Figure 7 - The stage in 1931 included three levels. The lowest level appears to have had a concrete slab with stonework along the front. The staircase on the north appears to circle around to a part of the set to the south. Source: Los Angeles Public Library Photographs Collection.

Figure 8 - By 1947 the lower stage was replaced and the stage towers were constructed. It appears that the retaining walls and staircases were reconstructed, as the landscaping and set piece are gone. Source: Los Angeles County Music Center.

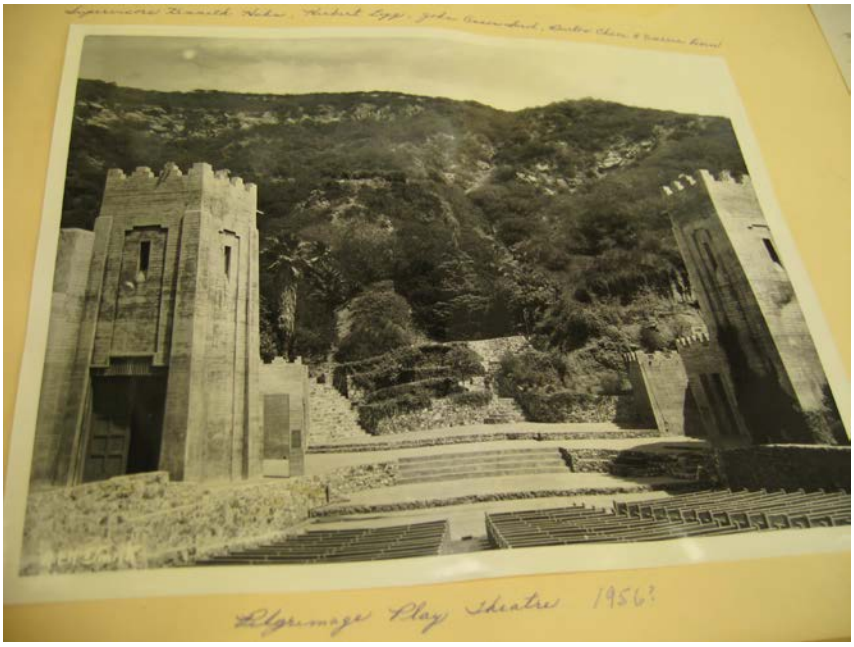

Figure 9: The stage area remained mostly unchanged between 1947 and 1956. It appears that the steps between the lower and middle stage levels are concrete instead of stone. Source: Huntington Library.

The indoor theatre space at the Ford was rented by numerous groups, most notably the Mark Taper Forum, who made it the home of their second stage "Taper Too" from 1972 to 1997. In 1998, the space was extensively renovated and renamed Inside the Ford. Improvements were also made to the stage, backstage and public areas of the Ford. An additional $1.6 million was spent between 1999 and 2000 to make the facility ADA (Americans with Disabilities Act) complaint. These improvements included an elevator for the three-level structure, the construction of the new entryway, and Edison Plaza.

3.2 Architectural Description

The 32-acre site is irregular in shape and located in the Hollywood Hills on the east side of the Cahuenga Pass. It consists of natural and man-made features, the largest of which is the 1,200-seat amphitheatre. The landscape is diverse. It includes native and non-native trees, grasses, and shrubs. The terrain consists of rolling foothills, some quite steep. Surface parking lots are located off Cahuenga Boulevard on the western edge of the site. Newer pre-cast concrete blocks and older broken concrete pieces are used to form retaining walls along parking lots and driveways. Near the vehicular entrance to the site from the Pilgrimage Bridge is a post-war motel building that is used as office space by the Ford Theatre Foundation, Los Angeles County Arts Commission staff, and Los Angeles Philharmonic. A service road leads from the former motel building to the north side of the amphitheatre ending in a cul-de-sac. This road is lined with Italian cypress (Cuppressus semperviren) trees on the north and a sidewalk and low iron fence on the south. The cul-de-sac includes handicapped parking spaces and a loading zone.

Besides the amphitheatre there are two small buildings on the site: the concession building and the box office. The concession building was originally designed as the box office. It is located near the cul-de-sac of the service road on the north side of the amphitheatre. It is a two-story building with a flat roof and stucco exterior. A shade structure is located on the north and west elevations where patrons place and receive orders from windows. Second story windows are covered by security bars. The box office was originally designed as the caretaker's cottage. It is located at the entrance courtyard on the west side of the site. It is also a one-story building with a flat roof and stucco exterior. The building has two levels, which is reflected in the stepped massing. The ticket window is located on the north elevation and is covered by an awning.

The entryway to the amphitheatre is from the south parking lot. It was constructed in 2000 and consists of winding paths that create a gradual climb from the box office, a waterfall, various species of trees and plants, and pocket picnic areas. At the top of the entryway is Edison Plaza. The amphitheatre generally has an east-west orientation and is situated in a box canyon. The seating area is on the west, while the stage and back stage area is to the east. The main entrance is centered and recessed at the base of the outside wall. It is flanked by convex and concave concrete walls with different surface textures. These different surface textures are found throughout the structure. In some cases the boards used to form the concrete walls were laid vertically and in other cases they were laid horizontally. The mixture of the concrete is also inconsistent. It some cases it has a heavy aggregate and in other cases a fine one. Above the main entrance is a pointed arched parapet. The pointed arched doorway on the inside wall of the main entrance has been closed. The door next to the main entrance leads to the entry of the Inside the Ford theatre. Storage and dressing rooms are also located on this lower level.

Grand staircases are located on each side of the main entrance. The one on the south marches up the outer wall, while the one on the north is situated between the inner and outer walls.

The north staircase bifurcates to lead to the concessions building and the amphitheatre lobby at Door A, while the south staircase leads to the amphitheatre lobby at Door D. The back inside wall of the seating area is broken by four, heavy, double wood paneled doors decorated with a recessed grill pattern. These doors are situated in rectangular openings and lead to the seating aisles. On the upper level is a stucco clad addition housing the projection room and lighting booth. Also attached is a tall corrugated metal parapet wall running along the top of the amphitheatre wall. The wall was added to reduce the sound from Cahuenga Boulevard and the Hollywood Freeway. These two major additions have not altered the original structure, but merely rest on top of the walls. The amphitheatre seating consists of individual metal theatre type chairs and is not original.

The north and south walls of the seating area are stepped downward towards the stage. The stage has upper and lower levels and is flanked by two elaborate two-story towers with crenellated parapets. These towers were added in 1945, the same time the stage was enlarged.[16] Rustic stonework forms the foundation for the stage and the walls at the rear of the stage. The stone appears to be local, and the various colors, shapes, and size suggest that the walls were constructed and repaired over time. The hillside with stone retaining walls encloses the amphitheatre on the east. The stone on the south side of the seating area may have been recycled from the 1920 structure.

4. EVALUATION OF ELIGIBILITY

4.1 National Register of Historic Places

Criterion A

To be eligible for the National Register under Criterion A, a resource must have a direct association with events that have made a significant contribution to the broad patterns of our history. The Ford Theatres is eligible for listing in the National Register under Criterion A at the local level in the context of the cultural history of Los Angeles. It is significant as one of the oldest performing arts sites in Los Angeles still in use. The other performing arts venues in Los Angeles include: Trinity Auditorium (1913) which is no longer used for the performing arts; the Hollywood Bowl (1920) which has been rebuilt several times; and the Greek Theater (1930) which is still in use. In addition to these major theatres and amphitheatres there are a number of smaller venues in Los Angeles. Many were owned by theatre circuits that operated nationally or regionally including the Orpheum, Pantages, and Belasco. The Los Angeles County Music Center was built between 1964 and 1967 and represents an endeavor to create a modern civic auditorium that began in the 1930s.

The Ford Theatres, like other theatres in Los Angeles, represents the personal vision of an individual on a quest to bring the performing arts to Los Angeles. Christine Wetherill Stevenson, a wealth Quaker from Philadelphia, sought to promote open-air dramas focusing on the lives of great religious leaders. As the founder of the Theater Arts Alliance in 1918, she spearheaded the search for a natural setting to build an amphitheatre to produce the plays. She and Mrs. Chauncy Clarke first purchased 65 acres that became the site of the Hollywood Bowl.[17] After parting ways with the Theater Arts Alliance, she purchased a 29-acre site across from the Bowl and had constructed a wood amphitheatre. She hired director H. Ellis Reed to produce the drama of the *Life of Christ*, having written the play herself. The play opened in 1920 and was

[16] No Author, "Pilgrimage Theatre Work to Be Rushed," *Los Angeles Times*, February 28, 1945, p. 2.
[17] The number of acres varies slightly depending on the source.

performed every summer until 1964, with only brief interruptions. Although Wetherill Stevenson died in 1922, the amphitheatre she created lived on. Since the 1960s the amphitheatre has featured more diverse programming to appeal to a more diverse audience. The period of significance for this context would be 1931 when the new amphitheatre was constructed through 1964 when the Pilgrimage Play ceased production.

Criterion B

To be eligible for listing in the National Register under Criterion B, a property must be associated with the lives of persons significant in our past. Many persons have worked, performed, and attended the Ford Theatres since it was constructed. Visiting a building, whatever its use would not be considered an important connection. The amphitheatre would not be considered eligible under Criterion B because a historically significant actor, musician, or artist performed there; seeing that it is highly unlikely that the amphitheatre would be reflective of the person's body of work. However, it is the cumulative contribution these individuals made to the performing arts that support the eligibility of the amphitheatre under Criterion A. There are two individuals with a close association with the amphitheatre: Christine Wetherill Stevenson and John Anson Ford. The amphitheatre would not be considered significant for its association with Wetherill Stevenson because she died in 1922, just two years after the opening. As such, she did not play a part in the design or construction of the existing amphitheatre, although the play she wrote was performed there for decades. While John Anson Ford was instrumental in revitalizing the amphitheatre, his efforts took place too recently to be considered historically significant. Therefore, the Ford Theatres is ineligible for listing in the National Register under Criterion B.

Criterion C

To be eligible for listing under Criterion C, a property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. The Ford Theatres was constructed of board-formed poured-in-place concrete, which was a popular method of construction during the Great Depression. Therefore, the amphitheatre would not be significant for its method of construction because it was neither innovative nor unique. As one of only five outdoor theatres in Los Angeles remaining from the early 20th century, the Ford Theatres is significant as a type. The outdoor theatre movement that took place during the early part of the 20th century resulted in the construction of a number of amphitheatres. Some were constructed in parks by municipal governments, while others were constructed on college campuses.

The Hollywood Bowl and Greek Theater are substantially different from the Ford Theatres in terms of the architecture. The Hollywood Bowl was primarily designed for musical performances and features a shell, which has been reconstructed. The design of the Greek Theater was a fairly literal interpretation of an ancient Grecian amphitheatre, which has been somewhat lost by later alterations. The remaining amphitheatres in Greater Los Angeles are in Eagle Rock, Claremont, and Pasadena. Myron Hunt designed all three. Constructed in 1920, the Brookside Theater in Pasadena is very small, nestled on a hillside in a public park, and includes no permanent buildings. The Hillside Theater at Occidental College in the community of Eagle Rock was constructed in 1924. Although the auditorium and orchestra remain, the skene (backstage) and proscenium were demolished and reconstructed in a late modern style. The outdoor theatre at Pomona College in Claremont was designed in 1912. It has been restored and renamed the Fred Sontag Greek Theater.

The Ford Theatres embodies the distinguishing characteristics of a type – an early 20th century amphitheatre - in its overall plan, sequencing of spaces, concrete walls and support system, monumental main entrance and staircases, minimal ornamentation, open-air seating, and stage area that blends into the canyon. The amphitheatre is also significant for its association with the architect William Lee Woollett. Woollett was known for his flamboyant approach to ornament and rather liberal view of architectural historicism. Perhaps his best-known extant work is his collaboration with Albert C. Martin on the Million Dollar Theater (1918). This was actually the first building he designed after moving to Los Angeles from San Francisco. He also designed interior murals for the Paramount Theater (1920), prepared plans for the Santa Monica Pier Amusement Company to reflect Pompeian architecture, and designed a theatre in Venice. A talented artist as well, Woollett's non-architectural works included murals, set designs, and sculptures. He often wrote articles about architecture and urban planning in trade magazines and professional journals. Active in civic affairs, he was appointed to the Municipal Arts Commission in 1933 and helped draft the Cultural Heritage Ordinance in 1962. The Ordinance established the Cultural Heritage Commission, and Woollett became the founding president. Woollett was a prolific and accomplished architect who is considered a master for the quality of his work and for his contributions to the profession. The Ford Theatres represents one of his larger and more prominent commissions. The corbelled arches and crenellated parapets prominently displayed reflect a free and largely speculative interpretation of the architecture of the Holy Land.

Criterion D

Criterion D was not considered in this report, as it generally applies to archeological resources. At any rate, there is no reason to believe that the Ford Theatres has yielded, or will yield information important to the prehistory or history of the local area, California, or nation.

Integrity

To be eligible for listing in the National Register, properties must retain their physical integrity from the period in which they gained significance. In the case of architecturally significant properties, the period of significance is normally the date of construction. For historically significant properties, the period of significance is usually measured by the length of the associations. As such, the period of significance for the Ford Theatres is 1931 to 1964; the year the building was constructed through the period when the Pilgrimage Play was still performed. While some factors of integrity are more important than others depending on the property, a majority of the seven recognized factors should be retained. The amphitheatre retains its integrity of location, materials, workmanship, feeling, and association. Its integrity of setting and design has been diminished by changes that post-date the period of significance; however, they are still adequate. Overall, the amphitheatre retains sufficient integrity to convey its significance. Following is a point-by-point analysis:

- *Location – The place where the historic property was constructed or the place where the historic event occurred.*

The Ford Theatres has not been moved. Therefore, its integrity of location has been retained.

- *Setting – The physical environment of the historic property.*

While the broad setting of the Ford Theatres remains substantially unaltered, the immediate setting has changed noticeably. The vast majority of the 32-acre site has not been improved.

The surrounding hillsides continue to be covered with native and non-native trees, shrubs, and grasses that blend into the neighboring landscape. Surface parking lots and driveways have been enlarged, paved, and repaved; however, they are concentrated on the west side of the site and are visually disconnected from the amphitheatre. The entryway to the amphitheatre from the south parking lot was constructed in 2000. It represents the most significant change to the setting since 1964. Historic photographs (please see the cover photograph) depict a long, wide, nearly straight flight of steps to the front of the amphitheatre. The new winding paths and landscaping create a more organized and formal approach that did not exist historically. Therefore, the overall integrity of setting is low.

- *Materials – The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.*

Most of the changes to the amphitheatre since 1964 have involved the addition, not the removal of, materials. The original poured-in-place concrete walls and support system and wood doors and screens are still present. Some wood doors have been replaced; however, the new doors are identical to the old. Since the key materials remain, the integrity of materials has been retained.

- *Design – The combination of elements that create the form, plan, space, structure, and style of a property.*

A number of alterations to the amphitheatre since 1964 have muddled the design. These include the new entryway and elevator in the front and the sound walls along the upper level and sides of the seating area. However, the 1931 fabric remains remarkably distinguishable from these later additions because it is characterized by the poured-in-place concrete walls and support system that remain evident throughout the stage house and seating area. Furthermore the reoccurring design motifs, supposedly based upon the architecture of the Holy Land, including the heavy wood doors and screens, pointed arched openings, and religious symbols are still present and visible. Therefore, the integrity of design is fair.

- *Workmanship – The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.*

The techniques used in the construction of the building are in full display. The boards and different types of concrete used in the construction of the building can be seen in the textures and patterns on the walls. The hand-chiseled wood doors and screens reveal the workmanship of the carpenters who created them. However, it must be noted that the doors are mostly reproductions. While the original design and material has been preserved, the workmanship from the period no longer remains. However as a whole, the integrity of workmanship in the amphitheatre is sufficient.

- *Feeling – A property's expression of the aesthetic or historic sense of a particular period of time.*

This aspect of integrity is the most difficult to assess because it depends on individual perceptions. It results from the presence of physical features that, taken together, convey the property's historic character. Therefore, the Ford Theatres retains its integrity of feeling, because it still evokes the sense of an outdoor theatre constructed during the 1930s.

- *Association – The direct link between an important event or person and a historic property.*

The Ford Theatres is not eligible under Criterion B, but is eligible under Criterion A. The building is associated with a pattern of events, the history of the performing arts in Los Angeles. The key features from the period of significance remain including the poured-in-place concrete structure and support system, basic plan of the building, seating area, and stage. Therefore, the amphitheatre retains its integrity of association.

4.2 California Register of Historical Resources

The California Register was modeled on the National Register. The criteria for eligibility for listing in the California Register are virtually the same as the National Register. Therefore, the Ford Theatres is eligible for listing in the California Register for the same reasons noted above.

4.3 Character-Defining Features

Character-defining features are the architectural components that contribute to a building's sense of time and place. Preservation Brief #17: Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving Their Character notes:

> A complete understanding of any property may require documentary research about its style, construction, function, its furnishings or contents; knowledge about the original builder, owners, and later occupants; and knowledge about the evolutionary history of the building. Even though buildings may be of historic, rather than architectural significance, it is their tangible elements that embody its significance for association with specific events or persons and it is those tangible elements both on the exterior and interior that should be preserved.[18]

The character-defining features of buildings can be generally grouped into three categories: the overall visual character of a building, the exterior materials and craftsmanship, and the interior spaces, features, and finishes. The relative importance of character-defining features depends on the level of craftsmanship, visibility, and integrity. In addition, some character-defining features are more important than others in conveying the significance of the building.

The Ford Theatres is significant in the cultural history of Los Angeles, specifically the performing arts, at the local level. It also exemplifies the outdoor theatre movement as an excellent example of an early 20th century amphitheatre. The period of significance of the property is 1931 to 1964; the year the amphitheatre was constructed through the period when the Pilgrimage Play was still performed. The features in Table I (see Appendix B) are described as either "primary" or "secondary" character-defining features. Primary character-defining features are considered the most important elements contributing to the significance of the property, while secondary features are considered less important.

5. PROJECT IMPACTS

5.1 Determining the Significance of Impacts on Historical Resources

In enacting the California Register, the Legislature amended CEQA to clarify which properties are significant, as well as which project impacts are considered to be significantly adverse.

[18] *National Register Preservation Brief #17,* p. 1.

> A project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.[19]
>
> A substantial adverse change means demolition, destruction, relocation, or alteration of the resource such that the significance of a historical resource is materially impaired.[20]

The CEQA Guidelines include a slightly different definition of substantial adverse change:

> Substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource is materially impaired.[21]

The Guidelines go on to state that the significance of a historic resource is materially impaired when a project:

> Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources.[22]

Thus, a project would have an impact on a historic resource if it reduced its integrity to the point that it would no longer be able to convey its significance, and therefore the historic resource would no longer be eligible for inclusion in the California Register of Historical Resources.

5.2 Secretary of the Interior's Standards

The Secretary of the Interior's Standards for Rehabilitation (Standards) are codified at 36 Code of Federal Regulations (CFR) Section 67.7. The Standards are designed to ensure that rehabilitation does not materially impair the significance of a historic resource. Thus, the Standards are usually relevant in assessing whether there is a substantial adverse change under CEQA. The CEQA Guidelines state:

> Generally, a project that follows the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historic resource.[23]

The definition of "rehabilitation" assumes that at least some repair or alteration of the historic building will be needed in order to provide for an efficient contemporary use; however, these repairs and alterations must not damage or destroy materials, features, or finishes that are important in defining the building's historic character.

The Standards are as follows:

[19] Public Resource Code Section 21084.1.
[20] Public Resource Code Section 5020.1(q).
[21] 14 CCR Section 15064.5(b)(1).
[22] 14 CCR Section 15064.5(b)(2).
[23] 14 CCR Section 15064.5(b)(3).

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other buildings, will not be undertaken.

4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.

5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

8. Significant archeological resources affected by a project will be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations, or related new construction will not destroy historic materials that characterize the property. The new work shall be differentiated from the old and will be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

10. New additions and adjacent or related new construction will be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The Standards are not intended to be prescriptive, but instead provide general guidance. They are intended to be flexible and adaptable to specific project conditions to balance continuity and change, while retaining materials and features to the maximum extent feasible. Their interpretation requires exercising professional judgment and balancing the various opportunities and constraints of any given project. Not every Standard necessarily applies to every aspect of a project, nor is it necessary to comply with every Standard to achieve compliance. For a project to comply with the Standards, it must achieve a balance of continuity and change.

5.3 Analysis of Project Impacts

The Ford Theatres Project proposes to enhance the 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 components: historic amphitheatre, Ford Terrace, Ford Plaza, Transit Center/Flex Space, and hiking trail. For a complete description of the Project, please refer to the Draft Environmental Impact Report. Each of these components is analyzed separately below for its potential impact on the historic resource.

While compliance with the Standards results in a less than significant impact on historic resources under CEQA, noncompliance does not necessarily equal the material impairment of historic resources. Historic resources can continue to retain sufficient integrity to convey their significance, even if they are altered in a manner that does not comply with the Standards. Thus, the analysis of project impacts was based on whether the Project complies with the Standards and whether the Project would affect the integrity of the Ford Theatres and therefore its eligibility for inclusion in the California Register.

Amphitheatre

Improvements Underway

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 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. These improvements were analyzed independently for compliance with the Class 31 exemption for historic resource rehabilitation consistent with the Secretary of Interior's Standards.

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 projection screen, 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. 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, 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.

Proposed Improvements

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 seating area with a new 800-square-foot projection booth and control room. 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. In addition, a retractable shade structure would provide cover for the amphitheatre during day time performances.

These improvements appear to comply with the relevant Standards. Per the Standards, these improvements are consistent with the historic use of the amphitheatre (Standard #1) and do not involve the removal of any primary character-defining features (Standard #5). The existing projection room and control room, as well as the sound wall are not character-defining features.

The proposed projection booth and control room as well as the sound wall would be an improvement on these existing, non-original additions. Inside the seating area, these features would be visible but behind the audience during performances. Covered in sound absorbent panels, they would present a fairly plain and neutral backdrop for the historic architecture. Outside the seating area, there would be a screen of semi-transparent panels that would have a lighter feel than the existing corrugated metal. Furthermore, these features would be clearly differentiated from the original concrete structure (Standard #9) and could be removed in the future without negatively impacting the original concrete structure (Standard #10).

These improvements would not negatively affect the integrity of the Ford Theatres. The existing projection booth and control room as well as the sound wall have already diminished the integrity of design. (Please see the analysis of integrity on pages 16 to 18.) As stated above, the replacement of these features is an improvement on the existing condition. They would also enable the return of the walkway at the amphitheater level to its original condition. This walkway is now obstructed by an access stair that would be removed. Nonetheless, given the fluid nature of the architectural design until the approval of final plans, mitigation measures for this component of the Project are required to ensure compliance with the Standards.

Ford Terrace

North of the amphitheatre, the existing handicap parking at the upper gate would be relocated, and that area would be modified to accommodate a new dedicated artist performance entry and provide for a 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 new 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 new sound wall along the eastern perimeter of the plaza. Access to the new plaza would be from a new staircase from the existing amphitheatre walkway and a new 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 concession building. In

addition, use of the existing Inside the Ford theatre space 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.

It appears that these improvements would have a minimal visual impact on the amphitheatre from within the seating area. The north wall of the amphitheater separates the seating area from the existing loading zone, which is not a character-defining feature. The design of the Ford Terrace is a particularly sensitive matter given its proximity to the historic amphitheater. It would be similar to the design of the other components of the Project, which are intended to form a cohesive whole. As this component of the Project primarily involves new construction, the most applicable Standards are #9 and #10. Given the fluid nature of the architectural design until the approval of final plans, it is also difficult to ascertain the compatibility between the new construction and the historic resource. Therefore mitigation measures for this component of the Project are required to ensure compliance with the Standards.

These improvements would affect the integrity of setting. The concession building is a secondary character-defining feature. Although it was constructed during the period of significance, it has been altered. The removal of this building would not in and of itself constitute an impact on the historic resource, because it does not have any significance separate and apart from the amphitheatre. As stated on pages 16 to 18, the integrity of setting is already low because of the changes that have occurred since 1964. The integrity of setting would be further diminished with the removal of the concession building and the construction of these improvements.

Inside the Ford theatre is not a character-defining feature, because it post-dates the period of significance and was extensively renovated in 1998. Therefore, reusing this space would comply with the Standards and would not negatively affect the integrity of the Ford Theatres because it would not involve the alteration or removal of any character-defining features.

Ford Plaza

West of the amphitheatre, generally within the existing south parking lot, the Ford Plaza would be developed and would include a new three-level parking structure, referred to as the south parking structure. A plaza deck that would serve as the primary gathering space for the Ford Theatres would be created above the parking structure. As part of the Ford Plaza, the existing 365-square-foot box office would be repurposed as a museum/gallery for the Ford Theatres and just west of the existing box office a new 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. East of the restaurant, a new indoor performance venue comprised of approximately 8,000 square feet and including 299 seats would be provided.

There are no character-defining features in this portion of the property that are related to the historic significance of the Ford Theatres, other than the box office which is discussed below. While these improvements are situated on the western edge of the Project Site, the amphitheatre would be visible in the distance. Therefore, this area of the property is somewhat more sensitive than the location of the Transit Center/Flex Space, which is discussed below. The integrity of the setting of the Ford Theatres is already low because of the changes that have occurred since 1964, specifically the existing Edison Plaza, stairs, and picnic areas constructed in 2000. These improvements created a more organized and formal approach to the amphitheatre than existed historically. (Please see the analysis of integrity on pages 16 to 18.)

While a very large portion of the 32-acre site would remain unimproved parkland, from the perspective of theatre patrons, the amphitheatre would no longer feel like an independent cultural venue nestled in the Hollywood Hills. Rather the amphitheatre would be one part of a larger cultural and recreational center. The Ford Plaza would represent a significant increase in the utilization of the property. Therefore it would further diminish the integrity of setting and would compromise the integrity of feeling of the Ford Theatres.

As this component of the Project primarily involves new construction, the only applicable Standards are #9 and #10. The design of the Ford Plaza is similar to the design of the other components of the Project, which are intended to form a cohesive whole. The buildings are situated on either side of a plaza, which is essentially a continuation of the existing stairs. This is a smart organizational device because it funnels the view toward the amphitheatre. Rather than constructing one large building, the uses are divided into a series of smaller buildings that would be constructed of concrete, wood, metal panels, and glass. They appear to comply with Standard #9 in that they would not destroy any historic materials, are clearly distinguishable as new, and are appropriately scaled to the site. The buildings comply with Standard #10 because they could be removed in the future without negatively impacting the historic resource. Nonetheless, given the fluid nature of the architectural design until the approval of final plans, it is difficult to ascertain the compatibility between the new and old. Therefore mitigation measures for this component of the Project are required to ensure compliance with the Standards.

The box office is a secondary character-defining feature. Although it is an original element of the amphitheatre, it has been altered. Therefore, only the height, shape, massing, flat roof, and stucco exterior are considered character-defining - not the interior or box office windows on the north elevation. There are no specific plans for how this building would be repurposed as a museum/gallery. However, any impacts these alterations would have on the box office could be reduced to a less than significant level by compliance with the Standards. Therefore mitigation measures are required.

Transit Center/Flex Space

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 new rehearsal and event space referred to as the Flex Space, and a maintenance area would be constructed along the northwestern extent of the property. The approximately 8,300-square-foot Flex Space would be constructed at the lowest level of the parking structure. 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 former motel building.

These improvements appear to comply with the Standards. The north parking lot and former motel building are not character-defining features. The former motel building was not designed or constructed as part of the Ford Theatres. As this component of the Project involves new construction, the only applicable Standards are #9 and #10. Because of the distance between the proposed Transit Center/Flex Space and the historic amphitheatre, the requirement for compatibility between the new and old and the concept of reversibility rooted in these two Standards is not paramount. The design of the Transit Center/Flex Space is similar to the design of the other components of the Project, which are intended to form a cohesive whole. Much of the new square footage would be below ground. The parking structure would be constructed of concrete and the buildings on top would feature the extensive use of glass.

These improvements would not negatively affect the integrity of the Ford Theatres. This area of the property is the ideal location for new construction because of its proximity to Cahuenga Boulevard and the Pilgrimage Bridge, the relatively flat topography, the historic condition has already been altered, and the fact that it is visually disconnected from the historic amphitheatre. The integrity of the setting of the Ford Theatres is already low because of the changes that have occurred since 1964. The remaining aspects of integrity are not relevant because there are no character-defining features in this portion of the property that are related to the historic significance of the Ford Theatres (Please see the analysis of integrity on pages 16 to 18.) As this component of the Project would have a less than significant impact on the Ford Theatres, no mitigation measures are recommended or required.

Hiking Trail

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. Hand-railing may also be provided at the steps.

This component of the Project would have no impact on the historic resource. In this case, none of the Standards are applicable because there are no character-defining features in this portion of the property that are related to the historic significance of the Ford Theatres. The trail would not be visually intrusive or reduce the integrity of the Ford Theatres. Therefore, no mitigation measures are recommended or required.

5.4 Mitigation Measures

CEQA requires the Lead Agency to examine and impose mitigation measures that would avoid or minimize any impacts or potential impacts to historic resources.

Amphitheatre

Under the Project, the existing amphitheatre would be altered by the replacement of the non-original projection booth and control room as well as the sound wall. It appears that there will be no substantial adverse change in the significance of the Ford Theatres as a historic resource by this component of the Project. Nonetheless, given the fluid nature of architectural design until

the approval of final plans, the following mitigation measures for implementing the Project are recommended:

> **Project Plan Review.** To ensure that the Project is consistent with the Standards and prior to the issuance of building permits for new construction, the final architectural plans shall be reviewed and approved by a qualified professional who satisfies the Secretary of the Interior's Professional Qualification Standards for History, Architectural History, or Architecture, pursuant to 36 CFR 61.

Ford Terrace

Under the Project, the existing amphitheatre would be altered by the removal of the concession building and the construction of a dedicated artist entrance, two-story office and concessions building, and other spaces designed to support theatre operations. It appears that there will be no substantial adverse change in the significance of the Ford Theatres as a historic resource by this component of the Project. Nonetheless, given the fluid nature of architectural design until the approval of final plans, the following mitigation measures for implementing the Project are recommended:

> **Project Plan Review.** To ensure that the Project is consistent with the Standards and prior to the issuance of building permits for new construction, the final architectural plans shall be reviewed and approved by a qualified professional who satisfies the Secretary of the Interior's Professional Qualification Standards for History, Architectural History, or Architecture, pursuant to 36 CFR 61.

Ford Plaza

Under the Project, a parking structure, plaza, and a variety of new uses would be added west of the amphitheatre including a new box office, visitor amenities, restaurant, conference room, and indoor performance venue. It appears that there will be no substantial adverse change in the significance of the Ford Theatres as a historic resource by this component of the Project. Nonetheless, given the fluid nature of architectural design until the approval of final plans, the following mitigation measures for implementing the Project are recommended:

> **Project Plan Review.** To ensure that the Project is consistent with the Standards and prior to the issuance of building permits for new construction, the final architectural plans shall be reviewed and approved by a qualified professional who satisfies the Secretary of the Interior's Professional Qualification Standards for History, Architectural History, or Architecture, pursuant to 36 CFR 61.

Transit Center/Flex Space

Mitigation measures regarding the Transit Center/Flex Space are not required since the improvements would not significantly impact the historic or architectural significance of the Ford Theatres.

Hiking Trail

Mitigation measures regarding the hiking trail are not required since the improvements would not significantly impact the historic or architectural significance of the Ford Theatres.

5.5 Conclusions

Under CEQA, implementation of the mitigation measures proposed would reduce all impacts on the historic resource to a less than significant level. The property's integrity of setting was low and integrity of design was fair when the building was re-evaluated for the purposes of this report. The Project would reduce the integrity of the property further. As a result of so much new construction on the property, especially the Ford Terrace and Ford Plaza, which are proximate to the amphitheater, the integrity of the setting and feeling would be diminished. Nevertheless, the integrity as a whole would be sufficient to convey its historical significance. The Ford Theatres would continue to be eligible for listing in the California Register. Therefore the significance of the historic resource will not be materially impaired by the Project

6. SOURCES

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Appendix A

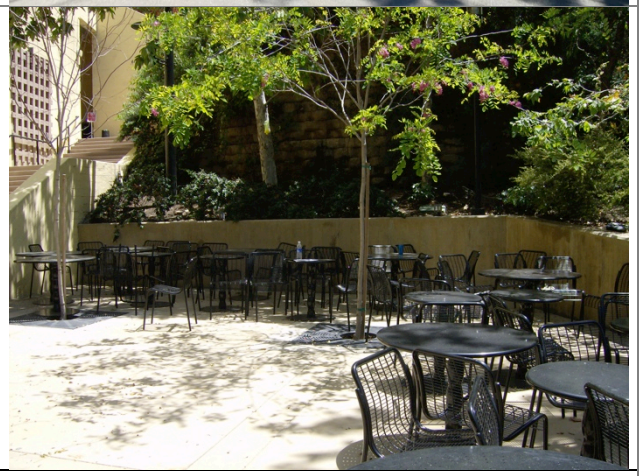
Appendix B

TABLE I – Character-Defining Features

Type	Feature	Description	Photographs
Not	Parking Lots, South	The south parking lots are not character-defining features because the date they were constructed cannot be verified, they are utilitarian in design, and they are visually disconnected from the theatre.	
Not	Parking Lots, North	The north parking lots are not character-defining features because the date they were constructed cannot be verified, they are utilitarian in design, and they are visually disconnected from the amphitheatre.	

Type	Feature	Description	Photographs
Not	Pole Sign	The pole sign in the south parking lot is not a character-defining feature because it was constructed after the period of significance.	
Not	Driveway between the north and south parking lots	The driveways are not character-defining features because the date they were constructed cannot be verified, they are utilitarian in design, and they are visually disconnected from the amphitheatre.	

Type	Feature	Description	Photographs
Not	Driveway to loading area	The driveways are not character-defining features because the date they were constructed cannot be verified, they are utilitarian in design, and they are visually disconnected from the amphitheatre.	
Not	Motel/Office Building	The former motel in the north parking lot is now used as an office building. It is not a character-defining feature because it was not designed or constructed as part of the theatre complex.	

Type	Feature	Description	Photographs
Not	Entrance Gate	The entrance gate to the Edison Plaza is not a character-defining feature because it was constructed after the period of significance.	
Not	Edison Plaza	Edison Plaza, including the staircase, ramps, and landscaping, is not a character-defining feature because it was constructed after the period of significance.	
Primary	Plan	The overall plan of the amphitheatre and the sequencing of the spaces are primary character-defining features because they are original and essential elements of the amphitheatre.	N/A

Type	Feature	Description	Photographs
Primary	Materials	The primary material found in the amphitheatre is concrete. The poured-in-place concrete construction is typical of the era. Therefore it is a primary character-defining feature. The board forms are visible throughout the building and create interesting patterns on the walls.	
Primary	Materials	The charcoal stone along the south wall of the seating area is a primary character-defining feature. It was likely salvage from the 1920 structure that was destroyed by fire, and used in the construction of the 1931 amphitheatre.	

Type	Feature	Description	Photographs
Primary	Stone	Stone was also used in the construction of the 1931 amphitheatre along the north wall of the seating area, the stairs on the stage, and the retaining walls and stairs behind the stage. The stonework was changed in 1945 when the stage towers were constructed. This stone is still present and appears to have been quarried from the site. It is a primary character-defining feature because it was added during the period of significance and is highly visible.	
Not	Materials	Hollow clay tile was used to construct the demising walls in the interior spaces. Although original, it is not a character-defining feature because the spaces in which it is found are not visible to the general public. Furthermore, it is a common material that is not used as a design element.	

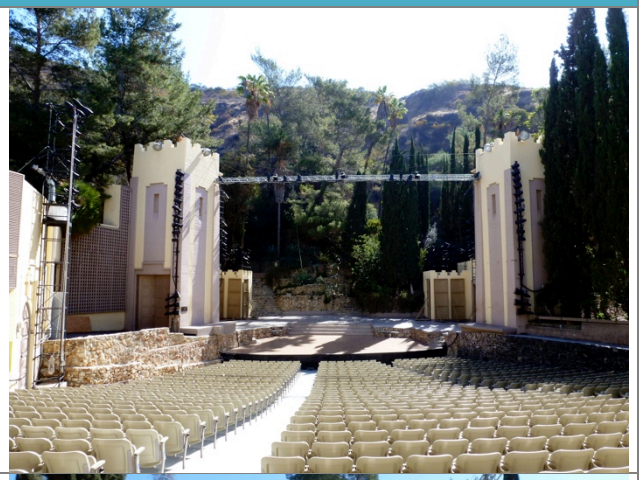
Type	Feature	Description	Photographs
Primary	Staircases	The north and south staircases near the main entrance are primary character-defining features because they are original and key design elements that contribute to the monumental feeling of the amphitheatre.	

Type	Feature	Description	Photographs
Primary	Wood Doors, Original	The original wood doors are primary character-defining features because they are original, exhibit craftsmanship from the period, and are key design elements. The original doors can be differentiated from the reproduction doors (see below) by the general wear, layers of paint, and hardware.	

Type	Feature	Description	Photographs
Secondary	Wood Doors, Reproduction	The double wood doors to the seating area and stage towers, as well as others, were reproduced. They are secondary character-defining features because they maintain the historic design, but not the historic workmanship.	

Type	Feature	Description	Photographs
Primary	Wood Screens	The wood screens are primary character-defining features because they are original, exhibit craftsmanship from the period, and are key design elements.	

Type	Feature	Description	Photographs
Primary	Seating Area	The open-air seating area is a primary character-defining feature because it is an essential element of the amphitheatre.	
Not	Seats	The seats are not character-defining features because they are not original and post-date the period of significance.	

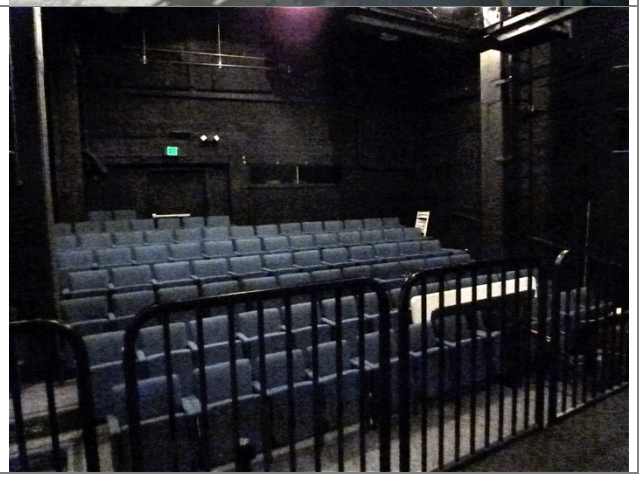
Type	Feature	Description	Photographs
Primary	Main Stage	The main stage is a primary character-defining feature because it is an essential element of the theatre. The present size and general configuration dates from the period of significance; however, it has changed during that period. The towers added in 1945 encroached into the stage, making it slightly narrower toward the rear. At that time the stage was divided into three tiers. Sometime after 1956, the top tier was removed and additional steps were added to the bottom of the stairs that lead up the hillside. The lower tier was reconstructed.	
Primary	Stage Left and Right Towers	Other aspects of the stage include the stage left and right towers that were constructed in 1945. They are primary character-defining features because they were constructed during the period of significance and are essential elements of the amphitheatre.	

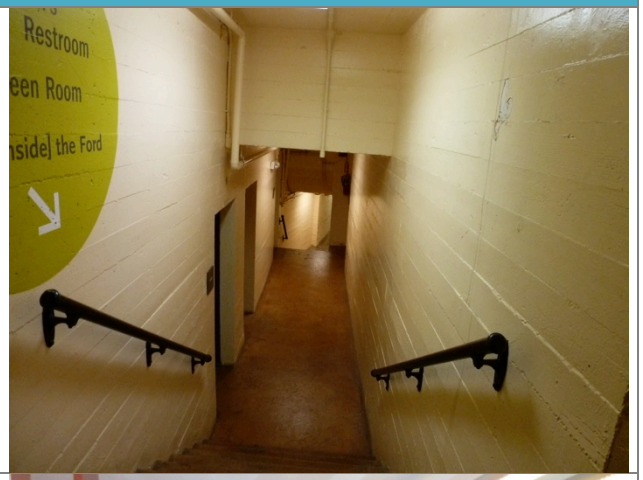
Type	Feature	Description	Photographs
			
Not	Stage Lighting	The stage lighting (including the fixtures as well as the battens and other support structures) are not character-defining features because they are non-original and post-date the period of significance.	

Type	Feature	Description	Photographs
Secondary	Religious Symbols	Religious symbols including crosses in concrete relief are secondary character-defining features because they are original, but minor design elements.	

Type	Feature	Description	Photographs
Not	Light Fixtures	The iron chandeliers in the north staircase are the most prominent light fixtures in the amphitheatre. They are not character-defining features because they are non-original and post-date the period of significance.	

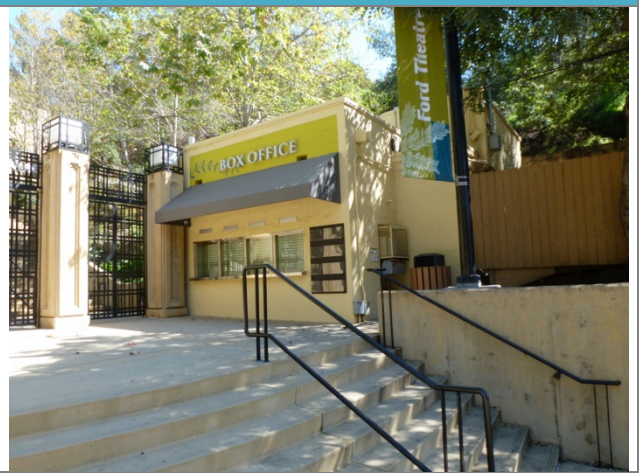
Type	Feature	Description	Photographs
Not	Elevator Tower	The elevator tower and related features are not character-defining features because they post-date the period of significance.	

Type	Feature	Description	Photographs
Not	Loading In/Out	The loading zone is not a character-defining feature because it is utilitarian in design and most of the materials including the screens and roll-up door post-date the period of significance.	
Not	Inside the Ford	The main space and features associated with Inside the Ford are not character-defining features because they are utilitarian in design and post-date the period of significance.	

Type	Feature	Description	Photographs
Not	Ancillary Spaces	The dressing area, storage, and other ancillary spaces below the stage are not character-defining features because they are utilitarian in design and inaccessible to the general public.	
Not	Restrooms	The restrooms are not character-defining features. Although the spaces themselves are original, they have been recently altered and include no historic fabric.	

Type	Feature	Description	Photographs
Not	Concession Bar	The concession bar is not a character-defining feature. Although the space is original it includes no historic fabric.	
Not	Projection Room and Sound Booth	The projection room and sound booth is not a character-defining feature because it post-dates the period of significance.	

Type	Feature	Description	Photographs
			
Secondary	Concession Building	The concession building is a secondary character-defining feature. Although it was constructed during the period of significance, it has been altered. Therefore, only the height, shape, massing, flat roof, stucco exterior, and second story windows are considered character-defining - not the interior, service windows on the north elevation, or surrounding pergola.	

Type	Feature	Description	Photographs
Secondary	Box Office	The box office is a secondary character-defining feature. Although it is an original element of the amphitheatre, it has been altered. Therefore, only the height, shape, massing, flat roof, and stucco exterior are considered character-defining - not the interior or box office windows on the north elevation.	

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION

HISTORIC RESOURCES INVENTORY

IDENTIFICATION AND LOCATION

Ser. No. _____ - _____ - _____
National Register status _____
Local designation _____

1. Historic name Pilgrimage Theater
*2. Common or current name John Anson Ford Amphitheatre
*3. Number & Street 2580 Cahuenga Blvd. Cross-corridor _____
City Hollywood Vicinity only _____ Zip 90068 County Los Angeles
4. UTM zone 11 A _____ B _____ C _____ D _____
5. Quad map No. _____ Parcel No. _____ Other _____

DESCRIPTION

6. Property category building If district, number of documented resources 1

*7. Briefly describe the present physical appearance of the property, including condition, boundaries, related features, surroundings, and (if appropriat architectural style.

This 1,500 seat open-air amphitheatre is built in an oval-shaped plan within a natural bowl in the Hollywood Hills. The west side (back) of the theater contains a tall outer wall of poured-in-place concrete with an inner wall rising from the second story. The back inside wall of the theatre is broken by three heavy, double wood paneled doors decorated with a recessed grill pattern, accessing the seating isles. A centered, corbelled arch at the base of the outside wall is flanked by fluted convex and concave concrete surfaces broken by ornamental wood grilles on each side of the recessed entry. Above the arched entry is a pointed arched parapet. A grand stairway lead up to the main entry from the parking lot below. On the second level is a stucco clad addition attached to the main second story portion, housing a lighting and sound booth. Also attached is a tall corrugated metal parapet wall running along the top of the amphitheatre wall. These two major additions have not altered the original building, but merely rest on top of the original walls. The integrity of the original architecture remains intact.

The north and south walls of the amphitheatre are stepped downward towards the stage and are decorated with cross reliefs. The stage is flanked by two, elaborate two story towers with crenelated parapets. The corbelled arch is repeated in the doors and recessed panels. The side walls towards the rear of the stage also feature crenelated parapets. Rustic stonework forms the foundation of the stage and the walls at the rear of the stage. The natural hillside setting with stone retaining walls encloses the amphitheatre at the east side. Additional details include the heavy, Gothic-arched wooden paneled doors along the side walls. (see continuation)

*Attach photo envelope here
Put address and photo date on rear of photo

8. Planning Agency
Los Angeles County Planning Department

9. Owner & address
Department of Parks and Recreation
433 S. Vermont Ave.
Los Angeles, CA 90020-1975

10. Type of Ownership Public

11. Present Use Amphitheatre

12. Zoning _____

13. Threats CDBG rehabilitation

Send a copy of this form to: State Office of Historic Preservation, P.O. Box 942896, Sacramento, CA 94296-0001

*Complete these items for historic preservation compliance projects under Section 106 (36 CFR 800). All Item must be completed for historical resources survey information.

HISTORICAL INFORMATION

*14. Construction date(s) 1930-A Original location same Date moved N/A

15. Alterations & date

16. Architect William Lee Woolett Builder unknown

17. Historic attributes (with number from list) 10 - Theater

SIGNIFICANCE AND EVALUATION

18. Context for evaluation: Theme Entertainment/Religion Area Hollywood/Los Angeles

Period 1920 to 1964 Property Type amphitheatre Context formally developed? no

*19. Briefly discuss the property's importance within the context. Use historical and architectural analysis as appropriate. Compare with similar properties.

The Pilgrimage Theater is significant under Criterion A because of the historic role it played as an important cultural event and major tourist draw for Hollywood and Los Angeles. The "Life of Christ," also called the Pilgrimage Play, was performed every summer between 1920 and 1964 except after the first theater burned in 1929-30 and once in 1934. The Pilgrimage Theater was the personal vision of Christine Wetherill Stevenson, a wealthy Philadelphia Quaker, who sought to promote open-air dramas focusing on the lives of great religious leaders. As the founder of the Theater Arts Alliance in 1918, she spearheaded the search for a natural setting to build an amphitheater to produce the plays. She and Mrs. Chauncey Clarke first purchased 65 acres that became the site of the Hollywood Bowl. In 1920, Mrs. Stevenson purchased a smaller 29 acre site across from the Hollywood Bowl, and hired director H. Ellis Reed to produce the drama of the Life of Christ, having written the play herself. After Christine Stevenson died in 1923, Los Angeles Times owner Harry Chandler acquired the property and performance rights to the play from her estate. Los Angeles County obtained the amphitheatre during the early 1940s. In 1978 the county renamed it after John Anson Ford, a popular member of the board of supervisors who served from 1934 to 1958.

(see continuation)

20. Sources

Cardwell, Kenneth H. *Bernard Maybeck.* Salt Lake City: Peregrine Smith, 1983.

(see continuation)

21. Applicable National Register criteria A & C

22. Other recognition

State Landmark No. (if applicable)

23. Evaluator Judy Triem

Date of evaluation 12/28/94

24. Survey type site specific

25. Survey name

*26. Year form prepared 1994

By (name) Judy Triem

Organization L.A. County Community Development Comm.

Address 2525 Corporate Place, Ste. 200

City & Zip Monterey Park 91754

Phone (213)260-2295

San Buenaventura Research Associates

* Sketch map. Show location and boundaries of property in relation to nearby streets, railways, natural landmarks, etc. Name each feature.

Continuation Sheet

#7 Description

The site is enhanced by landscape features on the adjacent hillsides, including a variety of trees. Adjacent and the north of the theater is a small, detached rectangular shaped flat roofed stucco-clad building that serves as a ticket office.

#19 Significance and Evaluation

The building is also eligible under Criterion C for its unique architectural style. The original design and layout of the amphitheater was apparently prepared by Bernard Maybeck between 1921 and 1922, but Maybeck's work was evidently largely destroyed in the fire of 1929. The present building was built on the same site as the earlier theater, apparently incorporating some of the original stone walls. This design was produced in 1930 by Los Angeles architect William Lee Woollett to reflect the ancient Judean architecture of Assyria and Babylon. The corbelled arches and crenelated parapets prominently displayed on the building reflect a free and largely speculative interpretation of the architecture of the Holy Land. The Gothic-arched, massive wooden paneled doors with metal straps also suggests a Medieval flavor. Religious symbols incorporated into the building, including cross and tablet motifs, relate directly to the building's intended purpose. This building is significant as an especially rare example of a period revival style of architecture which was employed only rarely, particularly relative to the huge popularity of the other period revival modes during the 1920s.

The building is also significant for its association with the architect and designer, William Lee Woollett, who was known for his flamboyant approach to ornament and rather liberal view of architectural historicism. Perhaps his best-known extant work is his collaboration with Albert C. Martin on the Million Dollar Theater (Los Angeles, 1918). He also designed interior murals for the Paramount Theater (Los Angeles, 1920), prepared plans for the Santa Monica Pier Amusement Company to reflect Pompeian architecture, and designed a theater in Venice. Woollett's non-architectural works included murals, set designs, sculptures and books. He was appointed to the Municipal Arts Commission in 1933.

The building is also associated with two important historical themes present in Southern California during the 1920s: religion and the entertainment industry. Both conventional and non-traditional forms of faith were gaining strength during this era, with the latter perhaps best typified by the theatrical evangelist, Aimee Semple McPherson. The Pilgrimage Theater represents a similar melding together of the entertainment and religious themes in a manner which perhaps would not have been possible elsewhere.

#20 Sources

Gebhard, David, Bricker, Lauren, Bricker, David. *A Catalogue of the Architectural Drawing Collection.* Santa Barbara: UCSB, 1981.

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Spalding, William A. *History of Los Angeles.* L.A.: J.R. Finnell & Sons Publising Co.

TERESA GRIMES is a Principal Architectural Historian at GPA. She has over 25 years of experience in the field of historic preservation in the private, public, and non-profit sectors. Teresa is widely recognized as an expert in the identification and evaluation of historic resources having successfully prepared dozens of landmark and historic district applications for a wide variety of property types. Her many projects have included historic context statements for Riverside, Calabasas, Glendale, and Carmel-by-the-Sea, and historic resource surveys in Riverside, Whittier, Calabasas, Pasadena, and Los Angeles. Teresa has also completed numerous environmental compliance documents involving major landmarks; examples include the Cinerama Dome, Dodger Stadium, Los Angeles Sports Arena, Beverly Hills Post Office, and Baldwin Hills Shopping Center.

Educational Background:

- M.A., Architecture, University of California, Los Angeles, 1992
- B.A., Political Science, University of California, Los Angeles, 1986

Professional Experience:

- GPA Consulting, Principal Architectural Historian, 2009-present
- Christopher A. Joseph & Associates, Senior Architectural Historian, 2006-2009
- Teresa Grimes/Historic Preservation, Principal, 1999-2005, 1993-1994, 1991-1992
- Historic Resources Group, Project Manager/Architectural Historian, 1994-1998
- Getty Conservation Institute, Research Associate, 1992-1993
- Los Angeles Conservancy, Preservation Officer, 1988-1991

Qualifications:

- Meets the Secretary of the Interior's Professional Qualifications Standards for architectural history pursuant to the Code of Federal Regulations, 36 CFR Part 61, Appendix A.

Professional Activities:

- West Hollywood Cultural Heritage Advisory Board, 1990-94
- Highland Park Heritage Trust, Board Member, 1996-98
- Pasadena Heritage Board Member, 2008-12

Selected Projects:

- Coca Cola Building, Los Angeles, CEQA Historic Resource Report, 2014
- City Market of Los Angeles, CEQA Historic Resource Report, 2014
- Hollywood and Cherokee, Los Angeles, CEQA Historic Resource Report, 2014
- United Artist Theater, Los Angeles, CEQA Historic Resource Report, 2013
- Claremont Graduate University Master Plan, CEQA Historic Resource Report, 2013
- 8899 Beverly Boulevard, West Hollywood, CEQA Historic Resource Report, 2013
- LABioMed, Torrance, CEQA Historic Resource Report, 2013
- Hillcrest Motors Building, Hollywood, CEQA Historic Resource Report, 2013
- New Pershing Apartments, Los Angeles, CEQA Historic Resource Report, 2012
- Max Factor Building, Hollywood, CEQA Historic Resource Report, 2012
- House of Hope, Duarte, CEQA Historic Resource Report, 2010
- Sunset Bronson Studios, Hollywood, CEQA Historic Resource Report, 2010
- Hirsh Apartments, Los Angeles, CEQA Historic Resource Report, 2010
- Claremont McKenna College Master Plan, CEQA Historic Resource Report, 2008
- Los Angeles Wholesale Produce Market, CEQA Historic Resource Report, 2007

Appendix G

Archaeological and Paleontological Resources Records Searches

Appendix G.1

Archaeological Resources Records Searches

South Central Coastal Information Center
California State University, Fullerton
Department of Anthropology MH-426
800 North State College Boulevard
Fullerton, CA 92834-6846
657.278.5395 FAX 657.278.5542
anthro.fullerton.edu sccic.html - sccic fullerton.edu
California Historical Resources Information System
Orange, Los Angeles, and Ventura Counties

January 15, 2014 SCCIC 13626.0300

Ms. Stephanie Eyestone-Jones
Matrix Environmental
6701 Center Drive West, Ste.900
Los Angeles, CA 90045
(424) 207-5333

RE: Cultural Archaeological Resources Records Search for the Ford Theaters Project, City of Los Angeles, California

Dear Ms. Eyestone-Jones,

As per your request received on January 14, 2104, an expedited records search was conducted for the above referenced project. The search includes a review of all recorded archaeological sites within a -mile radius of the project site as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), the California State Historic Resources Inventory (HRI), and the City of Los Angeles Historic-Cultural Monuments (LAHCM) listings were reviewed for the above referenced project site. The following is a discussion of the findings.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

Hollywood, CA USGS 7.5 Quadrangle

RCHAEOLOGICAL RESOURCES:

No archaeological sites have been identified on our maps within a -mile radius of the project site. No sites are located within the project site. This does not preclude the potential for archaeological sites to be identified during project activities. No isolates have been identified within a -mile radius of the project site. No isolates are located within the project site.

HISTORIC BUILT-ENVIRONMENT RESOURCES:

Ten above-ground historic resources (19-166802, 19-167374, 19-167483, 19-169328, 19-171018, 19-173461, 19-175297, 19-187701, 19-188479, 19-190333□) have been identified on our maps within a □-mile radius of the project site. One above ground historic resources are located within the project site.
(□□Located within the project site)

ADDITIONAL CULTURAL RESOURCE LISTINGS:

The **California Historic Resources Inventory (HRI)** lists twenty-one properties that have been evaluated for historical significance within a □-mile radius of the project site **(see enclosed list)**. These are additional resources that are listed in the Historic Properties Data file and are located either within the project site or within the search radius.

The **California Point of Historical Interest (SPHI)** of the Office of Historic Preservation, Department of Parks and Recreation, lists no properties within a □-mile radius of the project site.

The **California Historical Landmarks (SHL)** of the Office of Historic Preservation, Department of Parks and Recreation, lists no properties within a □-mile radius of the project site.

The **California Register of Historical Resources (CAL REG)** lists seventeen properties within a □-mile radius of the project site **(□see enclosed list). The subject property is listed on this register.** These are properties determined to have a National Register of Historic Places Status of 1 or 2, a California Historical Landmark numbering 770 and higher, or a Point of Historical Interest listed after 1□1□1998.

The **National Register of Historic Places (NRHP)** lists three properties within a □-mile radius of the project site **(□see enclosed list)**. **The subject property is eligible for inclusion on the register, but is not on the register.**

The **City of Los Angeles Historic-Cultural Monuments (LAHCM)** lists one property within the project site **(see below)**.

No. 617 Hollywood Pilgrimage Memorial Monument
2580 Cahuenga Blvd

HISTORIC MAP REVIEW

Santa Monica, CA (1902 □ 1921) 15□USGS - indicated that in 1902, there was little to no visible development in the project site; however, there were three roads and one building within the vicinity of the project area. Two intermittent streams ran through the vicinity of the project area. The project site was located to the south of the Cahuenga Pass within the Santa Monica Mountains. Historic place names nearby included Hollywood. In 1921, there appeared to be one building within the project site. There was a significant increase in development with several more roads and buildings present within the project area. A railroad ran to the west of the project site. Only one

intermittent stream remained to the east of the project site. All other previously mentioned features remained.

PREVIOUS CULTURAL RESOURCES INVESTIGATIONS:

Twenty-nine studies (LA1101 , LA1578, LA2099, LA3496, LA3855, LA4314□, LA4384, LA4909, LA5329, LA5332, LA6471, LA7063, LA7367, LA7562, LA7565, LA7566, LA8015, LA8020, LA8115, LA8762, LA10149, LA10507, LA10620, LA11520, LA11555, LA11769□, LA11783, LA11975, LA11992) have been conducted within a □-mile radius of the project site. Of these, two are located within the project site. There are sixteen additional investigations located on the Hollywood, CA 7.5□USGS Quadrangle that are potentially within a □-mile radius of the project site. The reports are not mapped due to insufficient locational information.
(□□Located within the project site)

RECOMMENDATIONS

According to our records, the majority of the project site has not been previously studied for the presence of archaeological resources. Therefore, it is recommended that a Phase I archaeological survey be conducted prior to the approval of the proposed project plans. Furthermore, the subject property is listed on the California Register of Historical Resources; is eligible for inclusion on the National Register of Historic Resources; and contains a City of Los Angeles Historic-Cultural Monument. Recordation forms on file at this office suggest the property is NR eligible under criterion □A□and □C□ Therefore, it is also recommended that additional study be conducted by a qualified architectural historian to assess the effects of the project activities on the historical status of the property prior to the approval of the project plans. Finally, the Native American Heritage Commission should be consulted to identify if any additional traditional cultural properties or other sacred sites are known to be in the area.

The professional consultant you retain may request the records search map, archaeological site records, and bibliography from the Information Center referencing the SCCIC number listed above for a fee (per the fee schedule). For your convenience, you may find a professional consultant□at www.chrisinfo.org. Any resulting reports by the qualified consultant should be submitted to the South Central Coastal Information Center as soon as possible.
□The SCCIC does not endorse any particular consultant and makes no claims about the qualifications of any person listed. Each consultant on this list self-reports that they meet current professional standards.

If you have any questions regarding the results presented herein, please contact the office at 657.278.5395 Monday through Thursday 9:00 am to 3:30 pm.

Should you require any additional information for the above referenced project, reference the SCCIC number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Sincerely,
SCCIC

Lindsey Noyes
Lead Staff Researcher

Enclosures:

(X) HRI ☐5 pages
(X) National Register Status Codes ☐1 page
(X) Invoice ☐13626.0300

California Historical Resource Status Codes

1 Properties listed in the National Register (NR) or the California Register (CR)

1D Contributor to a district or multiple resource property listed in NR by the Keeper. Listed in the CR.
1S Individual property listed in NR by the Keeper. Listed in the CR.

1CD Listed in the CR as a contributor to a district or multiple resource property by the SHRC
1CS Listed in the CR as individual property by the SHRC.
1CL Automatically listed in the California Register – Includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing by the SHRC.

2 Properties determined eligible for listing in the National Register (NR) or the California Register (CR)

2B Determined eligible for NR as an individual property and as a contributor to an eligible district in a federal regulatory process. Listed in the CR.
2D Contributor to a district determined eligible for NR by the Keeper. Listed in the CR.
2D2 Contributor to a district determined eligible for NR by consensus through Section 106 process. Listed in the CR.
2D3 Contributor to a district determined eligible for NR by Part I Tax Certification. Listed in the CR.
2D4 Contributor to a district determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
2S Individual property determined eligible for NR by the Keeper. Listed in the CR.
2S2 Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.
2S3 Individual property determined eligible for NR by Part I Tax Certification. Listed in the CR.
2S4 Individual property determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.

2CB Determined eligible for CR as an individual property and as a contributor to an eligible district by the SHRC.
2CD Contributor to a district determined eligible for listing in the CR by the SHRC.
2CS Individual property determined eligible for listing in the CR by the SHRC.

3 Appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation

3B Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation.
3D Appears eligible for NR as a contributor to a NR eligible district through survey evaluation.
3S Appears eligible for NR as an individual property through survey evaluation.

3CB Appears eligible for CR both individually and as a contributor to a CR eligible district through a survey evaluation.
3CD Appears eligible for CR as a contributor to a CR eligible district through a survey evaluation.
3CS Appears eligible for CR as an individual property through survey evaluation.

4 Appears eligible for National Register (NR) or California Register (CR) through other evaluation

4CM Master List - State Owned Properties – PRC §5024.

5 Properties Recognized as Historically Significant by Local Government

5D1 Contributor to a district that is listed or designated locally.
5D2 Contributor to a district that is eligible for local listing or designation.
5D3 Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.

5S1 Individual property that is listed or designated locally.
5S2 Individual property that is eligible for local listing or designation.
5S3 Appears to be individually eligible for local listing or designation through survey evaluation.

5B Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation.

6 Not Eligible for Listing or Designation as specified

6C Determined ineligible for or removed from California Register by SHRC.
6J Landmarks or Points of Interest found ineligible for designation by SHRC.
6L Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.
6T Determined ineligible for NR through Part I Tax Certification process.
6U Determined ineligible for NR pursuant to Section 106 without review by SHPO.
6W Removed from NR by the Keeper.
6X Determined ineligible for the NR by SHRC or Keeper.
6Y Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.
6Z Found ineligible for NR, CR or Local designation through survey evaluation.

7 Not Evaluated for National Register (NR) or California Register (CR) or Needs Revaluation

7J Received by OHP for evaluation or action but not yet evaluated.
7K Resubmitted to OHP for action but not reevaluated.
7L State Historical Landmarks 1-769 and Points of Historical Interest designated prior to January 1998 – Needs to be reevaluated using current standards.
7M Submitted to OHP but not evaluated - referred to NPS.
7N Needs to be reevaluated (Formerly NR Status Code 4)
7N1 Needs to be reevaluated (Formerly NR SC4) – may become eligible for NR w/restoration or when meets other specific conditions.
7R Identified in Reconnaissance Level Survey: Not evaluated.
7W Submitted to OHP for action – withdrawn.

ROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
081634		4907 W 120TH ST		HAWTHORNE	U	1925	PROJ.REVW.	HUD871027C	10/30/89	6Y	
125735		5040 W 125TH ST		HAWTHORNE	U	1944	HIST.RES.	DOE-19-99-0377-0000	06/14/99	6Y	
							PROJ.REVW.	HUD990614F	06/14/99	6Y	
129342		4746 W 131TH ST		HAWTHORNE	P	1948	HIST.RES.	DOE-19-02-0009-0000	01/14/02	6Y	
							PROJ.REVW.	HUD020110F	01/14/02	6Y	
129343		3542 W 139TH ST		HAWTHORNE	P	1952	HIST.RES.	DOE-19-02-0010-0000	01/14/02	6Y	
							PROJ.REVW.	HUD020110D	01/14/02	6Y	
124777		200 PIER AVE	REVIEW FOR PBW FACILITY LA 474-05	HERMOSA BEACH	P		PROJ.REVW.	FCC000601G	06/15/00	6Y	
136566		710 PIER AVE	HERMOSA BEACH COMMUNITY CENTER	HERMOSA BEACH	M	1911	PROJ.REVW.	HUD030710C	11/14/03	2S2	
							HIST.RES.	DOE-19-02-1170-0000	12/18/02	6Y	
							PROJ.REVW.	FCC020909B	12/18/02	6Y	
097750		861 VALLEY DR	CLARK BUILDING	HERMOSA BEACH	M	1937	HIST.RES.	DOE-19-94-0461-0000	06/19/94	2S2	A
							PROJ.REVW.	HRG940202Z	06/19/94	2S2	A
150044		277 S AVE 55		HIGHLAND PARK	P	1924	HIST.RES.	DOE-19-04-0159-0000	09/30/04	6Y	
							PROJ.REVW.	HUD041006D	09/30/04	6Y	
109941		1750 ARGYLE AVE	LITTLE COUNTRY CHURCH OF HOLLYWOOD	HOLLYWOOD	P	1934	HIST.RES.	DOE-19-97-0006-0000	08/01/97	2S2	
							PROJ.REVW.	HUD970717A	08/01/97	2S2	
+094292		2580 CAHUENGA BLVD	PILGRIMAGE THEATER	HOLLYWOOD	C	1930	PROJ.REVW.	HUD950103Z	01/19/95	2S2	ABC
100882		5800 HAROLD WY	HAROLD WAY DISTRICT	HOLLYWOOD	P	1909	HIST.RES.	DOE-19-94-0443-9999	02/08/94	6Y	
							PROJ.REVW.	HRG940202Z	02/08/94	6Y	
100888		5812 HAROLD WY	HAROLD WAY DISTRICT	HOLLYWOOD	P	1909	HIST.RES.	DOE-19-94-0443-0004	02/08/94	6Y	
							PROJ.REVW.	HRG940202Z	02/08/94	6Y	
100886		5824 HAROLD WY	HAROLD WAY DISTRICT	HOLLYWOOD	P	1906	HIST.RES.	DOE-19-94-0443-0003	02/08/94	6Y	
							PROJ.REVW.	HRG940202Z	02/08/94	6Y	
100889		5825 HAROLD WY	HAROLD WAY DISTRICT	HOLLYWOOD	P		HIST.RES.	DOE-19-94-0443-0005	02/08/94	6Y	
							PROJ.REVW.	HRG940202Z	02/08/94	6Y	
100885		5832 HAROLD WY	HAROLD WAY DISTRICT	HOLLYWOOD	P	1926	HIST.RES.	DOE-19-94-0443-0002	02/08/94	6Y	
							PROJ.REVW.	HRG940202Z	02/08/94	6Y	
100883		5846 HAROLD WY	HAROLD WAY DISTRICT	HOLLYWOOD	P	1913	HIST.RES.	DOE-19-94-0443-0001	02/08/94	6Y	
							PROJ.REVW.	HRG940202Z	02/08/94	6Y	
021990	19-176738	LABAIG AVE	LABAIG AVE, 1500 BLOCK	HOLLYWOOD	P	1911	HIST.SURV.	0053-0644-9999		7N	
	19-168017										
132731		4643 LOS FELIZ BLVD	THE LOS FELIZ MANOR	HOLLYWOOD	P	1929	HIST.RES.	DOE-19-02-0967-0000	05/22/02	2S2	
							PROJ.REVW.	FCC020503A	05/22/02	2S2	
084769		1221 N FORMOSA ST		HOLLYWOOD	P	1932	PROJ.REVW.	HUD930920b	11/22/93	6Y	
126759		1800 N LA BREA AVE		HOLLYWOOD	P	1922	HIST.RES.	DOE-19-00-0355-0000	10/20/00	6Y	
							PROJ.REVW.	FCC000928B	10/20/00	6Y	
127571		1720 N VINE ST		HOLLYWOOD		1956	HIST.RES.	DOE-19-01-0120-0000	01/31/01	6Y	
							PROJ.REVW.	HUD010201B	01/31/01	6Y	
127573		1724 N VINE ST		HOLLYWOOD		1956	HIST.RES.	DOE-19-01-0121-0000	01/31/01	6Y	
							PROJ.REVW.	HUD010201B	01/31/01	6Y	
084768		8724 RANGELY AVE		HOLLYWOOD	P	1926	PROJ.REVW.	HUD930920a	11/22/93	6Y	
025032	19-176739	6376 YUCCA ST	HALIFAX APARTMENTS	HOLLYWOOD	P	1923	HIST.RES.	DOE-19-95-0203-0000	12/27/95	2S2	AC
							TAX.CERT.	537.9-19-0198	06/27/96	7J	
							PROJ.REVW.	HUD951222K	12/27/95	2S2	AC
							HIST.SURV.	0053-2425-0000		7N	
067829			MARCONI STREET HISTORIC DISTRICT	HUNTINGTON PARK	U		HIST.RES.	DOE-19-90-0056-9999	05/16/90	2S2	C
							PROJ.REVW.	HUD900402M	05/16/90	2S2	C
068304		0	HUNTINGTON PARK REC CENTER	HUNTINGTON PARK	U		PROJ.REVW.	HUD890427C	07/28/89	6Y	
184558		4214 60TH ST		HUNTINGTON PARK	P	1924	PROJ.REVW.	HUD100830R	09/23/10	6Y	
184167		2556 67TH AVE		HUNTINGTON PARK	P	1925	PROJ.REVW.	HUD100830R	09/23/10	6Y	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
							NAT.REG.	19-0316	04/13/00	3S	AC
+ 132995		CAHUENGA BLVD	HOLLYWOOD RESERVOIR COMPLEX/ WEIR	LOS ANGELES	M		HIST.RES.	DOE-19-00-0324-0012	03/22/00	2D2	
							PROJ.REVW.	EPA990920A	03/22/00	2D2	
025028	19-171032	1601 CAHUENGA BLVD	MARION BUILDING	LOS ANGELES	P	1920	HIST.SURV.	0053-2421-0000		3S	
025029	19-171033	1611 CAHUENGA BLVD	DEPARTMENT OF WATER & POWER BUILDI	LOS ANGELES	P	1920	HIST.SURV.	0053-2422-0000		3S	
097952	19-175377	1724 CAHUENGA BLVD		LOS ANGELES	M	1915	HIST.RES.	DOE-19-94-0101-0000	07/01/94	6Y	
							PROJ.REVW.	HRG940202Z	07/01/94	6Y	
025033	19-171036	1825 CAHUENGA BLVD	AVONDALE APARTMENTS	LOS ANGELES	P	1920	HIST.SURV.	0053-2426-0000		7N	
124935		1825 CAHUENGA BLVD	AVONDALE APARTMENTS, A T & T CELL	LOS ANGELES	P	1925	PROJ.REVW.	FCC000605F	06/29/00	6Y	
025011	19-171017	1830 CAHUENGA BLVD		LOS ANGELES	P	1920	HIST.SURV.	0053-2401-0000		7N	
125970		6709 CALHOUN AVE		LOS ANGELES	Y	1947	HIST.RES.	DOE-19-00-0172-0000	03/03/00	6U	
							PROJ.REVW.	HUD001017Z	03/03/00	6U	
097953	19-175378	17919 CALIFA ST		LOS ANGELES	M	1949	HIST.RES.	DOE-19-94-0102-0000	04/29/94	6Y	
							PROJ.REVW.	HRG940202Z	04/29/94	6Y	
021263	19-167301	610 CALIFORNIA ST	VENICE BRANCH, LOS ANGELES PUBLIC	LOS ANGELES	M	1930	HIST.RES.	DOE-19-94-0373-0000	08/27/94	2S4	
							PROJ.REVW.	HRG940202Z	09/30/94	2S4	
							ST.FND.PRG	619.0-HP-88-19-041	12/21/88	3	
							HIST.RES.	NPS-87001020-0000	05/19/87	1S	AC
081652	19-174481	2655 CALIFORNIA ST		LOS ANGELES	U	1919	PROJ.REVW.	HUD871027C	10/30/89	6Y	
079353	19-174406	20421 CALLON DR	SYLVIA PARK COUNTRY CLUB CLUBHOUSE	LOS ANGELES	P	1930	ST.PT.INT.	19-0082	10/19/92	7J	
025179	19-171171	1308 CALUMET AVE	LOUIS LUCKEL RESIDENCE	LOS ANGELES	P	1892	HIST.SURV.	0053-2574-0000		3S	
025276	19-171267	1311 CALUMET AVE		LOS ANGELES	P		HIST.SURV.	0053-2671-0000		7R	
025287	19-171278	1314 CALUMET AVE		LOS ANGELES	P		HIST.SURV.	0053-2682-0000		7R	
025277	19-171268	1315 CALUMET AVE		LOS ANGELES	P		HIST.SURV.	0053-2672-0000		7R	
025286	19-171277	1320 CALUMET AVE		LOS ANGELES	P		HIST.SURV.	0053-2681-0000		7R	
025278	19-171269	1321 CALUMET AVE		LOS ANGELES	P		HIST.SURV.	0053-2673-0000		7R	
025285	19-171276	1324 CALUMET AVE		LOS ANGELES	P		HIST.SURV.	0053-2680-0000		7R	
025279	19-171270	1327 CALUMET AVE		LOS ANGELES	P		HIST.SURV.	0053-2674-0000		7R	
025178	19-171170	1334 CALUMET AVE	MARTIN P THYE RESIDENCE	LOS ANGELES	P	1887	HIST.SURV.	0053-2573-0000		7R	
025280	19-171271	1341 CALUMET AVE		LOS ANGELES	P		HIST.SURV.	0053-2675-0000		7R	
025284	19-171275	1342 CALUMET AVE		LOS ANGELES	P		HIST.SURV.	0053-2679-0000		7R	
025281	19-171272	1347 CALUMET AVE		LOS ANGELES	P		HIST.SURV.	0053-2676-0000		7R	
025282	19-171273	1351 CALUMET AVE		LOS ANGELES	P		HIST.SURV.	0053-2677-0000		7R	
025283	19-171274	1354 CALUMET AVE		LOS ANGELES	P		HIST.SURV.	0053-2678-0000		7R	
025201	19-171192	1355 CALUMET AVE	ELBERT J CLAPP RESIDENCE	LOS ANGELES	P	1902	HIST.SURV.	0053-2596-0000		7N	
025250	19-171241	1400 CALUMET AVE		LOS ANGELES	P		HIST.SURV.	0053-2645-0000		7R	
025236	19-171227	1401 CALUMET AVE		LOS ANGELES	P		HIST.SURV.	0053-2631-0000		7R	
025200	19-171191	1411 CALUMET AVE	ALEXIS A. DE REHBINDER RESIDENCE	LOS ANGELES	P	1911	HIST.SURV.	0053-2595-0000		7R	
025249	19-171240	1416 CALUMET AVE		LOS ANGELES	P		HIST.SURV.	0053-2644-0000		7R	
025199	19-171190	1417 CALUMET AVE	BASIL M TALBOTT RESIDENCE	LOS ANGELES	P	1909	HIST.SURV.	0053-2594-0000		7N	
025248	19-171239	1422 CALUMET AVE		LOS ANGELES	P		HIST.SURV.	0053-2643-0000		7R	
025198	19-171189	1423 CALUMET AVE	GEORGE L. BANNISTER RESIDENCE	LOS ANGELES	P	1903	HIST.SURV.	0053-2593-0000		3S	
025247	19-171238	1426 CALUMET AVE		LOS ANGELES	P		HIST.SURV.	0053-2642-0000		7R	
025237	19-171228	1427 CALUMET AVE		LOS ANGELES	P		PROJ.REVW.	HUD040202L	02/02/04	6U	
							HIST.SURV.	0053-2632-0000		7R	
025238	19-171229	1435 CALUMET AVE		LOS ANGELES	P		HIST.SURV.	0053-2633-0000		7R	
025246	19-171237	1436 CALUMET AVE		LOS ANGELES	P		HIST.SURV.	0053-2641-0000		7R	
025239	19-171230	1437 CALUMET AVE		LOS ANGELES	P		HIST.SURV.	0053-2634-0000		7R	
025245	19-171236	1442 CALUMET AVE		LOS ANGELES	P		HIST.SURV.	0053-2640-0000		7R	
025240	19-171231	1443 CALUMET AVE		LOS ANGELES	P		HIST.SURV.	0053-2635-0000		7R	
025241	19-171232	1445 CALUMET AVE		LOS ANGELES	P		HIST.SURV.	0053-2636-0000		7R	
025242	19-171233	1453 CALUMET AVE		LOS ANGELES	P		HIST.SURV.	0053-2637-0000		7R	
025244	19-171235	1456 CALUMET AVE		LOS ANGELES	P		HIST.SURV.	0053-2639-0000		7R	
153007		1131 CALZONA ST		LOS ANGELES		1923	PROJ.REVW.	HUD050404N	04/19/05	6U	
124875		15343 CAMARILLO		LOS ANGELES	P	1951	HIST.RES.	DOE-19-00-0113-0000	02/24/00	6Y	
							PROJ.REVW.	FHWA000209A	02/24/00	6Y	

OPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
020755	19-166836	900 EXPOSITION BLVD	NATURAL HISTORY MUSEUM OF LOS ANGE	LOS ANGELES	S	1913	HIST.RES.	NPS-75000434-0000	03/04/75	1S	
							HIST.SURV.	0053-0027-0000	01/01/74	1S	
123824		1208 EXPOSITION BLVD		LOS ANGELES	U	1905	HIST.RES.	DOE-19-00-0061-0000	02/01/00	6Y	
							PROJ.REVW.	HUD000201E	02/01/00	6Y	
097997	19-175407	1340 EXPOSITION BLVD		LOS ANGELES	M	1910	HIST.RES.	DOE-19-94-0134-0000	04/29/94	6Y	
							PROJ.REVW.	HRG940202Z	04/29/94	6Y	
099403	19-175827	2502 EXPOSITION BLVD		LOS ANGELES	M	1922	HIST.RES.	DOE-19-94-0135-0000	04/29/94	6Y	
							PROJ.REVW.	HRG940202Z	04/29/94	6Y	
026578	19-172565	3125 EXPOSITION BLVD		LOS ANGELES	M	1932	HIST.RES.	DOE-19-94-0136-0000	06/02/94	6Y	
	19-157393						PROJ.REVW.	HRG940202Z	06/02/94	6Y	
							HIST.SURV.	0053-3906-0000		5S2	
171218		4801 EXPOSITION BLVD		LOS ANGELES	P	1956	PROJ.REVW.	FCC080409E	05/16/08	6Y	
145890		5202 EXPOSITION BLVD		LOS ANGELES		1947	HIST.RES.	DOE-19-03-0338-0000	01/31/03	6U	
							PROJ.REVW.	HUD030103G	01/31/03	6U	
099002	19-175614	82329 EXPOSITION BLVD	USC-MAY ORMEROD HARRIS HALL AND FI	LOS ANGELES	P	1938	HIST.RES.	DOE-19-94-0001-0018	06/29/94	2D2	ABC
							PROJ.REVW.	HRG940202Z	06/29/94	2D2	ABC
097999	19-175408	1218 FACTORY PL		LOS ANGELES	M		HIST.RES.	DOE-19-94-0137-0000	08/29/94	6Y	
							PROJ.REVW.	HRG940202Z	08/29/94	6Y	
✱+ 021376	19-167410	2133 FAIRFIELD AVE	RICHARD EAGAN HOME	LOS ANGELES	P	1923	HIST.RES.	NPS-82002189-0094	08/19/82	1D	AC
✱+ 021375	19-167409	2139 FAIRFIELD AVE		LOS ANGELES	P	1921	HIST.RES.	NPS-82002189-0093	08/19/82	1D	AC
✱+ 021374	19-167408	2145 FAIRFIELD AVE		LOS ANGELES	P	1949	HIST.RES.	NPS-82002189-0092	08/19/82	1D	AC
083716	19-174566	6162 FAIRFIELD AVE		LOS ANGELES	U	1939	PROJ.REVW.	HUD900930O	09/30/90	6Y	
081620	19-174474	6521 FAIRFIELD AVE		LOS ANGELES	U	1933	PROJ.REVW.	HUD871027C	08/29/89	6Y	
145891		2411 FAIRMOUNT ST		LOS ANGELES		1910	HIST.RES.	DOE-19-03-0339-0000	01/31/03	6U	
							PROJ.REVW.	HUD030103G	01/31/03	6U	
123825		2441 FAIRMOUNT ST	2441-2443 1/2 FAIRMOUNT ST	LOS ANGELES	U	1930	HIST.RES.	DOE-19-00-0062-0000	02/01/00	6Y	
							PROJ.REVW.	HUD000201E	02/01/00	6Y	
069759	19-173844	3108 FAIRMOUNT ST		LOS ANGELES	U	1923	PROJ.REVW.	HUD901115G	12/12/90	6Y	
100396	19-176004	4010 FAIRWAY AVE		LOS ANGELES	P	1926	HIST.RES.	DOE-19-95-0132-0000	06/20/95	6Y	
							PROJ.REVW.	HRG940202Z	06/20/95	6Y	
027399	19-173327	2210 FARGO ST	ST TERESA OF AVILA CHURCH	LOS ANGELES	P	1929	PROJ.REVW.	FHWA081229A	01/27/09	6Y	
							PROJ.REVW.	FCC071115A	01/10/08	2S2	C
							HIST.SURV.	0053-4668-0000		7N	
174895		2213 FARGO ST	ST TERESA OF AVILA CONVENT	LOS ANGELES	P	1950	PROJ.REVW.	FHWA081229A	01/27/09	6Y	
174894		2215 FARGO ST	ST TERESA OF AVILA SCHOOL	LOS ANGELES	P	1950	PROJ.REVW.	FHWA081229A	01/27/09	6Y	
174893		2216 FARGO ST	ST TERESA OF AVILA CHURCH RECTORY	LOS ANGELES	P	1961	PROJ.REVW.	FHWA081229A	01/27/09	6Y	
116334		3023 FARMDALE AVE		LOS ANGELES	P	1928	HIST.RES.	DOE-19-96-0246-0000	09/05/96	6U	
							PROJ.REVW.	HUD970203Z	09/05/96	6U	
171663		3036 FARMDALE AVE		LOS ANGELES	P	1925	PROJ.REVW.	HUD080109F	04/17/08	6U	
146100		3637 FARMDALE AVE	DORSEY HIGH SCHOOL	LOS ANGELES	M	1938	HIST.RES.	DOE-19-04-0018-0000	03/16/04	2S2	C
							PROJ.REVW.	FEMA031024A	03/16/04	2S2	C
024756	19-170776	944 FARNAM ST		LOS ANGELES	P	1930	HIST.SURV.	0053-2225-0000		7N	
131106		979 FARNAM ST		LOS ANGELES		1927	HIST.RES.	DOE-19-02-0182-0000	04/02/02	6Y	
							PROJ.REVW.	HUD020402AG	04/02/02	6Y	
088784	19-174879	3161 FARNSWORTH AVE		LOS ANGELES	P	1924	PROJ.REVW.	HUD940223W	03/28/94	6Y	
081408	19-174442	3206 FARNSWORTH AVE		LOS ANGELES	U	1924	PROJ.REVW.	HUD921103O	12/07/92	6Y	
070521	19-174002	3311 FARNSWORTH AVE		LOS ANGELES	U	1925	PROJ.REVW.	HUD910520X	06/11/91	6Y	
069772	19-173857	3406 FARNSWORTH AVE		LOS ANGELES	U	1924	PROJ.REVW.	HUD901115T	12/12/90	6Y	
069754	19-173839	3421 FARNSWORTH AVE		LOS ANGELES	U	1927	PROJ.REVW.	HUD901115B	12/12/90	6Y	
077556	19-174395	3506 FARNSWORTH AVE		LOS ANGELES	U	9121	PROJ.REVW.	HUD920814C	09/16/92	6Y	
131108		6071 FAYETTE ST		LOS ANGELES		1924	HIST.RES.	DOE-19-02-0183-0000	04/02/02	6Y	
							PROJ.REVW.	HUD020402AG	04/02/02	6Y	
170110		1250 FEDERAL AVE	HOLDERMAN HALL USAR CENTER / ORGAN	LOS ANGELES	F		PROJ.REVW.	USA070613A	07/16/07	6Y	
170109		1250 FEDERAL AVE	HOLDERMAN HALL USAR CENTER / HALL	LOS ANGELES	F		PROJ.REVW.	USA070613A	07/16/07	6Y	
098000	19-175409	2015 FEDERAL AVE		LOS ANGELES	M	1902	HIST.RES.	DOE-19-94-0138-0000	04/29/94	6Y	
							PROJ.REVW.	HRG940202Z	04/29/94	6Y	

OPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
027400	19-173328	943 LAGOON AVE	STS. PETER & PAUL ROMAN CATHOLIC C	LOS ANGELES	P	1929	HIST.SURV.	0053-4669-0001		7N	
027402	19-173330	943 LAGOON AVE	STS. PETER & PAUL ROMAN CATHOLIC C	LOS ANGELES	P	1929	HIST.SURV.	0053-4669-9999		7N	
+ 132993		LAKE HOLLYWOOD DR	HOLLYWOOD RESERVOIR COMPLEX/ UPPER	LOS ANGELES	M		HIST.RES.	DOE-19-00-0324-0010	03/22/00	2D2	
							PROJ.REVW.	EPA990920A	03/22/00	2D2	
+ 132996		LAKE HOLLYWOOD DR	HOLLYWOOD RESERVOIR COMPLEX/ GLORY	LOS ANGELES	M		HIST.RES.	DOE-19-00-0324-0013	03/22/00	2D2	
							PROJ.REVW.	EPA990920A	03/22/00	2D2	
+ 132990		LAKE HOLLYWOOD DR	HOLLYWOOD RESERVOIR COMPLEX/ MULHO	LOS ANGELES	M	1931	HIST.RES.	DOE-19-00-0324-0007	03/22/00	2D2	
							PROJ.REVW.	EPA990920A	03/22/00	2D2	
133001		LAKE HOLLYWOOD DR	HOLLYWOOD RESERVOIR COMPLEX/ DAM K	LOS ANGELES	M		HIST.RES.	DOE-19-00-0324-0018	03/22/00	6Y	
							PROJ.REVW.	EPA990920A	03/22/00	6Y	
132998		LAKE HOLLYWOOD DR	HOLLYWOOD RESERVOIR COMPLEX/ HOLLY	LOS ANGELES	M	1967	HIST.RES.	DOE-19-00-0324-0015	03/22/00	6Y	
							PROJ.REVW.	EPA990920A	03/22/00	6Y	
132997		LAKE HOLLYWOOD DR	HOLLYWOOD RESERVOIR COMPLEX/ CHLOR	LOS ANGELES	M	1967	HIST.RES.	DOE-19-00-0324-0014	03/22/00	6Y	
							PROJ.REVW.	EPA990920A	03/22/00	6Y	
+ 132994		LAKE HOLLYWOOD DR	HOLLYWOOD RESERVOIR COMPLEX/ LOWER	LOS ANGELES	M		HIST.RES.	DOE-19-00-0324-0011	03/22/00	2D2	
							PROJ.REVW.	EPA990920A	03/22/00	2D2	
133000		LAKE HOLLYWOOD DR	HOLLYWOOD RESERVOIR COMPLEX/ HOLLY	LOS ANGELES	M		HIST.RES.	DOE-19-00-0324-0017	03/22/00	6Y	
							PROJ.REVW.	EPA990920A	03/22/00	6Y	
+ 132985		2460 LAKE HOLLYWOOD DR	HOLLYWOOD RESERVOIR COMPLEX/ LOWER	LOS ANGELES	M	1924	HIST.RES.	DOE-19-00-0324-0002	03/22/00	2D2	
							PROJ.REVW.	EPA990920A	03/22/00	2D2	
+ 132983		2460 LAKE HOLLYWOOD DR	HOLLYWOOD RESERVOIR COMPLEX	LOS ANGELES	M	1924	HIST.RES.	DOE-19-00-0324-9999	03/22/00	2S2	
							PROJ.REVW.	EPA990920A	03/22/00	2S2	
+ 132984		2460 LAKE HOLLYWOOD DR	HOLLYWOOD RESERVOIR COMPLEX/ MULHO	LOS ANGELES	M	1924	HIST.RES.	DOE-19-00-0324-0001	03/22/00	2D2	
							PROJ.REVW.	EPA990920A	03/22/00	2D2	
+ 132989		2460 LAKE HOLLYWOOD DR	HOLLYWOOD RESERVOIR COMPLEX/ SEARC	LOS ANGELES	M	1925	HIST.RES.	DOE-19-00-0324-0006	03/22/00	2D2	
							PROJ.REVW.	EPA990920A	03/22/00	2D2	
+ 132988		2460 LAKE HOLLYWOOD DR	HOLLYWOOD RESERVOIR COMPLEX/ CARET	LOS ANGELES	M	1925	HIST.RES.	DOE-19-00-0324-0005	03/22/00	2D2	
							PROJ.REVW.	EPA990920A	03/22/00	2D2	
+ 132991		2460 LAKE HOLLYWOOD DR	HOLLYWOOD RESERVOIR COMPLEX/ UPPER	LOS ANGELES	M	1933	HIST.RES.	DOE-19-00-0324-0008	03/22/00	2D2	
							PROJ.REVW.	EPA990920A	03/22/00	2D2	
+ 132992		2460 LAKE HOLLYWOOD DR	HOLLYWOOD RESERVOIR COMPLEX/ UPPER	LOS ANGELES	M	1933	HIST.RES.	DOE-19-00-0324-0009	03/22/00	2D2	
							PROJ.REVW.	EPA990920A	03/22/00	2D2	
145906		1953 LAKE SHORE AVE		LOS ANGELES		1921	HIST.RES.	DOE-19-03-0354-0000	01/31/03	6U	
							PROJ.REVW.	HUD030103G	01/31/03	6U	
021155	19-167210	LAKE ST	LAKE STREET	LOS ANGELES	P	1901	HIST.RES.	DOE-19-79-0003-9999	07/17/79	2S2	C
							PROJ.REVW.	HUD790509B	05/09/79	2S2	C
							HIST.SURV.	0053-0257-9999		3S	
							PROJ.REVW.	65000848	07/17/79	2S2	C
024244	19-170266	524 LAKE ST		LOS ANGELES	U	1905	HIST.SURV.	0053-1705-0000		5S2	
102488	19-176424	1121 LAKE ST		LOS ANGELES	P		HIST.RES.	DOE-19-79-0003-0001	07/11/79	2D2	C
							PROJ.REVW.	HUD790509B	05/09/79	2D2	C
102489	19-176425	1125 LAKE ST		LOS ANGELES	P		HIST.RES.	DOE-19-79-0003-0002	07/11/79	2D2	C
							PROJ.REVW.	HUD790509B	05/09/79	2D2	C
102491	19-176427	1126 LAKE ST		LOS ANGELES	P		HIST.RES.	DOE-19-79-0003-0004	07/11/79	2D2	C
							PROJ.REVW.	HUD790509B	05/09/79	2D2	C
102492	19-176428	1132 LAKE ST		LOS ANGELES	P		HIST.RES.	DOE-19-79-0003-0005	07/11/79	2D2	C
							PROJ.REVW.	HUD790509B	05/09/79	2D2	C
102490	19-176426	1133 LAKE ST		LOS ANGELES	P		HIST.RES.	DOE-19-79-0003-0003	07/11/79	2D2	C
							PROJ.REVW.	HUD790509B	05/09/79	2D2	C
102495	19-176431	1138 LAKE ST		LOS ANGELES	P		HIST.RES.	DOE-19-79-0003-0008	07/11/79	2D2	C
							PROJ.REVW.	HUD790509B	05/09/79	2D2	C
102493	19-176429	1143 LAKE ST		LOS ANGELES	P		HIST.RES.	DOE-19-79-0003-0006	07/11/79	2D2	C

ROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
							PROJ.REVW.	HUD870127W	03/19/87	2D2	C
027341	19-173271	2105 N HIGHLAND AVE	HIGHLAND-CAMROSE BUNGALOW #8	LOS ANGELES	C	1920	HIST.SURV.	0053-4631-0008	03/16/89	1D	C
							HIST.RES.	DOE-19-87-0008-0008	03/19/87	2D2	C
							PROJ.REVW.	HUD870127W	03/19/87	2D2	C
027339	19-173269	2105 N HIGHLAND AVE	HIGHLAND-CAMROSE BUNGALOW #6	LOS ANGELES	C	1917	HIST.SURV.	0053-4631-0006	03/16/89	1D	C
							HIST.RES.	DOE-19-87-0008-0006	03/19/87	2D2	C
							PROJ.REVW.	HUD870127W	03/19/87	2D2	C
027340	19-173270	2105 N HIGHLAND AVE	HIGHLAND-CAMROSE BUNGALOW #7	LOS ANGELES	C	1916	HIST.SURV.	0053-4631-0007	03/16/89	1D	C
							HIST.RES.	DOE-19-87-0008-0007	03/19/87	2D2	C
							PROJ.REVW.	HUD870127W	03/19/87	2D2	C
027342	19-173272	2107 N HIGHLAND AVE	HIGHLAND-CAMROSE BUNGALOW #9	LOS ANGELES	C	1922	HIST.SURV.	0053-4631-0009	03/16/89	1D	C
							HIST.RES.	DOE-19-87-0008-0009	03/19/87	2D2	C
							PROJ.REVW.	HUD870127W	03/19/87	2D2	C
027343	19-173273	2109 N HIGHLAND AVE	HIGHLAND-CAMROSE BUNGALOW #10	LOS ANGELES	C	1924	HIST.SURV.	0053-4631-0010	03/16/89	1D	C
							HIST.RES.	DOE-19-87-0008-0010	03/19/87	2D2	C
							PROJ.REVW.	HUD870127W	03/19/87	2D2	C
027344	19-173274	2111 N HIGHLAND AVE	HIGHLAND-CAMROSE BUNGALOW #11	LOS ANGELES	C	1918	HIST.SURV.	0053-4631-0011	03/16/89	1D	C
							HIST.RES.	DOE-19-87-0008-0011	03/19/87	2D2	C
							PROJ.REVW.	HUD870127W	03/19/87	2D2	C
027345	19-173275	2113 N HIGHLAND AVE	HIGHLAND-CAMROSE BUNGALOW #12	LOS ANGELES	C	1919	HIST.SURV.	0053-4631-0012	03/16/89	1D	C
							HIST.RES.	DOE-19-87-0008-0012	03/19/87	2D2	C
							PROJ.REVW.	HUD870127W	03/19/87	2D2	C
027346	19-173276	2115 N HIGHLAND AVE	HIGHLAND-CAMROSE BUNGALOW #13	LOS ANGELES	C	1919	HIST.SURV.	0053-4631-0013	03/16/89	1D	C
							HIST.RES.	DOE-19-87-0008-0013	03/19/87	2D2	C
							PROJ.REVW.	HUD870127W	03/19/87	2D2	C
027347	19-173277	2115 N HIGHLAND AVE	HIGHLAND-CAMROSE BUNGALOW #14	LOS ANGELES	C	1919	HIST.SURV.	0053-4631-0014	03/16/89	1D	C
							HIST.RES.	DOE-19-87-0008-0014	03/19/87	2D2	C
							PROJ.REVW.	HUD870127W	03/19/87	2D2	C
025012	19-171018	2301 N HIGHLAND AVE	HOLLYWOOD BOWL	LOS ANGELES	C	1929	NAT.REG.	19-0582	09/13/10	7J	
							HIST.RES.	DOE-19-83-0013-0000	05/24/83	2S2	AC
							PROJ.REVW.	UMTA820708A	02/23/83	2S2	AC
							HIST.SURV.	0053-2402-0000		3S	
							PROJ.REVW.	65000797	05/24/83	2S2	AC
099350	19-175809	405 N HILGARD AVE	KERCKOFF HALL-UCLA	LOS ANGELES	S	1930	HIST.RES.	DOE-19-94-0074-0007	07/21/94	2S2	ABC
							PROJ.REVW.	HRG940202Z	07/21/94	2S2	ABC
099353	19-175812	405 N HILGARD AVE	MEN'S GYM-UCLA	LOS ANGELES	S	1932	HIST.RES.	DOE-19-94-0074-0009	07/21/94	2D2	ABC
							PROJ.REVW.	HRG940202Z	07/21/94	2D2	ABC
099349	19-175808	405 N HILGARD AVE	KINSEY HALL-UCLA	LOS ANGELES	S	1929	HIST.RES.	DOE-19-94-0074-0006	07/21/94	2D2	ABC
							PROJ.REVW.	HRG940202Z	07/21/94	2D2	ABC
099348	19-175807	405 N HILGARD AVE	ROYCE HALL-UCLA	LOS ANGELES	S	1929	HIST.RES.	DOE-19-94-0074-0005	07/21/94	2D2	ABC
							PROJ.REVW.	HRG940202Z	07/21/94	2D2	ABC
099401	19-175826	405 N HILGARD AVE	POWELL TEMP LIBRARY-UCLA	LOS ANGELES	S	1992	HIST.RES.	DOE-19-94-0074-0017	07/21/94	6Y	
							PROJ.REVW.	HRG940202Z	07/21/94	6Y	
099400	19-175825	405 N HILGARD AVE	FOWLER HALL-UCLA	LOS ANGELES	S		HIST.RES.	DOE-19-94-0074-0016	07/21/94	6Y	
							PROJ.REVW.	HRG940202Z	07/21/94	6Y	
099347	19-175806	405 N HILGARD AVE	HAINES HALL-UCLA	LOS ANGELES	S	1929	HIST.RES.	DOE-19-94-0074-0004	07/21/94	2D2	ABC
							PROJ.REVW.	HRG940202Z	07/21/94	2D2	ABC
099346	19-175805	405 N HILGARD AVE	POWELL LIBRARY-UCLA	LOS ANGELES	S	1929	HIST.RES.	DOE-19-94-0074-0003	07/21/94	2D2	ABC
							PROJ.REVW.	HRG940202Z	07/21/94	2D2	ABC
099345	19-175804	405 N HILGARD AVE	DICKSON PLAZA - UCLA	LOS ANGELES	S	1929	HIST.RES.	DOE-19-94-0074-0002	07/21/94	2D2	ABC
							PROJ.REVW.	HRG940202Z	07/21/94	2D2	ABC
099399	19-175824	405 N HILGARD AVE	LAW SCHOOL BUILDING-UCLA	LOS ANGELES	S		HIST.RES.	DOE-19-94-0074-0015	07/21/94	7N	
							PROJ.REVW.	HRG940202Z	07/21/94	6Y	
099398	19-175823	405 N HILGARD AVE	SCHOENBERG HALL-UCLA	LOS ANGELES	S	1955	HIST.RES.	DOE-19-94-0074-0014	07/21/94	7N	
							PROJ.REVW.	HRG940202Z	07/21/94	6Y	

Appendix G.2

Paleontological Resources Research Records

Natural History Museum
of Los Angeles County
900 Exposition Boulevard
Los Angeles, CA 90007

tel 213.763.DINO
www.nhm.org

NATURAL HISTORY MUSEUM
LOS ANGELES COUNTY

Vertebrate Paleontology Section
Telephone: (213) 763-3325
Fax: (213) 746-7431
e-mail: smcleod@nhm.org

27 January 2014

Matrix Environmental
6701 Center Drive West, Suite 900
Los Angeles, California 90045

Attn: Stephanie Eyestone-Jones, President

re: Paleontological resources for the proposed Ford Theatres Project, in the City of Los Angeles, Los Angeles County, project area

Dear Stephanie:

I have conducted a thorough check of our paleontology collection records for the locality and specimen data for the proposed Ford Theatres Project, in the City of Los Angeles, Los Angeles County, project area as outlined on the portion of the Hollywood topographic quadrangle map that you sent to me on 10 January 2014. We do not have any vertebrate fossil localities that lie directly within the proposed project boundaries, but we do have localities nearby from the same sedimentary deposits that occur in the proposed project area.

Much of the proposed project area has exposures of intrusive or volcanic basaltic igneous rocks that will not contain any fossils. Intercalated with the igneous rocks are exposures of the marine middle Miocene Topanga Formation [also referred to in this area as the Middle Topanga Formation]. Our closest vertebrate fossil locality in the Topanga Formation is LACM 1084, northwest of the proposed project area west of the Hollywood Freeway (Highway 101) between Bonnie Hill Drive and Ione Place. Locality LACM 1084 documents the occurrence of *Paleoparadoxia*, a member of an extinct group of peculiar marine mammals called the Desmostylia that had heavy bodies, relatively short and stout legs, and unique cylindrically cuspate cheek teeth. Desmostylian fossils are uncommon in southern California. The *Paleoparadoxia* specimen collected from locality LACM 1084 has been published in the scientific literature by E. D. Mitchell (1963. Brachyodont desmostylians from Miocene of San

Clemente Island, California. Bulletin of the Southern California Academy of Sciences, 62(4):192-201.) and R. H. Reinhart (1959. A Review of the Sirenia and Desmostylia. University of California Publications in Geological Sciences, 36(1):1-146.). Further northwest of the proposed project area we have another Topanga Formation vertebrate fossil locality, LACM 6969, that was collected during construction of the Metrorail Universal City subway station at the intersection of Lankershim Boulevard and the Hollywood Freeway (Highway 101). Locality LACM 6969 produced a fossil fish fauna containing specimens of grunion, Atherinidae, herrings, *Etringus*, *Ganolytes*, and *Sardinella*, codlets, Bregmacerotidae, bigeyes, Priacanthidae, croakers, Sciaenidae, mackerels, Scombridae, and boarfishes, Caproidae.

Excavations in the igneous rocks exposed in much of the proposed project area will not uncover any recognizable fossils. Excavations in the Topanga Formation deposits exposed intercalated with the igneous rocks, however, may well encounter significant vertebrate fossils. Any substantial excavations in the sedimentary deposits in the proposed project area, therefore, should be closely monitored to quickly and professionally collect any specimens without impeding development. Many of the specimens collected nearby from the Topanga Formation are small and would be missed in typical paleontological excavation monitoring. It is recommended that sediment samples be collected and processed to determine their small fossil potential. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

This records search covers only the vertebrate paleontology records of the Natural History Museum of Los Angeles County. It is not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey.

Sincerely,

Samuel A. McLeod

Samuel A. McLeod, Ph.D.
Vertebrate Paleontology

enclosure: invoice

COUNTY OF LOS ANGELES DEPARTMENT OF PARKS AND RECREATION

FORD THEATRES PROJECT
Draft Environmental Impact Report
State Clearinghouse No. 2014021013

Volume 3:
Appendix H

Prepared for
County of Los Angeles Department of Parks and Recreation
510 South Vermont Avenue, Room 201
Los Angeles, California 90020

Prepared by
Matrix Environmental
6701 Center Drive West, Suite 900
Los Angeles, California 90045

June 2014

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Geotechnical Reports

Appendix H.1

Geotechnical Exploration Report
Off-Season Two Improvements

GEOTECHNICAL EXPLORATION REPORT
OFF-SEASON TWO IMPROVEMENTS
2580 CAHUENGA BOULEVARD EAST
HOLLYWOOD DISTRICT OF LOS ANGELES, CALIFORNIA

Prepared For:

FORD THEATRE FOUNDATION
2580 Cahuenga Boulevard East
Hollywood, California 90068

Project No. 10296.001

September 10, 2013

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

September 10, 2013

Project No. 10296.001

Ford Theatre Foundation
2580 Cahuenga Boulevard East
Hollywood, California 90068

c/o Bottega Management Group
3500 W. Olive Avenue, Suite 300
Burbank, California 91505

Attention: Mr. A. Leonard Madson, Principal

Subject: Geotechnical Investigation
Off-Season Two Improvements
2580 Cahuenga Boulevard East
Hollywood District of Los Angeles, California

Reference: Leighton Consulting, Inc., 2013, Preliminary Geotechnical Evaluation John Anson Ford Theaters Master Plan 2580 Cahuenga Boulevard East Hollywood District of Los Angeles, California, Project No. 603057-001, dated February 7, 2013.

In accordance with our April 30, 2013 proposal, authorized on May 2, 2013, Leighton Consulting, Inc. (Leighton) is pleased to present this geotechnical exploration report in support of the proposed Off-Season Two Improvements planned for the John Anson Ford Amphitheater. Our scope of work for this study included research, geologic mapping, subsurface exploration, laboratory testing, engineering analysis, design team meetings, and preparation of this report.

The Off Season Two Improvements are expected to include restoration of historic features and improvements to the amphitheater stage. Planned improvements include replacement of the existing stage, below stage spaces, and upstage retaining walls.

17781 Cowan ▪ Irvine, CA 92614-6009
949.250.1421 ▪ 949.250.1114 Fax

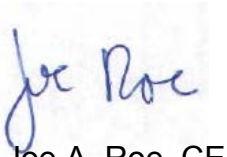
The new basement floor levels below the stage are to be lowered and sub-surface and surface drainage elements improved, including new and replacement sanitary sewers and storm drains.

This report presents the results of our geotechnical exploration program and provides recommendations for design and construction of the proposed project.

We appreciate the opportunity to be of service to the Ford Theatre Foundation. If you have any questions or if we can be of further service, please call us at your convenience at (866) LEIGHTON, at the direct extensions listed below, or e-mail us as listed below.

Respectfully submitted,

LEIGHTON CONSULTING, INC.



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1.0 INTRODUCTION

1.1 Authorization

In accordance with your authorization on May 2, 2013, and based on our April 30, 2013 Off-Season Two Improvements proposal, Leighton Consulting, Inc. (Leighton) has performed document review, geologic mapping, subsurface exploration, laboratory testing, and engineering analysis for the John Anson Ford Theaters Master Plan Off-Season Two Improvements. The project is located at 2580 Cahuenga Boulevard in the Hollywood District of Los Angeles, California (Figure 1).

1.2 Objective

The objective of our investigation was to identify subsurface stratigraphy (soil type and thickness, depth to bedrock) within the area of planned improvements. Access constraints prevented exploration at some locations, such as below the existing basements and at the towers adjacent to the stage. Accordingly, assumptions have been made to model the stratigraphy at unexplored locations for our analysis and will require field verification during construction.

1.3 Scope of Work

Our scope included document review, geologic mapping, subsurface exploration, laboratory testing, engineering analysis, on-site meeting with the design team, and preparation of this report. To accomplish our scope of work we provided the following services:

- *Review of Available Data*: We reviewed the schematic design draft plans, Off Season Two Improvements, sheets S-200 Lower Level Plan, S-201 Mezzanine Level Plan, S-202 Amphitheater Plan, L-500 Sections and C3.00 Utility and Drainage Plan, prepared by Levin and Associates Architects, dated April 5, 2013 and accompanying memorandum dated April 9, 2013.

- *Geologic Mapping*: We performed field mapping of the observable rock mass, rockfall debris, and surficial soil conditions around the amphitheater to document current geologic conditions and identify potential geotechnical and geologic constraints impacting the overall project site (Plate 1, Geologic Map). Location of cross sections A-A' and B-B' developed during our preliminary

evaluation in 2012 are also shown on Plate 1. Geologic data, test pit, and cross section locations (C-C', D-D' and E-E') specific to the Off-Season Two project are shown on Plate 2, Test Pit and Cross Section Location Map). Geologic cross sections are shown on Plates 3, Generalized Geologic Cross Sections A-A' and B-B', and Plate 4, generalized Geologic Cross Sections C-C', D-D' and E-E'.

- *Geophysical Survey*: We performed a geophysical refraction and surface wave velocity survey as part of our preliminary investigation conducted in 2012. For ease of reference a copy of the seismic survey report (Leighton, 2013) is included in Appendix A of this report. Locations of the refraction surveys are shown on Plate 1.

- *Geotechnical Exploration*: We excavated four test pits (TP-1 through TP-4) behind the existing terraced retaining walls to the east of the amphitheater and in the landscape area adjacent to the north tower. Due to the extremely difficult site access and heavy vegetation, we hand excavated test pits in the selected areas to obtain geologic data. Test pit logs are incorporated in the geologic sections on Plate 4. Each test pit was photographed prior to backfilling. Bulks samples were collected from the test pits and transferred to our lab for geotechnical laboratory testing. The test pits were backfilled and compacted with the excavated material. Key photos of the proposed improvements area are included in Appendix B, Test Pit Logs and Photos.

- *Laboratory Testing*: We performed geotechnical laboratory testing on bulk samples recovered during the investigation to determine compaction characteristics (ASTM D1557-12), expansion potential (ASTM D 4829), and corrosion (California Test methods CT 417 Part II, 422, and 532/647). Laboratory test results are included in Appendix C, Laboratory Data.

- *Engineering Analysis*: We performed an evaluation of the proposed project based on the field data gathered during our current and prior studies at the site.

- *Report:* Leighton prepared this report documenting the results of the geological mapping, subsurface exploration, laboratory testing, and engineering analysis and provides recommendations for design and construction of the Off-Season Two Improvements.

1.4 Project Description

The Off-Season Two Improvements include demolition and construction of new footings within the amphitheater footprint, below the concrete tower structures north and south of the stage and north tunnel, removal and replacement of basement retaining walls, drainage improvements, and slab on grade construction. New terraced retaining walls are also planned to replace the existing stone walls behind the stage in conjunction with hillside landscaping. New and replacement sanitary sewer and storm drain lines are also planned.

1.5 Study Area

As presented on Figure 1, generally, the project site is located on steep hillside terrain within a County of Los Angeles Park. The study area is bordered to the west by Cahuenga Boulevard East and U.S. Route 101 and to the east by the steep flanks of the Santa Monica Mountains. The site of the existing Ford Theatre spans for approximately 1,320 feet along the base of the hills and contains three asphalt-paved parking lots (northern lot, motel lot and southern lot) facing Cahuenga Boulevard East, a former motel building, and the existing Amphitheatre with loading area, pedestrian walkways and box office. Elevations of the sites existing improvements range from approximate elevation El. 552 feet mean sea level (msl) near the entrance to the site at Cahuenga Boulevard East to a high of El. 654 feet msl in the northern region of the Off Season Two Improvements area (Plate 1). The ridgeline east of and above the amphitheater rises to a high of elevation 944 feet msl (USGS, 1966) before descending easterly to Weid Canyon, the site of Mulholland Dam (Hollywood Reservoir).

The Off-Season Two Improvements are proposed for construction within the amphitheater footprint (Plate 2, Test Pit and Cross Section Location Map), which consists of subterranean tunnels and corridors below the stage and amphitheater seating area, two concrete towers and mezzanines north and south of the stage, terraced stone walls and planter areas behind the stage. Erosion and debris flow impacted concrete drainage swales capture hillside runoff directed toward an 18-inch-diameter reinforced concrete storm drain pipe (RCP) upslope of the terraced stone walls. Existing upslope hillside improvements above the main masonry block wall include a wooden platform and a concrete cribwall that has been damaged by rockfalls in the north area of the site including a masonry block wall upslope in a heavily vegetated area. Photos of the Off-Season Two Improvements area are located in Appendix B, Test Pit Logs and Photos.

2.0 GEOLOGIC RECONNAISSANCE AND MAPPING

We performed geologic reconnaissance and field mapping of the Off-Season Two Improvements project area supplement the data procured during literature review. The following sections provide general descriptions of the conditions expected at the areas of the Off-Season Two Improvements. The interpreted subsurface conditions are shown on Plate 4, Generalized Geologic Cross Sections C-C', D-D', and E-E'.

2.1 Lower Level

The lower levels of the basement walls and north tunnel foundation footprints underlie the amphitheater stage and seating area (Figure B-1). The approximate footprint of the lower level basement retaining wall, interior walls, and corridors leading to and from the north tunnel are indicated on Plate 2.

The eastern basement retaining wall is of masonry block construction and exhibits mineral efflorescence along the mortar joints and block faces due to seepage through the wall indicating either non-functioning or non-existent wall drains. Based on regional mapping and extrapolated field conditions exposed within test pits TP-2 and TP-3 (Figure B-2), it appears bedrock underlying the foundations consists predominately of basalt and appears to have been cut to fit the "footprint" of the foundations and retaining walls during original construction of the Theater in the 1920's. Approximately 12 to 48-inches of overexcavation behind the retaining walls appears to have been performed to allow adequate space for construction.

Backfill material behind the walls consist of a mixture of the bedrock material, predominately basalt and a silty sand mixture of basalt and sandstone rock fragments. This backfill prism also contains an abundant overgrowth of roots from the many large trees that line the hillside. Abundant oversize material, i.e. cobbles and boulders are also present within the fill prisms.

2.2 Mezzanine Level

The mezzanine levels located north and south of the stage provide access to the upper tower levels and for stage lighting (Plate 2). The mezzanine decks adjacent to the two towers are bordered by steep bedrock slopes consisting of thick accumulations of colluvium and rock talus.

Upper Level Mezzanine Deck North: The slopes bordering the northern mezzanine level are inclined at 60-65 degrees, contain large diameter trees and consist of near vertical headscarp exposures of severely weathered basalt bedrock with thick accumulations of colluvium forming on the slope (Figure B-5). The colluvial material is subject to slow creep and debris flows during heavy precipitation as evidenced by bent trees, overtopping mezzanine walls, and sandbag barriers with plastic sheeting covering the slopes in an effort to prevent further mass erosion affecting the daily operations of the Theater.

Upper Level Mezzanine Deck South: The slopes bordering the southern mezzanine level are steeply inclined to near vertical and contain exposures of basalt, sandstone and thick accumulations of colluvium and rockfall debris. The basalt in this area degrades to angular, silty-clayey sand forming the majority of the colluvial material. The sandstone in this area is very hard, well cemented and heavily jointed due to faulting and tectonic uplift. This sandstone outcrop contains near vertical, fresh exposures of sandstone rock faces with thick accumulations of rock talus (rockfall debris). These accumulations form along the base of the slope impacting the southern concrete walls (Figure B-6). A steel H-beam reportedly installed to provide structural support to the concrete wall has been damaged by the boulder sized talus rockfalls occurring along structural planes of weakness. This area is shown on Plates 1 and 2 as having high potential for continued rockfalls.

2.3 Amphitheatre Plan

The existing improvements consist of a series of stacked stone walls and concrete stairs (Figure B-2) ascending to a concrete drainage swale and masonry block wall ranging in height from 32- to 84-inches tall (Figures B-3 and B-4). The stone retaining wall foundations were constructed on basalt bedrock (Figure B-2), drainage is accomplished by a series of 1- to 4-inch-diameter weep holes located above the wall footings. Some weep holes are partially obstructed by soil and weed overgrowth and were dry at the time of our observations.

The slopes above these stone walls are inclined from 50-65 degrees and consist of exposures of severely weathered basalt bedrock with thick accumulations of colluvium forming on the slope. Surficial slumping of undocumented artificial fill and colluvium was observed at several locations. Dense vegetation consists of large trees, small shrubs and grasses. The hillside above the amphitheater area

was constructed with a concrete lined drainage swale outletting to an 18-inch-diameter downdrain and retaining wall structure (Figure B-3).

The southern limit of the concrete drainage swale is obscured from view by thick accumulations of soil and vegetation (Figure B-4). Above the drainage swale to the northeast, concrete cribbing emplaced to prevent rockfall damage from upslope outcrops has sustained damage due to rockfalls evidenced from one of the many sandstone boulders perched on the slope face (Figure B-3). An additional masonry block wall was constructed easterly of the upper drainage swale in a small canyon drainage. The slopes below this area are heavily vegetated. The condition of the masonry block wall in this area is unknown but is suspected to be impacted by sediment build up and potential rockfall (Plates 1 and 2).

3.0 GEOLOGIC CONDITIONS

3.1 Regional Geology and Tectonics

The study area for the proposed project is located on the south flank of the eastern Santa Monica Mountains, west of the Cahuenga Fault within the Transverse Ranges Geomorphic Province of California. The distinctive uplifted east-west trending features of the Transverse Ranges were formed as a result of the compressive forces between the converging Pacific and North American Plates (Yerkes, 1965). The Santa Monica Mountains in this area expose north-trending, fault bound blocks containing an assemblage of older Tertiary-age marine and non-marine sedimentary and intrusive and extrusive volcanic rocks (Figure 2, Regional Geologic Map). An east-west trending ridge, in line with the main crest of the Santa Monica Mountains, is the principal topographic feature of the area. Cahuenga Pass, a low gap in the ridge, separates this ridge from the main crest of the Santa Monica Mountains (CDMG, 1953) formed largely as a result of erosion of soft shale outcrops west of the Cahuenga fault and formation of resistant sandstone to the east.

The present physiographic setting of the project site is predominantly northwest to west-facing steep sided to near-vertical (ridge forming sandstones) terrain along the eastern side of the study area. The topographic relief across the site varies between approximately 551 feet above msl in the northwestern portion of the site to approximately 944 feet above msl along the ridgeline to the east of the existing former motel building. The topographic features are closely related to tectonic uplift, ridgeline erosion, erosion of soft shales, and intrusive-extrusive basaltic flows. Internal drainage has eroded major gullies and rills into the underlying bedrock material.

3.2 Site Specific Geology

The local geologic units encountered at the Off-Season Two Improvements project area are discussed below, in order of relative age, youngest to oldest. The surficial units observed include recent and Quaternary-age sediments that form a thin mantle over the bedrock. These surficial units include undocumented artificial fill associated with the amphitheater construction, debris flows, surficial rock failures, and colluvium. The colluvium is generally not depicted on the map due to its relatively thin nature, except where it has been recently mapped during our geologic reconnaissance (Plates 1 and 2). Bedrock belonging to the Tertiary-

age Topanga Formation and intrusive-extrusive volcanic rocks (pillow basalt) correlative to the Topanga Formation exposed throughout the project study area and mapped during our geologic investigation is depicted on Plate 1.

Artificial Fill, Undocumented (Map Unit – Afu): Artificial fill materials have been mapped in the areas behind the terraced stone walls as shown on Plate 4. The thickness of the artificial fill underlying the majority of the improvements area is unknown; however, based on our current investigation we anticipate the existing foundations to be founded on bedrock with nominal amounts of fill underlying the slab on grade construction. As encountered at the test pit locations (shown on Plate 2), fill material consists predominately of silty sand to clayey sand (SM-SC) with varying amounts of basalt and sandstone rock fragments ranging in size from small cobbles to boulders greater than 14-inches in long dimension. The fill material depths at the test pit locations ranged from less than 12-inches up to 5 feet (Plate 4).

Debris Flows and Surficial Failures: Several small (volume) debris flows and surficial failures were mapped at various locations along the slopes at the site, as indicated on Plates 1 and 2. The debris flows (gravitational slides) affecting the proposed construction area consist of thick accumulations of colluvium characterized as silty-clayey sand (SM-SC) comprised of fine to coarse grained, angular sandstone and basalt rock fragments. The material is loose, occurs predominately within the basalt formation and is prone to sliding during significant, prolonged rainfall events.

Rockfalls: Rockfalls and wedge failure events originating in the initiation zone of the sandstone outcrop have resulted in thick accumulations of talus at the toe of the slope and concrete retaining wall constructed as part of the southern mezzanine deck area (Plate 2). These events can be expected to continue and consist of individual rocks to several cubic yard volume events. The run out zone below this outcrop is very narrow and constrained by the existing concrete retaining wall. A steel H-beam installed to provide structural support to the concrete wall is bent suggesting rockmass dislodged and either bounced, slid and/or rolled down slope before coming to rest against the steel structure. The principal causal mechanism of rockfalls and wedge failures in this area is a result of the steep near vertical topography, discontinuities within the rockmass, *weathering* susceptibility and root-wedging. Seismic shaking within the region can produce rockfall events.

Colluvium (Map Unit – Qcol): Slopewash or colluvial deposits are composed of materials that have been eroded, deposited, and transported by either running water (sheetflow), and/or gravitational sliding. The colluvial material at the site consists of brown, dry, loose silty clayey sands and rock fragments mechanically derived from severely weathered Topanga Formation basalt and sandstone material.

Topanga Formation Bedrock: The sedimentary bedrock unit exposed in the hillside and test pits belongs to the Tertiary-age Topanga Formation and is further described below:

Sandstone (Map Unit – Tts): This very hard, well cemented and heavily jointed sandstone outcrop was observed primarily in the southern portion of the site occurring in fault and depositional intrusive contact with the basalt formations, as indicated on Plate 1. The sandstone unit was observed to be orange brown, hard, thin to thickly bedded, well cemented with fine to coarse grained quartz sand and fine pebble sized subangular quartz inclusions. The rockmass is well oxidized with trace amounts of pyrite that contain reddish black oxide rimming along the cubic grains. The sandstone is in fault contact with very fine grained, siliceous quartz sandstone containing dark red cherty laminations. These rock masses are severely fractured, heavily jointed with very narrow zones of rock gouge along the faults.

Sandstone (Map Symbol - Ttbs): Although not observed in the Off Season Two Improvements area, this friable sandstone was observed during our earlier investigation east of the northern parking lot, north of the former motel building, and east of the southernmost parking lot, as indicated on Plate 1. This sandstone unit was observed to be dark gray with basalt fragments and rounded manganese nodules throughout, friable or crumbly, and severely weathered and fractured. Heavy secondary mineralization and chemical alteration of the mafic minerals within the unit was also observed.

Tertiary Volcanic Rocks (Map Unit – Tvb): The Tertiary-age pillow basalt formed from flows issuing from deep linear fissures (mid-oceanic fractures) in the ocean crust, observed within the test pits, forms the majority of the bedrock material exposed in the slopes immediately above the proposed improvement area (Plate 1). This highly weathered, intrusive-extrusive igneous rock is massive, orange brown on oxidized surfaces to grayish black on less weathered surfaces. Chemical weathering and decomposition of the basalt mineralogy is severe

causing degradation of the rock mass into angular sand and gravel sized fragments thereby influencing the rock strength and elastic properties. Fresh or discolored (dark grayish black) rock is present as a discontinuous framework and as corestones. This degradation to soil causes thick accumulations of secondary clayey colluvium which are susceptible to debris flows.

3.3 Geologic Structure

Regional uplift of the Santa Monica Mountains is primarily the result of movement along the Santa Monica and Hollywood faults combined with extrusive igneous intrusions that once occurred along linear fissures in oceanic crust. The major faults in the project area most important to the structural and stratigraphic evolution of the fault bound blocks are the Cahuenga Fault Zone, the Brush Canyon fault, the Ferndell fault, the Griffith fault and the Los Angeles River fault.

Minor faults mapped in the sandstone outcrop in the southern area of the site generally strike N66°W to N76°W and dip steeply out of slope between 84° to 88° to the north correlating well to the regional trend of the local fault structure. Bedrock strikes predominately in a north-south direction dipping steeply into slope to the east between 60° to 65° (Plate 1). Contact between the sandstone bedrock and the pillow basalt exposed in the southern portion of the site were partially obscured due to dense vegetation and colluvial buildup and is therefore queried (Plate 1).

3.4 Rippability

As indicated in Section 1.3, a seismic refraction survey was completed in the southern and motel parking lots (Leighton, 2013). The seismic refraction survey was performed to predict the rippability of the material that underlies the site, which is primarily volcanic basalt and sandstone bedrock. Based on the seismic velocity profiles, jointed and fractured nature of the bedrock structure, the onsite materials within the planned excavation depths are considered rippable with conventional grading equipment.

However, due to access constraints conventional earthmoving equipment will likely not be able to access the areas of proposed improvements without significant access provided. As part of the current study, hand held electric chisels were used to excavate the basalt formation in the test pits. A depth of approximately 4 feet was obtained in Test Pit TP-1 with little difficulty.

Excavation of the material below a depth of 4 feet proved slightly difficult due to decreasing bedrock weathering with depth and equipment access constraints. The sandstone outcrop mapped in the southern portion of the site should be expected to be encountered during the planned renovations along the southern boundary. This material is hard and well cemented, pervasively fractured and jointed, and will prove moderately difficult to excavate with hand held equipment.

3.5 Groundwater

Due to the relatively high topographical relief and the exposed or shallow bedrock throughout the majority of the proposed project site, shallow groundwater is not expected to exist at the site. However, if prolonged seasonal precipitation occurs during the construction period, nuisance water should be expected to build up behind the eastern basement retaining wall thereby posing minor constraints on construction. Additionally, surface runoff during rainfall events should be anticipated. Should nuisance water be encountered during construction, dewatering the excavation(s) may be necessary and could be accomplished using sump pumps.

4.0 GEOLOGIC HAZARDS

Geologic hazards for the overall Theater complex include surface faulting, ground lurching, seismic shaking, landslides, liquefaction, seismically-induced settlement, lateral spreading, seismically-induced landslides, and flooding. Additional geologic hazards specifically affecting the proposed Off-Season Two Improvements Area include the potential for mass movements in the form of debris flows and rockfalls. The following sections discuss these hazards and their potential impacts at the site in more detail.

4.1 Faulting and Seismicity

In general, the primary seismic hazards for sites in the region include strong ground shaking and surface fault rupture. Our discussion of faults potentially impacting the site is prefaced with a discussion of California legislation and state policies concerning the classification and land-use criteria associated with faults. By definition of the California Geological Survey (CGS), an active fault is a fault which has had surface displacement within Holocene time (about the last 11,000 years). The state geologist has defined a potentially active fault as any fault considered to have been active during Quaternary time (last 1,800,000 years). This definition is used in delineating Earthquake Fault Zones (EFZ) as mandated by the Alquist-Priolo Earthquake Faulting Zones Act of 1972 and as most recently revised in 2007 (Hart and Bryant, 2007). The intent of this act is to ensure that urban development and habitable structures are not sited across the traces of active faults. Based on our review, the site is not located within an EFZ, (CGS, 2000).

Numerous active and potentially active faults have been mapped within the southern California region, several of which are within close proximity to the site (Figure 3 – Regional Fault Map). Per the latest California Geological Survey fault database, the major active and potentially active fault systems that could produce significant ground shaking at the site include the Hollywood and Santa Monica fault zones, and the Upper Elysian Park Thrust fault. The distance of these faults and the estimated slip rates if known are provided below:

Hollywood Fault: The active Hollywood fault is located approximately 0.7 kilometers (0.4 miles) to the south of the site. The fault is capable of producing an estimated maximum magnitude (Mw) 6.4 earthquake. The fault is truncated on the west by the north-northwest trending erosional escarpment known locally

as the West Beverly Hills Lineament (WBHL) marking the left step between the Santa Monica fault and the Hollywood fault (Dolan et al., 2000a). The WBHL creates a topographic erosional escarpment separating older alluvium on the west from younger alluvium on the east. Subsurface evidence for late Quaternary faulting is evident from several studies based upon geomorphic evidence, stratigraphic correlation between borings and fault trenching studies conducted in Hollywood (Dolan et al., 1997, 2000b). Recent faulting at Camino Palmero occurred after deposition of 9ka sediments and prior to deposition of sediments dated at 6ka making this fault active by definition by classification criteria adopted by the California Geological Survey that defines activity of faults based on dates of known rupture events. Based on sediment accumulation rates determined by radiocarbon dating, the dip separation is low but at least 0.75 mm/yr (D. Ponti in Hummon et al., 1994). Dolan et al., (1997) estimate that strike separation on the fault is greater than 0.25 mm/yr.

Santa Monica Fault Zone: The Santa Monica fault zone is located approximately 2.3 km (1.4 mi) from the site and is part of the west trending Transverse Ranges Southern Boundary fault system. The Santa Monica faults extends from Pacific Palisades through Santa Monica and into west Los Angeles were it merges with the Hollywood fault at the WBHL in Beverley Hills. The Santa Monica fault is thought to be capable of producing an estimated maximum magnitude (Mw) 6.6 earthquake. Several investigations (Dolan et al., 2000a; Hummon et al., 1992; Dolan and Sieh, 1992; and Crook and Proctor, 1992) have indicated the fault is active based on geomorphic evidence and fault trenching studies indicating the active portion of the Santa Monica fault does not extend east of the WBHL of Dolan and Sieh (1992). The fault has not been zoned, however, the fault is considered active by the State Geologist.

Upper Elysian Park Anticlinorium: The Elysian Park Anticlinorium is a southward verging anticline approximately 20 kilometers long (12.4 mi) with a curved, southward-convex axis, lying between the Hollywood fault on the northwest through the Silver Lake District to the right lateral East Montebello fault on the east in the City of San Gabriel. Uplift along the structure has produced the Elysian, Repetto and Monterey Park Hills. Deformed Quaternary deposits across the Coyote Pass Escarpment and related structures allowed Oskin et al., (2000) to estimate a late Quaternary slip rate on the blind Elysian Park reverse fault of 0.8-2.2 mm/yr. The California Geological Survey (2003) has estimated an average slip rate of 1.3mm/yr and an estimated maximum magnitude (Mw) of 6.4 for the Elysian Park Thrust fault system.

4.2 Surface Fault Rupture

Our review of available in-house literature indicates that no known active faults have been mapped across the site, and the site is not located within an Alquist-Priolo Earthquake Fault Zone (Hart and Bryant, 2007; CGS, 1986). Based on the United States Geological Survey (USGS) fault parameters database and latitude and longitude coordinates N34.1136° and W118.3355°, the closest active fault to the site is the Hollywood fault, located approximately 0.4 miles south of the site (http://geohazards.usgs.gov/cfusion/hazfaults_search). Based on the current geologic framework, the potential for surface fault rupture onsite is expected to be low.

4.3 Ground Shaking

Strong ground shaking can be expected at the site during moderate to severe earthquakes in this general region. This is common to virtually all of Southern California. Intensity of ground shaking at a given location depends primarily upon earthquake magnitude, site distance from the source, and site response (soil type) characteristics. According to the United States Geological Survey (USGS) at the time of this writing, the most recent local (within 25 kilometers of the site) earthquake was the MW 3.4 earthquake on September 7, 2012, approximately 3.4 miles to the southwest (http://earthquake.usgs.gov/earthquakes/eqarchives/epic/) believed to be attributed to movement along the San Vicente Blind thrust fault. The 2010 California Building Code (CBC) seismic coefficients are presented in the following subsections:

- *CBC Coefficients*: Based on our site reconnaissance, the project site is underlain predominantly by bedrock. The shear wave velocity in the upper 30 meters at the project site based on the recent geophysical survey performed at the site as a part of this evaluation (GeoVision, 2012) ranges between 1,880 and 2,139 feet-per-second.

  In accordance with the 2010 Edition of the CBC, this site should be classified as a Class C site. The following values may be used for the seismic design method based on the 2010 CBC:

2010 CBC Based Seismic Design Parameters (Mapped Values)

CBC Categorization/Coefficient	Design Value
Site Longitude (decimal degrees)	-118.3355 W
Site Latitude (decimal degrees)	34.1136 N
Site Class Definition	C
Seismic Design Category	D
Mapped spectral response acceleration parameter at short period, S_S	1.79
Mapped spectral response acceleration parameter at a period of 1 sec, S_1	0.60
Short Period (0.2 sec) Site Coefficient, F_a	1.0
Long Period (1.0 sec) Site Coefficient, F_v	1.3
Adjusted spectral response acceleration parameter at short period, S_{MS}	1.79
Adjusted spectral response acceleration parameter at a period of 1 sec, S_{M1}	0.78
Design spectral response acceleration parameter at short period, S_{DS}	1.19
Design spectral response acceleration parameter at a period of 1 sec, S_{D1}	0.52

4.4 Secondary Seismic Hazards

Liquefaction Potential: Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. Liquefaction is associated primarily with loose (low density), saturated, fine- to medium-grained, cohesionless soils. As shown on the State of California Seismic Hazard Zones Map for the Hollywood Quadrangle (CDMG, 1999), portions of the overall study area are located within an area that has been identified by the State of California as being potentially susceptible to liquefaction (see Figure 4). The Off Season Two Improvements are underlain by bedrock and are not located within a liquefiable area.

Lateral Spreading Potential: Lateral spreading is a phenomenon in which large blocks of intact, non-liquefied soil move downslope on a liquefied soil layer. Lateral spreading is often a regional event. For lateral spreading to occur, a liquefiable soil zone must be laterally continuous, unconstrained laterally in at

least one direction and free to move along sloping ground. Due to the topographic relief and the potential for liquefaction to occur, there is a potential for lateral spreading at the overall project site.

Seismically-Induced Settlement: Since the project site is underlain predominantly by bedrock, the potential for seismically-induced settlement is low.

Seismically-Induced Landslides: As shown on the State of California Seismic Hazard Zones Map for the Hollywood Quadrangle (CDMG, 1999), a portion of the project site is located within an area that has been identified by the State of California as being potentially susceptible to seismically induced landslides (see Figure 4).

Seiches, Tsunamis, Inundation Due to Large Water Storage Facilities: Seiches are large waves generated in very large enclosed bodies of water or partially enclosed arms of the sea in response to ground shaking. The only large enclosed body of water within close proximity to the site is the Hollywood Reservoir located to the northeast of the site. Based on the location and elevation of the large ridgeline between the site and the Hollywood Reservoir, the seiche risk at the site is considered negligible.

Tsunamis are waves generated in large bodies of water by fault displacement or major ground movement. The project area is predominantly at elevations higher than 500 feet above mean sea level, therefore the tsunami risk at the site is considered nil.

Earthquake-induced flooding can be caused by failure of dams or other water-retaining structures as a result of earthquake. According to the County of Los Angeles Seismic Safety Element (1990) and the City of Los Angeles Safety Element (1996), the site is not located within a potential inundation area for an earthquake induced dam failure from Hollywood Reservoir. Even though the site is not located within a potential inundation area for the Hollywood Reservoir, the dam is continually monitored by the Army Corp of Engineers (ACOE) to guard against the threat of dam failure. The possibility of dam failures during an earthquake has been addressed by the California Division of Mines and Geology in an earthquake planning scenario for a magnitude 8.3 earthquake on the San Andreas fault (Davis et al., 1982) and a magnitude 7.0 earthquake on the Newport Inglewood Fault Zone (Toppozada et al., 1988). Both reports state catastrophic failure of a dam as a result of an earthquake is highly unlikely.

Current design practices, dam review, modification or total reconstruction of existing dams are intended to ensure that all dams are capable of withstanding the maximum earthquake for the site. Therefore the potential for the site to be inundated as a result of dam failure is considered negligible.

4.5 Slope Stability

The results of the stability analyses provided in this report (Appendix D) indicate the project site will generally attain sufficient stability with minor surficial grading and slope reinforcement measures. The global factor of safety is estimated to be about 1.5 and 1.1 for static and pseudostatic conditions, respectively. Slope stability issues specific to the Off-Season Two Improvements are discussed below.

4.5.1 Debris flows

Mass movements include landslides and debris flows. Debris flow areas were encountered during our subsurface investigation at the project area, subsequent verbal conversations with Theater personnel indicate debris flows have occurred at the site (Figure B-5). The project site lies within a previously existing canyon cut down into the formational material surrounded by moderately steep natural slopes composed of massive pillow basalt and steeply dipping sandstone formations.

During our geotechnical investigation we mapped several areas that were possibly debris flow scars and/or accumulations of colluvium (Figure B-5). Areas of thick accumulation of surficial materials, predominately basalt, have the potential to develop into debris flows.

Debris flows and debris slides should be expected to occur in the heads of steep gullies, on steep slopes and along ridgelines underlain by basalt. When rainfall intensity is great enough to cause water to percolate into the colluvium at a rate which exceeds the rate at which the water can percolate into the bedrock, slope failure of colluvium will occur. The surficial stability of the natural slopes is dependent upon the thickness of weaker soils and the slope gradient. Thick accumulations of colluvial soils on steep slopes are susceptible to surficial failures, debris flows and downhill creep during periods of heavy rain. The most likely source of

debris flow potential is from the steep slopes and drainages in the northeastern and southern portion of the proposed improvements area.

Our recommendations regarding mitigation of debris flow are discussed in Section 6.0 of this report.

4.5.2 Rockfalls

Field mapping and geologic analysis of the sandstone rock outcrops exposed in the southern portion of the site indicated the presence of intersecting pairs of joint sets and conjugate fault planes. Due to local orientations of the joint sets, the presence of fractured, freshly exposed rock faces and damage to the previously referenced H-beam (Figure B-6), the potential exists for detachment and down slope translation of rock, which could impact the proposed development.

The proposed development is expected to require provisions to protect improvements and occupants from rock fall hazards. On a preliminary basis, provisions should be included in the site layout to include such devices as a rock fence located near the toe of the slopes. Other more elaborate techniques such as rock netting situated along the faces of slopes vulnerable to rock falls may also be necessary after landscaping is implemented.

4.6 Expansive Soils

Based on our geotechnical exploration at the site, the near surface soils are generally granular with localized silt and clay layers. The laboratory test result of two representative samples from Leighton test pit TP-1 and TP-4, showed low expansion index (EI) potential wetted EI =11 and EI=24, respectfully. Results of expansion index tests indicate that the onsite soils have low expansion potential.

4.7 Corrosive Soils

Corrosive soils are characterized by their ability to degrade concrete and corrode ferrous materials in contact with water or soil. In particular, concrete is susceptible to corrosion when it is in contact with soil or water that contains high concentrations of soluble sulfates which can result in chemical deterioration of the concrete. Results of laboratory testing indicate soluble sulfate contents of 73

and 175 ppm, which range from negligible to moderate sulfate exposure. Since irrigation water in Southern California is considered to have moderate sulfate attack potential (typical sulfate concentrations of 150 to 250 ppm), concrete should be designed to resist moderate sulfate exposure.

The site soils are deemed highly corrosive to ferrous metals based on minimum soil resistivity 1,200 to 2,050 ohm-cm recorded from two samples.

5.0 FINDINGS AND CONCLUSIONS

Based on our investigation, we conclude that the proposed project is feasible from a geotechnical standpoint. We did not encounter significant geotechnical constraints that cannot be mitigated by proper planning, design, and sound construction practices. The key findings of our investigation for the site are summarized below:

- The near surface materials encountered consist of undocumented fill soils and colluvium. The upper 3 to 5 feet of colluvial material are considered compressible. Undocumented fills locally contain large oversize sandstone rock fragments and concrete debris. The fill as encountered at the site is associated with past construction activities.

- The colluvium as encountered consisted predominately of angular sands and gravel sized basalt rock fragments intermixed with organic debris from hillside vegetation. The colluvium forms thick accumulations near the toe of slopes and behind the existing concrete, stone and masonry block retaining walls and within the drainage swales impeding flow. Our observations suggest the colluvium has overtopped the various retaining walls at some point if the past and will continue to do so unless mitigated and maintained. Colluvium is subject to continuous downhill creep due to gravity and rapid releases in the form of debris flows following periods of intense precipitation.

- The basalt bedrock on site has massive pillow structure, is very blocky, interlocked, and partially disturbed with multi-faceted angular blocks formed by joint sets and as a result of rapid crystallization during formation. Basalt at the site should also be expected to occur in dikes and sills in the sedimentary formations. Zeolite veining and other minerals are common.

- The sandstone outcrop in the southern portion of the Off-Season Two Improvements area contain weak planar structural features in unfavorable orientation with respect to the north facing rock slope. This area is prone to rock falls and is expected to require some provisions such as debris walls, rock fences, or rock netting to protect improvements and occupants from the hazards associated with localized rock falls and/or pop-outs. A detached boulder greater than five feet long remains perched near the top of the talus pile while smaller sized rock material up to 2 feet long provide the majority of the talus debris now resting against the southern mezzanine level concrete retaining wall.

- Based on the rock quality determined during the test pit excavations, field mapping and refraction survey (Appendix A), it is our opinion that the basalt and sandstone materials will vary from easily rippable near surface to moderately difficult using electric hand chisels below 4 feet in depth.

- Groundwater was not encountered. Nuisance water could be encountered during and after seasonal precipitation behind the eastern basement retaining wall.

- Results of laboratory testing indicate soluble sulfate contents of 73 and 175 ppm, which range from negligible to moderate sulfate exposure. Since irrigation water in Southern California is considered to have moderate sulfate attack potential (typical sulfate concentrations of 150 to 250 ppm), concrete should be designed to resist moderate sulfate exposure.

- Results of the expansion testing indicate the two representative samples from Leighton test pits TP-1 and TP-4 showed low expansion index (EI) potential when wetted EI =11 and EI=24, respectfully. Non-cohesive granular fill derived from a mixture of these materials is expected to have low expansion potential. Expansive soils not specifically encountered during this investigation may be present locally onsite.

- The existing onsite soils expected to be generated from the basalt formation appear to be suitable for re-use as fill during proposed construction provided they are free of organic material and oversize debris. However, the potential for significant erosion exists if granular fill soils are used on slope faces.

- Oversize material (cobble sized to 14 inches in long dimension) was encountered in Test Pit TP-4. Oversize material could also be generated while excavating the sandstone rocks in the southern portion of the site. Oversize material should be removed from the site or placed at a designated, pre-approved disposal area within the Theater complex.

- Several sandstone boulders lie on the slope face in the northeastern portion of the site above the existing concrete swale and below the crib wall. Damage to the crib wall was observed suggesting sandstone boulders become dislodged in the form of rockfall.

6.0 GEOTECHNICAL RECOMMENDATIONS

Extensive removals of loose slope materials will be required for the project. Many areas around the Theater currently have substantial debris flow and rock fall accumulations. These materials should be removed to unload retaining walls, re-establish proper freeboard behind walls, and reduce the potential for remobilization.

Due to the slopes surrounding the Theater complex, continued regular maintenance will be necessary, especially after periods of heavy or prolonged precipitation. Considering that significant landscaping on the slopes is already planned as part of the project, we recommend that trails and paths be established to facilitate access for maintenance crews to slope areas that currently have debris flow and rock fall accumulations because these areas will likely require regular cleanouts.

The damaged crib wall should be repaired and filled in with crushed rock to provide protection against rock falls and debris flows. The repair should include removal of the debris and rock fall/soil accumulation behind the crib wall.

For protection against future debris flows all new retaining walls should have a minimum freeboard height of 9 inches (height of wall above retained soil). Backfill behind existing walls should be lowered where possible to establish a nominal 9-inch freeboard.

For protection against future rockfalls, we recommend installation of flexible barriers at the bottom of the slope, several feet upslope of any existing retaining walls. Considering that the project site is a performance venue, we anticipate that aesthetics will be an important factor in selecting the rockfall mitigation system. The visual impact of flexible barriers, such as stainless steel cables with steel bollards or wrought iron fencing, will be easier to mitigate. The barrier should establish an effective freeboard of 4 feet. Alternatively, an anchored mesh net may be used. However, its visual impact will be more difficult to mitigate since all upslope areas with potentially loose rock fragments will require coverage.

New structural elements may be supported on spread-type shallow foundation systems established in engineered fill or undisturbed natural soils. Alternatively, deep foundations may be used. Capacities developed for new foundations may be used to evaluate existing footings and cast-in-drilled-hole (CIDH) piles.

The following geotechnical recommendations have been developed based on the exhibited engineering properties of the onsite materials and their anticipated behavior during and after construction, seismic design considerations, floor slabs, and grading.

There are existing basement walls below the stage. Shallow foundations (spread footings) for new structures should be deepened to extend below the active zone of existing basement walls, roughly a plane extending from the base of the basement wall at a 60 degree angle from horizontal, to avoid surcharging the walls. Footings may be deepened by excavating below the active zone and backfilling with concrete or with controlled low strength material (CLSM).

New basement walls planned below existing foundations within their active zones should be designed to accommodate surcharge loads. Surcharge may be modeled as half the footing bearing pressure within the wall's active zone applied horizontally.

New pile segments within the active zone of existing basement walls should be isolated from surrounding soils using Sonotubes or equivalent.

Leighton should review the grading plans, shoring plans, foundation plans, and specifications when they are available to verify that the recommendations presented in this report have been properly interpreted and incorporated.

6.1 Earthwork and Grading

All earthwork and grading should be performed in accordance with the following recommendations and Earthwork and Grading Guide Specifications presented in Appendix E.

6.1.1 Site Preparation

Prior to construction, the area of proposed new structures/foundations should be cleared of any vegetation and demolition trash and debris. These materials should be removed from the site. Any underground obstructions onsite should be removed. Efforts should be made to locate any existing utility lines to be removed or rerouted where interfering with the proposed construction. Any resulting cavities should be properly backfilled and compacted. After the site is cleared, the soils should be carefully observed for the removal of all unsuitable deposits. All undocumented fill should be excavated from proposed structure footprints.

6.1.2 General Grading Recommendations

New structures may be supported on conventional shallow footing foundation systems established on engineered fill or undisturbed bedrock.

The existing undocumented artificial fill should be removed and replaced as engineered fill. Overexcavation and recompaction should extend a minimum horizontal distance equal to the vertical distance between the proposed footing bottom and depth of overexcavation.

After completion of the overexcavation and prior to fill placement, the exposed soils/weathered bedrock should be scarified to a minimum depth of 12 inches, moisture conditioned and compacted to at least 90 percent relative compaction based on ASTM Test Method D 1557.

The onsite soils, less any deleterious material or organic matter, can be used in required fills. Cobbles larger than 6 inches in largest diameter should not be used in the fill. Any required import material should consist of relatively non-expansive soils with an Expansion Index (EI) less than 20. The imported materials should contain sufficient fines (binder material) so as to be relatively impermeable and result in a stable subgrade when compacted. All proposed import materials should be approved by the geotechnical engineer of record prior to being placed at the site.

6.1.3 Pipe Bedding

Any proposed pipe should be placed on properly placed bedding materials. Pipe bedding should extend to a depth in accordance to the pipe manufacturer's specification. The pipe bedding should extend to at least 12 inches over the top of the pipeline. The bedding material may consist of compacted free-draining sand, gravel, or crushed rock. Pipe bedding material should have a Sand Equivalent (SE) of at least 30.

6.1.4 Trench Backfill

Trench excavations above pipe bedding may be backfilled with onsite soils under the observation of the geotechnical consultant. All fill soils should be placed in loose lifts, moisture conditioned as required and compacted to a minimum of 90 percent relative compaction based on ASTM Test Method D 1557-12. Lift thickness will be dependent on the equipment used as suggested in the latest edition of the *Standard Specifications for Public Works Construction* (Greenbook). The fill soils should extend to the bottom of the aggregate base for new pavement, or to finished grade.

6.2 Shallow Foundations

New shallow spread footings may be established in engineered fill or undisturbed natural soils or bedrock.

6.2.1 Minimum Embedment and Width

Footings should have a minimum embedment of 12 inches and have a minimum width of 12 inches.

6.2.2 Bearing Value

Footings established on engineered fill or undisturbed natural soils may be designed to impose an allowable bearing pressure of 3,000 pounds per square foot (psf). A one-third increase in the bearing value for short duration loading, such as wind or seismic forces, may be used.

The ultimate bearing capacity can be taken as 9,000 psf, which does not incorporate a factor of safety. A resistance factor of 0.5 should be used for bearing capacity evaluation with factored loads. The recommended bearing value is a net value, and the weight of concrete in the footings can be taken as 150 pounds per cubic foot (pcf); the weight of soil backfill can be neglected when determining the downward loads.

6.2.3 Settlement

The estimated total settlement of the structures supported on spread footings as recommended above is less than 1 inch. The differential settlement between adjacent columns is estimated to be less than ½ inch over a horizontal distance of 30 feet.

6.2.4 Lateral Resistance

Lateral loads can be resisted by soil friction and by the passive resistance of the soils. A coefficient of friction of 0.35 can be used between the footings and the floor slab and the supporting soils. The ultimate passive resistance of undisturbed natural soils or engineered fill soils can be assumed to be equal to the pressure developed by a fluid with a density of 300 pounds per cubic foot (pcf). The friction resistance and the passive resistance of the soils can be combined without reduction in determining

the total lateral resistance. A resistance factor of 1 should be used for lateral capacity evaluation with factored loads.

6.3 Deep Foundations

Cast-In-Drilled Hole (CIDH) concrete piles or micropiles may also be used to support new structural elements.

6.3.1 Cast-In-Drilled Hole (CIDH) Piles

Details of pile capacity analyses are presented in Appendix F. Design recommendations are summarized in the following subsections.

6.3.1.1 Axial Capacity of CIDH Pile

We understand that theatrical lighting towers are proposed on the hillsides surrounding the amphitheater. The capacities below may be used for design of drilled, cast-in-place concrete piles (CIDH).

Downward Capacity of CIDH Piles (kips)			
Depth of Pile Tip (feet)	**18-inch-diameter**	**24-inch-diameter**	**30-inch-diameter**
15	20	25	30
20	30	45	50
25	45	65	80

Dead-plus-live load capacities are shown. A one-third increase may be used for wind or seismic loads. A factor of safety of 3 was used for shaft friction and end bearing was neglected in determining the pile capacities.

Uplift capacities may be taken as equal to 50 percent of the downward capacities. The capacities presented are based on the strength of the soils; the strength of the pile section should be checked to verify the structural capacity of the piles.

A resistance factor of 0.5 should be used for downward and uplift capacity evaluation with factored loads.

Piles in groups may be spaced at 3 pile widths on-centers. If the piles are so spaced, no reduction in axial capacity due to group action need be considered in the design.

6.3.1.2 Lateral Capacity of CIDH Pile

Lateral loads may be resisted by the caissons and by the passive resistance of the soils. The lateral capacity of the caissons will depend on the caisson type and size, the permissible deflection, and on the degree of fixity at the top of the caisson. We have assumed piles will be installed on an effective 45 to 60 degree slope.

We have calculated lateral load, maximum moments, and depths to maximum moment for CIDH concrete piles (caissons) using the computer program LPILE by ENSOFT, Inc. We have assumed a concrete compressive strength value (f'_c) of 5,000 pounds per square inch (psi).

Lateral Capacities of 18-Inch-Diameter CIDH Pile

Pile Head Deflection (inches)	Fixity	Shear Force at Pile Top (kips)	Maximum Bending Moment (kips-in)	Depth to Maximum Moment (feet)
¼	Free Head	14	640	6
½	Free Head	20	1,030	7
¼	Fixed Head	30	1,620	0
½	Fixed Head	44	2,610	0

Lateral Capacities of 24-Inch Diameter-CIDH Pile

Pile Head Deflection (inches)	Fixity	Shear Force at Pile Top (kips)	Maximum Bending Moment (kips-in)	Depth to Maximum Moment (feet)
¼	Free Head	23	1,320	6
½	Free Head	33	2,110	7
¼	Fixed Head	50	3,325	0
½	Fixed Head	72	5,330	0

Lateral Capacities of 36-Inch Diameter-CIDH Pile

Pile Head Deflection (inches)	Fixity	Shear Force at Pile Top (kips)	Maximum Bending Moment (kips-in)	Depth to Maximum Moment (feet)
¼	Free Head	35	2,290	10
½	Free Head	50	3,660	11
¼	Fixed Head	74	5,780	0
½	Fixed Head	100	8,800	0

The analyses performed uses the flexural stiffness of the caissons computed from the modulus of elasticity (*E*) and moment of inertia (*I*). The modulus of elasticity (*E*) is derived based on the concrete compressive strength and the moment of inertia (*I*) is derived based on the caisson cross-section geometry. The values of *E* and *I* are assumed constant along the entire length of the caissons.

Lateral pile capacities considering a reduced moment of inertia due to cracked concrete pile sections should be evaluated after reinforcing details become available.

A resistance factor of 1 should be used for lateral capacity evaluation with factored loads.

The capacities presented in the table above are for pile lengths equal to or greater than 20 feet. This length is measured below the pile cap. The lateral capacity and reduction in the bending moment are based in part on the assumption that any required backfill adjacent to the caisson caps and grade beams are properly compacted.

For caissons in groups spaced at least 3 pile widths on-center, no reduction in the lateral capacity need be considered for the first row of caissons. For subsequent rows in the direction parallel to loading, caissons in groups spaced closer than 8 caisson widths on-center will have a reduction in lateral capacity due to group effects. The lateral capacity of caissons in groups spaced at 3 caisson widths on-center may be assumed to be reduced by half. The reduction for other caisson spacings may be interpolated between no reduction for caissons spaced at 8 caisson widths on-center and the reduction for caissons spaced at 3 caisson widths on-center.

The passive resistance of engineered fill against caisson caps and grade beams will depend on the method of installation. The passive resistance of engineered fill may be assumed to be equal to the pressure developed by a fluid with a density of 300 pounds per cubic foot (pcf), up to a maximum pressure of 3,000 pounds per square foot. A one-third increase in the passive value may be used for wind or seismic loads. The lateral resistance of the caissons and the passive resistance of the soils may be combined without reduction in determining the total lateral resistance.

6.3.1.3 Settlement

Piles in groups may be spaced at 3 pile widths on-centers. If the piles are so spaced, no reduction in axial capacity due to group action need be considered in the design.

The settlement of the proposed improvements founded on caissons in the manner recommended, will be approximately ½ inch or less. Differential settlement will be approximately ¼ inch or less. The

differential settlement is anticipated to occur over a minimum span of 40 feet.

Settlement of piles, generally resulting from settlement of the supporting soils and elastic compression of piles, is expected to be on the order of ¼ inch. The settlement analysis should be evaluated when the actual structural load and pile cap configuration become available.

6.3.1.4 Construction

The drilling of the pile shafts and placement of the steel reinforcement and concrete should be done under the continuous observation of the project geotechnical engineer. Localized caving within unsupported excavations should be anticipated. Casing may be required where/if sands layers occur. Excavations for piles that are spaced at less than five diameters (center to center) should be not open simultaneously. Concrete for closely spaced piles should be placed and allowed to set for at least 24 hours before initiating the excavation for any adjacent piles. Steel reinforcement and concrete should be placed as soon as possible after approval of the drill hole. Pile excavations should not be left open overnight. Tremie pipes should be utilized when placing the concrete to prevent the concrete from falling and/or striking the walls of the borehole. Although groundwater was not encountered in our explorations, perched groundwater table may be present following periods of rainfall.

6.4 Slabs-on-Grade

Concrete slabs may be designed using a modulus of subgrade reaction of 150 pci provided the subgrade is prepared as described in Section 6.1, *Earthwork and Grading*. From a geotechnical standpoint, we recommend slab-on-grade be a minimum 5 inches thick with No. 3 rebars placed at the center of the slab at 24 inches on center in each direction. The structural engineer should design the actual thickness and reinforcement based on anticipated loading conditions. Where moisture-sensitive floor coverings or equipment is planned, the slabs should be protected by a minimum 10-mil-thick vapor barrier between the slab and subgrade.

Minor cracking of concrete after curing due to drying and shrinkage is normal and should be expected; however, concrete is often aggravated by a high water/cement ration, high concrete temperature at the time of placement, small nominal aggregate size, and rapid moisture loss due to hot, dry, and/or windy weather conditions during placement and curing. Cracking due to temperature and moisture fluctuations can also be expected. The use of low-slump concrete or low water/cement ratios can reduce the potential for shrinkage cracking. Additionally, our experience indicates that the use of reinforcement in slabs and foundations can generally reduce the potential for concrete cracking.

To reduce the potential for excessive cracking, concrete slabs-on-grade should be provided with construction or weakened plane joints at frequent intervals. Joints should be laid out to form approximately square panels.

6.5 Lateral Earth Pressures

Recommended lateral earth pressures are provided as equivalent fluid unit weights, in psf/ft. or pcf., for design of basement and retaining walls in drained conditions using onsite sandy soils as backfill. These values do not contain an appreciable factor of safety, so the structural engineer should apply the applicable factors of safety and/or load factors during design.

Lateral Earth Pressures

Condition	Equivalent Fluid Unit Weight (psf/ft)
	Level Backfill
Active	35
Seismic Increment	20
At-Rest	55
Passive	300
Coefficient of Friction	0.35

Walls that are free to rotate or deflect may be designed using active earth pressure. For the basement walls or walls that are fixed against rotation, the at-rest pressure should be used. For seismic condition, the pressure should be distributed as an inverted triangular distribution and the dynamic thrust should be applied at a height of 0.6H above the base of the wall.

Care should be taken to provide appropriate drainage so as no water is allowed to remain behind the retaining wall for any significant length of time. Retaining structures should be provided with a drainage system, as illustrated on Figure 5, *Retaining Wall Backfill and Subdrain Detail*, to prevent buildup of hydrostatic pressure behind the wall.

In addition to the recommended earth pressures, walls below grade adjacent to existing structures or streets and areas of traffic should be designed to accommodate surcharge loads. For traffic surcharge, a uniform lateral pressure of 100 pounds per square foot acting as a result of an assumed 300 pounds per square foot surcharge behind the wall due to normal traffic; the traffic surcharge load may be neglected provided a minimum of 10 foot clearance between the wall and the traffic is maintained. We will provide surcharge loading from adjacent foundations after reviewing details of the planned basement walls in relation to existing foundations.

Backfills for retaining walls should be compacted to a minimum of 90 percent relative compaction (based on ASTM Test Method D1557). During construction of retaining walls, the backcut should be made in accordance with the requirements of Cal/OSHA Construction Safety Orders. Relatively light construction equipment should be used to backfill retaining walls. We also recommend using at-rest pressures for design of walls supporting settlement-sensitive structures.

Earth pressures used in the design of the walls should be indicated on the retaining wall plans. All retaining wall designs and plans should be reviewed by the project geotechnical consultant to confirm that the appropriate soil parameters are used.

6.6 Flexible Pavement

To provide support for paving of the new transit plaza, and surface parking and driveways, the subgrade soils should be prepared as recommended in Section 6.1, *Earthwork and Grading*. The preparation of the paving area subgrade should be performed immediately prior to placement of the base course. Proper drainage of the paved areas should be provided since this will reduce moisture infiltration into the subgrade and increase the life of the paving.

6.6.1 Aggregate Base Course

The base course for hot mix asphalt (HMA) concrete paving should meet the specifications for Class 2 Aggregate Base as defined in Section 26 of the latest edition of the State of California Department of Transportation Standard and Specifications. Alternatively, the base course could meet the specifications for untreated base as defined in Section 200-2 of the latest edition of *Standard Specifications for Public Works Construction* (Greenbook). Crushed Miscellaneous Base (CMB) may be used for the base course provided the geotechnical consultant evaluates and tests it before delivery to the site.

6.6.2 Hot Mix Asphalt (HMA) Concrete

The required HMA concrete paving and base thicknesses will depend on the expected wheel loads and volume of traffic (Traffic Index or TI). Assuming that the paving subgrade will consist of engineered fill or bedrock materials with an R-value of at least 30 compacted to at least 90 percent relative compaction based on ASTM Test Method D 1557, the minimum recommended paving thicknesses are presented in the following table:

Asphalt Concrete Pavement Section for Reconstruction

Traffic Index	Hot Mix Asphalt Thickness (inches)	Aggregate Base Thickness (inches)	Total (inches)
5.0 or less	3.0	4.0	7.0
6.0	3.5	5.5	9.0
7.0	4.0	7.0	11.0
8.0	5.0	8.0	12.0
9.0	5.5	9.5	15.0

Representative samples of the actual subgrade materials should be obtained and tested for R-Value following rough grading of the pavement subgrade to confirm the pavement design sections.

6.7 Temporary Excavations

All temporary excavations, including footings, utility trenches, dry wells should be performed in accordance with project plans, specifications, and all OSHA requirements. Excavations 5 feet or deeper should be laid back or shored in accordance with OSHA requirements before personnel are allowed to enter.

No surcharge loads should be permitted within a horizontal distance equal to the height of cut or 5 feet, whichever is greater from the top of the cut, unless the cut is shored appropriately.

During construction, the soil conditions should be regularly evaluated to verify that conditions are as anticipated. The contractor shall be responsible for providing the "competent person" required by OSHA standards to evaluate soil conditions. Soil types will vary, but Type C soils can be expected at shallow depths and Type A soils within bedrock. Close coordination between the competent person and the geotechnical engineer should be maintained to facilitate construction while providing safe excavations.

6.8 Shoring

Shoring may be required to accommodate removal of existing basement walls and construction of new basement walls. Shoring and underpinning may also be required to prevent undermining of adjacent existing foundations. The anticipated shoring/underpinning system for the site will consist of soldier piles and lagging. Soldier piles may consist of steel H-beams set in predrilled holes and backfilled with lean-mix concrete to the ground surface.

6.8.1 Lateral Earth Pressures

For design of cantilevered shoring, where the surface of the backfill is level, it can be assumed that drained soils will exert a lateral pressure equal to that developed by a fluid with a density of 35 pounds per cubic foot (pcf).

In addition to the recommended earth pressure, the upper 10 feet of shoring adjacent to streets and driveways should be designed to resist a uniform lateral pressure 100 psf, acting as a result of an assumed 100 psf surcharge behind the shoring due to normal street traffic. If the traffic is kept back at least 10 feet from the shoring, the traffic surcharge may be

neglected. We can determine lateral surcharge pressures for specific cases, such as construction crane, concrete trucks, and other heavy construction equipment adjacent to shoring, if requested.

6.8.2 Surcharge Pressure from Adjacent Foundations

Where existing foundations are within a 1:1 plan projected upward from the bottom of the planned shoring and basement walls, a lateral surcharge load should be applied to the active earth pressure to account for the pressure imposed by the foundation. Once details of existing adjacent foundations are established, we can provide design surcharge pressures to be applied to shoring and basement walls.

6.8.3 Design of Soldier Piles

For the design of soldier piles spaced at least two diameters on centers (OC), the allowable lateral bearing value (passive value) of the soils below the level of excavation may be assumed to be 600 psf at the excavated surface, up to a maximum of 6,000 psf. To develop the full lateral value, provisions should be taken to assure firm contact between the soldier piles and the undisturbed soils. The concrete placed in the soldier pile excavations may be a lean-mix concrete. However, the concrete used in that portion of the soldier pile which is below the planned excavated level should be of sufficient strength to adequately transfer the imposed loads from the soldier pile to the surrounding soils.

The frictional resistance between the soldier piles and the retained earth may be used in resisting the downward component of the design load. The coefficient of friction between the soldier piles and the retained earth may be taken as 0.4. This value is based on the assumption that uniform full bearing will be developed between the steel soldier beam and the lean-mix concrete and between the lean-mix concrete and the retained earth. In addition, provided that the portion of the soldier piles below the excavated level is backfilled with structural concrete, the soldier piles below the excavated level may be used to resist downward loads. The frictional resistance between the concrete soldier piles and the soils below the excavated level may be taken as equal to 500 psf.

6.8.4 Lagging

Continuous lagging will be required between the soldier piles above the bedrock contact. Careful installation of the lagging will be necessary to achieve bearing against the retained earth.

The soldier piles should be designed for the full anticipated lateral pressure. However, the pressure on the lagging will be less due to arching in the soils. For clear spans up to 8 feet, we recommend that the lagging be designed for a semi-circular distribution of earth pressure where the maximum pressure is 400 psf at the midline between soldier piles, and 0 psf at the soldier piles.

Deflection: It is difficult to accurately predict the amount of deflection of a shored embankment. It should be realized, however, that some deflection will occur. To help protect adjacent existing buildings and infrastructure, the maximum allowable horizontal shoring deflection as measured at the top of the excavation is ½ inch.

If greater deflection occurs during construction, additional bracing may be necessary to minimize settlement of adjacent structures and of any utilities in the adjacent streets. To reduce the deflection of the shoring, if desired, a greater active pressure could be used in the shoring design.

Monitoring: Some means of monitoring the performance of the shoring system is recommended. The monitoring should consist of periodic surveying of the lateral and vertical locations of the tops of all the soldier piles. We will be pleased to discuss this further with the design consultants and the contractor when the design of the shoring system is finalized. Other methods of monitoring could include the installation of inclinometers.

6.9 Maintenance Guidelines and Erosion Control

We understand it will be the responsibility of the County of Los Angeles to maintain the slopes surrounding the theater site, including adequate planting, proper irrigation and maintenance, and repair of faulty irrigation systems. To reduce the potential for erosion and slumping of soil prisms on steep slopes, all slopes should be planted with plants that require minimal irrigation. Slope

planting should be carried out as soon as practical upon completion of the Off Season Two Improvements. Surface water runoff and standing water at the top of slopes should be avoided. Oversteepening of slopes should be avoided during landscaping activity. Maintenance of proper drainage and proper maintenance of vegetation, including regular slope irrigation, should be performed. Slope irrigation should avoid directly spraying onto the slope face. Drip system irrigation should be considered. Overwatering and consequent runoff and ground saturation should be avoided. If automatic sprinklers systems are installed, their use must be adjusted to account for rainfall conditions.

Any soil, debris or vegetation overgrowth should be removed from all terrace drains to enable runoff water to flow freely and properly. Regular maintenance and cleanup of terrace drains should be performed especially during the rainy season and immediately following prolonged seasonal events. Damage to terrace drains such as minor cracking should be promptly repaired and/or sealed prior to the start of the rainy season. Water should not be allowed to enter cracks or expansion gaps within the terrace drains where applicable.

6.10 Additional Geotechnical Services

The geotechnical recommendations presented in this report are based on subsurface conditions as interpreted from limited geologic mapping and seismic refraction surveys. Our conclusions and recommendations presented in this report should be reviewed and verified by Leighton during site construction and revised accordingly if exposed geotechnical conditions vary from our preliminary findings and interpretations. The recommendations presented in this report are only valid if Leighton verifies the site conditions during construction. Geotechnical observation and testing should be provided during the following activities:

- Grading and excavation of the site;
- Landscape excavation and grading;
- Overexcavation and compaction;
- Compaction of all fill materials;
- Shoring and underpinning system installation;

- Excavation and installation of foundations;
- After excavation of all slabs and footings and prior to placement of steel or concrete to confirm the slabs and footings are founded in firm, compacted fill;
- Utility trench backfilling and compaction; and
- When any conditions are encountered that varies significantly from the conditions described in this report.

Leighton should review the grading and foundation plans and specifications, when available, to comment on the geotechnical aspects. Our recommendations should be revised, as necessary, based on future plans and incorporated into the final design plans and specifications.

7.0 COUNTY OF LOS ANGELES BUILDING CODE SECTION 111 STATEMENT

Provided that the recommendations in this report are implemented, it is Leighton's opinion that the proposed improvements will be safe from the hazards of landslide, settlement, or slippage, and that the completed grading and proposed improvements will not adversely affect the stability of adjacent properties.

8.0 LIMITATIONS

This research report was based wholly on available published data and very limited non-invasive subsurface exploration. Such information is, therefore, incomplete. The nature of many projects is such that differing earth materials and/or geologic conditions can be present within small distances and under varying climatic conditions. Changes in subsurface conditions can and do occur over time. Therefore, findings, conclusions and recommendations presented in this feasibility report are based on the assumption that Leighton will provide design-specific geotechnical exploration and testing, and geotechnical observation and testing during construction.

This report was prepared for the sole use of the Ford Theatre Foundation and their design team, for their use in assessing the proposed Off-Season Two Improvements, in accordance with generally accepted geotechnical engineering practices at this time in the County of Los Angeles.

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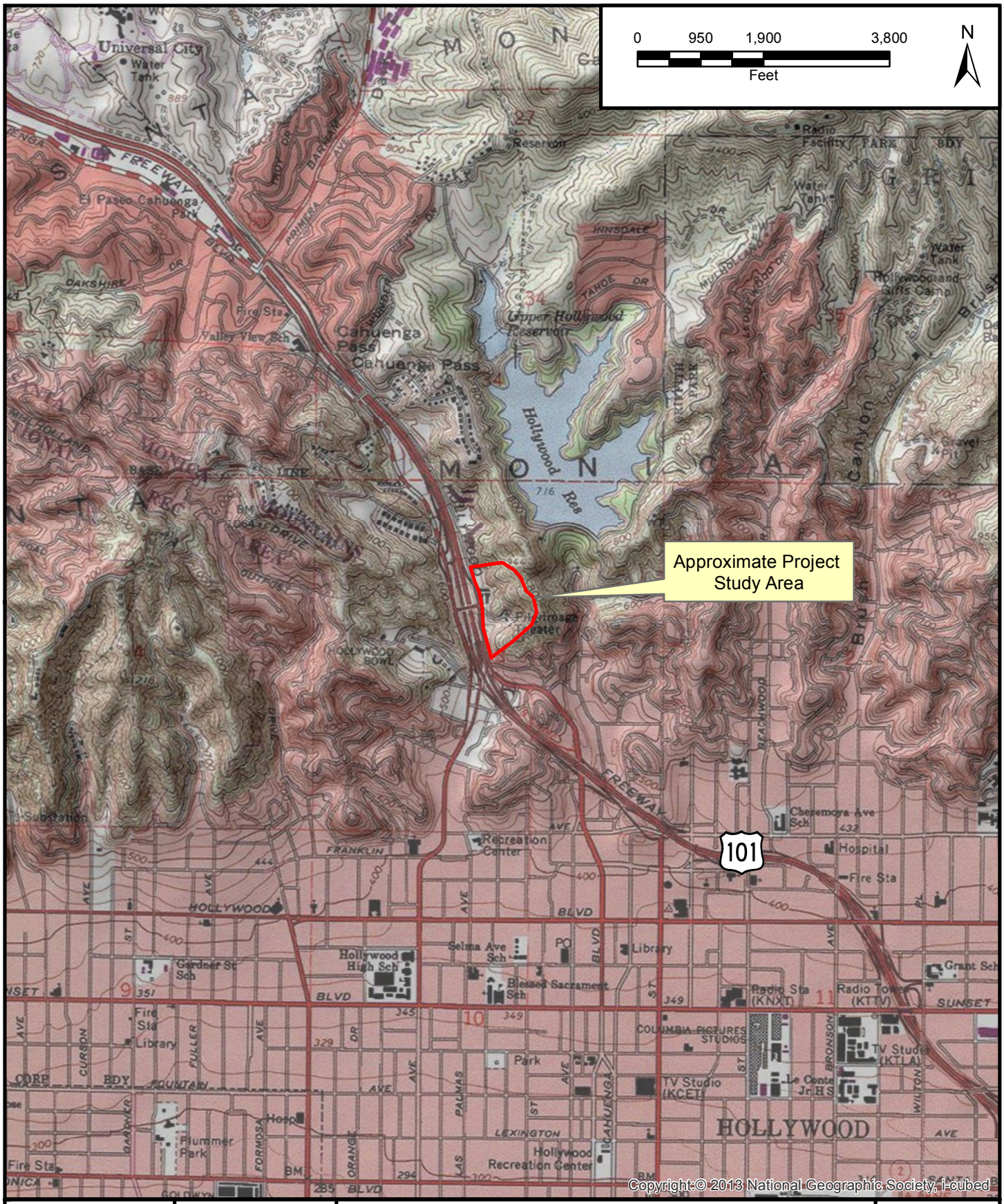

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Scale: 1 " = 2,000 '	Date: Sept 2013

Base Map: ESRI Resource Center, 2012
Thematic Info: Leighton
Author: mmurphy (mmurphy)

SITE LOCATION MAP

John Ansen Ford Theatre
2580 Cahuenga Boulevard East
Los Angeles, California

Figure 1

Leighton

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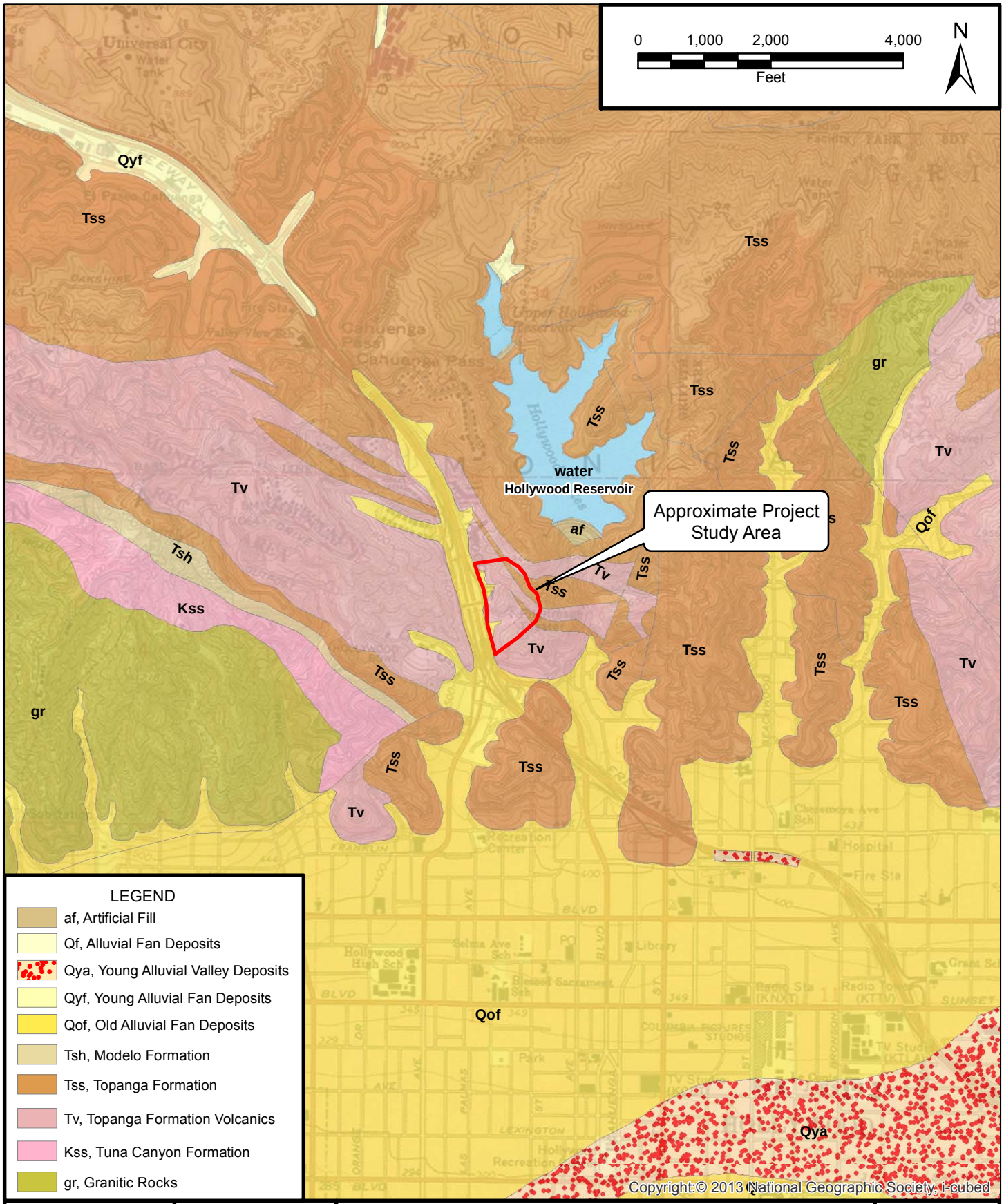


Project: 10296.001	Eng/Geol: CCK/JAR
Scale: 1 in = 2,000 ft	Date: September, 2013

Reference: USGS, 2006, Geologic map of the San Bernardino and Santa Ana 30' x 60' quadrangles, California, Version 1.0, Open File Report 2006-1217

Author: (mmurphy)

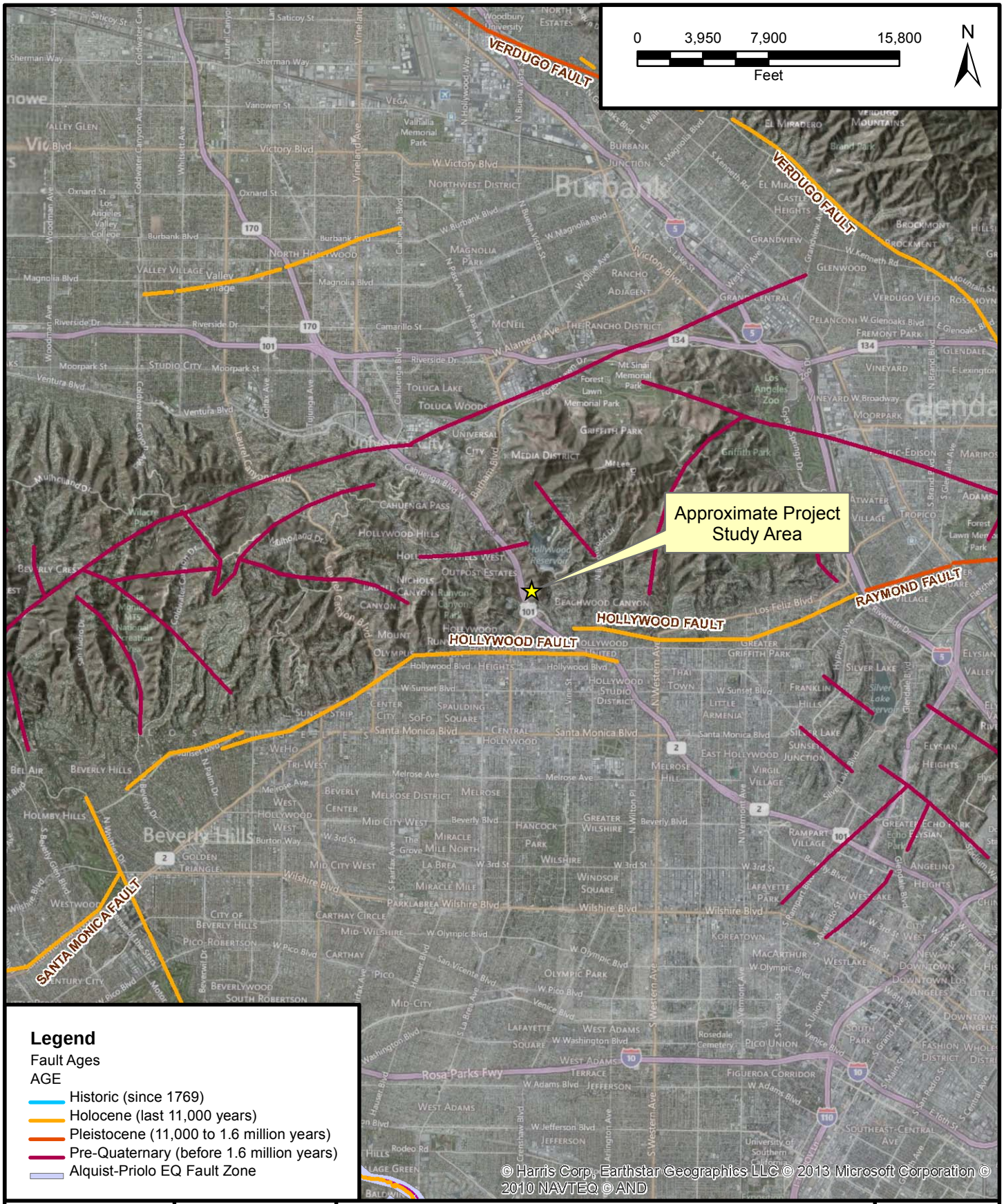
REGIONAL GEOLOGIC MAP

John Ansen Ford Theatre
2580 Cahuenga Boulevard East
Los Angeles, California

Figure 2

Leighton

Map Saved as P:\drafting\10296\001\GIS\of_2013-07-11\Fig2-Regional Geology Map.mxd on 9/10/2013 2:44:34 PM



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Base Map: ESRI Resource Center, 2012
Thematic Info: Leighton
Author: (mmurphy)

REGIONAL FAULT MAP

John Ansen Ford Theatre
2580 Cahuenga Boulevard East
Los Angeles, California

Figure 3

Leighton

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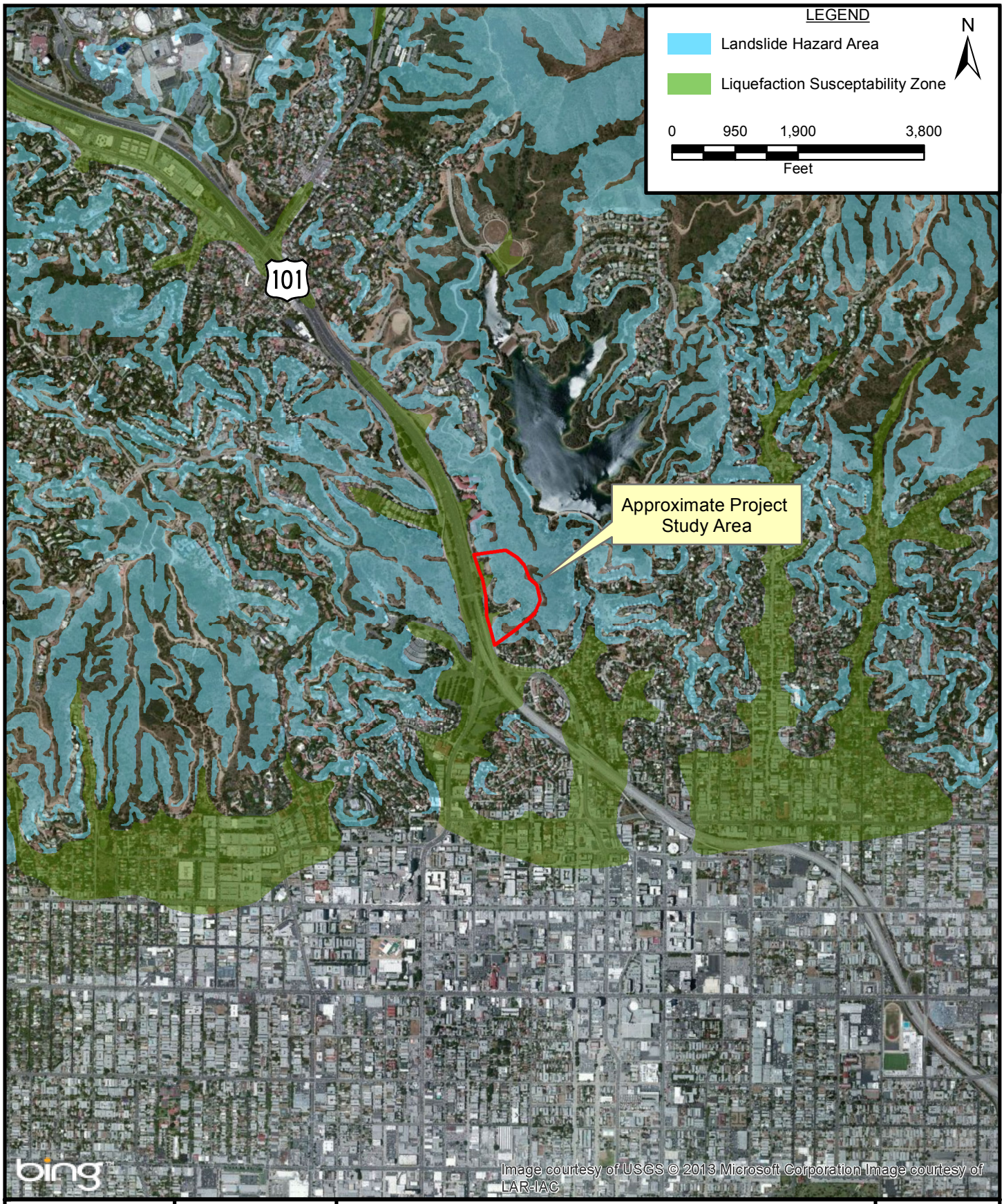

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Scale: 1 in = 2,000 ft	Date: Sept 2013

Base Map: ESRI Resource Center, 2012
Thematic Info: Leighton
Author: mmurphy (mmurphy)

SEISMIC HAZARDS MAP

John Ansen Ford Theatre
2580 Cahuenga Boulevard East
Los Angeles, California

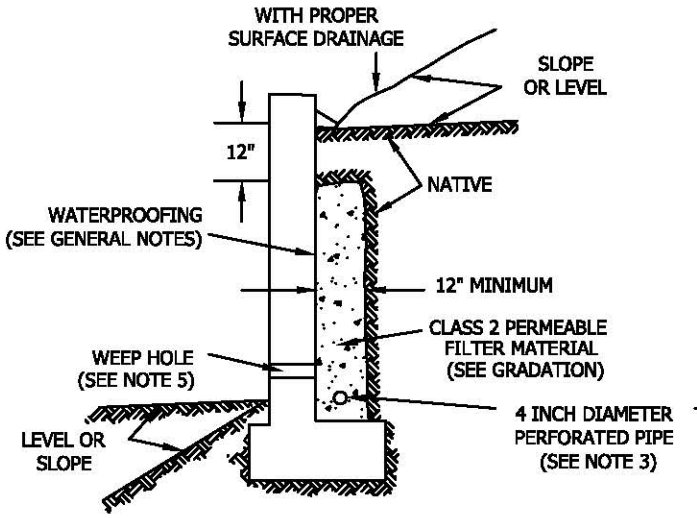
Figure 4

Leighton

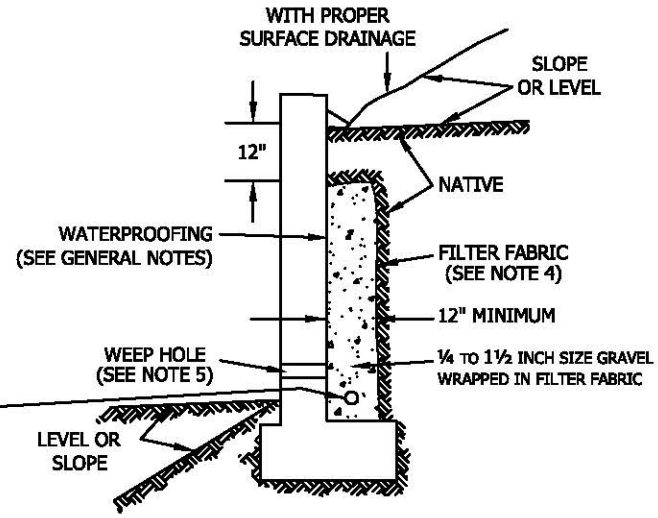
Map Saved as P:\drafting\10296\001\GIS\of_2013-07-11\Fig4-SeismicHazMap603507.mxd on 7/11/2013 3:56:35 PM

SUBDRAIN OPTIONS AND BACKFILL WHEN NATIVE MATERIAL HAS EXPANSION INDEX OF ≤50

OPTION 1: PIPE SURROUNDED WITH CLASS 2 PERMEABLE MATERIAL



OPTION 2: GRAVEL WRAPPED IN FILTER FABRIC



Class 2 Filter Permeable Material Gradation
Per Caltrans Specifications

Sieve Size	Percent Passing
1"	100
3/4"	90-100
3/8"	40-100
No. 4	25-40
No. 8	18-33
No. 30	5-15
No. 50	0-7
No. 200	0-3

GENERAL NOTES:

* Waterproofing should be provided where moisture nuisance problem through the wall is undesirable.
* Water proofing of the walls is not under purview of the geotechnical engineer
* All drains should have a gradient of 1 percent minimum
*Outlet portion of the subdrain should have a 4-inch diameter solid pipe discharged into a suitable disposal area designed by the project engineer. The subdrain pipe should be accessible for maintenance (rodding)
*Other subdrain backfill options are subject to the review by the geotechnical engineer and modification of design parameters.

Notes:
1) Sand should have a sand equivalent of 30 or greater and may be densified by water jetting.
2) 1 Cu. ft. per ft. of 1/4- to 1 1/2-inch size gravel wrapped in filter fabric
3) Pipe type should be ASTM D1527 Acrylonitrile Butadiene Styrene (ABS) SDR35 or ASTM D1785 Polyvinyl Chloride plastic (PVC), Schedule 40, Armco A2000 PVC, or approved equivalent. Pipe should be installed with perforations down. Perforations should be 3/8 inch in diameter placed at the ends of a 120-degree arc in two rows at 3-inch on center (staggered)
4) Filter fabric should be Mirafi 140NC or approved equivalent.
5) Weephole should be 3-inch minimum diameter and provided at 10-foot maximum intervals. If exposure is permitted, weepholes should be located 12 inches above finished grade. If exposure is not permitted such as for a wall adjacent to a sidewalk/curb, a pipe under the sidewalk to be discharged through the curb face or equivalent should be provided. For a basement-type wall, a proper subdrain outlet system should be provided.
6) Retaining wall plans should be reviewed and approved by the geotechnical engineer.
7) Walls over six feet in height are subject to a special review by the geotechnical engineer and modifications to the above requirements.

RETAINING WALL BACKFILL AND SUBDRAIN DETAIL FOR WALLS 6 FEET OR LESS IN HEIGHT

WHEN NATIVE MATERIAL HAS EXPANSION INDEX OF ≤50

Leighton

Figure 5

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APPENDIX A

REPORT
SEISMIC SURVEY

Ford Amphitheatre
Los Angeles, California

GEO*Vision* Project No. 12281

Prepared for

Leighton Consulting
17781 Cowen
Irvine, CA 92614
(949) 250-1421

Prepared by

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1124 Olympic Drive
Corona, CA 92881
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September 17, 2012

Report 12281-01 Rev 0

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APPENDICES

1 INTRODUCTION

A seismic refraction and surface wave survey was conducted at the Ford Amphitheatre in Los Angeles, California on August 30th through the 31st, 2012. The survey was conducted along two (2) arrays designated as S-1 and S-2 (Figure 1). The purpose of this investigation was to provide a shear (S) wave velocity profile to a depth of 30 meters (98.4 ft), or more, for UBC/IBC site classification and to determine depth to bedrock beneath the two (2) profiles.

Each array (S-1 and S-2) was collected using total lengths in the space available, as located by Leighton personnel. The endpoints and center of each array were recorded by **GEO*V**ision* using a submeter GPS (Table 1) and plotted on a site map (Figure 1). Array S-1 was located in the southern parking lot and had a total line length of 47 m. Array S-2 was located in the central parking lot and had a total line length of 70.5 m.

The average shear wave velocity of the upper 30 m (V_S30) is used in the NEHRP provisions and the Uniform Building Code (UBC) to separate sites into classes for earthquake engineering design (BSSC, 1994). The average shear wave velocity of the upper 100 feet (V_S100) is used in the International Building Code (IBC) for site classification. These site classes are as follows:

Class A – hard rock – $V_S30 > 1500$ m/s (UBC) or $V_S100 > 5{,}000$ ft/s (IBC)
Class B – rock – $760 < V_S30 \leq 1500$ m/s (UBC) or $2{,}500 < V_S100 \leq 5{,}000$ ft/s (IBC)
Class C – very dense soil and soft rock – $360 < V_S30 \leq 760$ m/s (UBC)
or $1{,}200 < V_S100 \leq 2{,}500$ ft/s (IBC)
Class D – stiff soil – $180 < V_S30 \leq 360$ m/s (UBC) or $600 < V_S100 \leq 1{,}200$ ft/s (IBC)
Class E – soft soil – $V_S30 < 180$ m/s (UBC) or $V_S100 < 600$ ft/s (IBC)
Class F – soils requiring site-specific evaluation

At many sites, active surface wave techniques (SASW and MASW) with the utilization of portable energy sources, such as hammers and weight drops, are sufficient to obtain a 30 m/100 ft S-wave velocity sounding. At sites with high ambient noise levels and/or very soft soils, these energy sources may not be sufficient to image to 30 m and a larger energy source, such as a bulldozer, is necessary. Alternatively, passive surface wave techniques, such as the refraction microtremor method of Louie (2001) or the array microtremor technique can be used to extend the depth of investigation at sites that have adequate noise levels.

The following sections include a discussion of equipment and field procedures, data processing, results of the geophysical survey and conclusions.

2 EQUIPMENT AND FIELD PROCEDURES

Seismic refraction and surface wave equipment used during this investigation consisted of two Geometrics Geode 24-channel signal enhancement seismographs, 4.5 Hz vertical geophones, seismic cables with 10-foot takeouts, a 3 lb hammer, a 10 lb hammer, a 20 lb sledgehammer, a vehicle mounted accelerated weight drop and an aluminum plate. The GPS system consisted of a Trimble ProXRS with OmniSTAR submeter differential corrections.

Each seismic line consisted of one spread of 48 geophones aligned in a linear array. Each spread was placed with geophones spaced 1 to 1.5 m apart for a total length of 47 to 70.5 m as outlined in Table 1. All geophone locations were measured using a 100-meter tape measure. Relative elevations along each seismic line were surveyed using a Nikon AP-7 automatic level.

Up to 31 shot point locations were occupied on each line: off-end shots, end shots and multiple interior shot points located between every fourth geophone. Site access and topography limited the placement of some of the off-end shot points and the energy source used.

A typical seismic survey field layout is shown in Appendix A. The 20 lb sledgehammer or a vehicle mounted accelerated weight drop (AWD) were used as the energy source for each shot point. The 3 lb hammer and 10 lb hammer were used for the 1 m to 1.5 m offset source locations and the shot point located at the center of the array. A Geometrics hammer switch attached to the sledgehammer, or mounted on the aluminum plate, and coupled to the Geode via a trigger extension was used to trigger the seismograph upon impact. The final seismic record at each shot point was the result of stacking 5 to 10 shots to increase the signal to noise ratio. All seismic records were stored on a laptop computer. Data files were named with the sequential line, spread and shot number and a ".dat" extension (i.e. data file 1105.dat is the seismic record from line 1, spread 1, shot 5). Data acquisition parameters, file names and leveling data were recorded on a field form, which is retained in project files.

3 METHODOLOGY

3.1 Seismic Refraction Technique

Detailed discussions of the seismic refraction method can be found in Telford et al. (1990), Dobrin and Savit (1988) and Redpath (1973).

When conducting a seismic survey, acoustic energy is input to the subsurface by an energy source such as a sledgehammer impacting a metallic plate, weight drop, vibratory source or explosive charge. The acoustic waves propagate into the subsurface at a velocity dependent upon the elastic properties of the material through which they travel. When the waves reach an interface where the density or velocity changes significantly, a portion of the energy is reflected back to the surface and the remainder is transmitted into the lower layer. Where the velocity of the lower layer is higher than that of the upper layer, a portion of the energy is also critically refracted along the interface. Critically refracted waves travel along the interface at the velocity of the lower layer and continually refract energy back to the surface. Receivers (geophones) laid out in linear array on the surface, record the incoming refracted and reflected waves. The seismic refraction method involves analysis of the travel times of the first energy to arrive at the geophones. These first arrivals are from either the direct wave (at geophones close to the source) or critically refracted waves (at geophones further from the source).

Analysis of seismic refraction data depends upon the complexity of the subsurface velocity structure. If the subsurface target is planar in nature then the slope intercept method (Telford et al., 1990) can be used to model multiple horizontal or dipping planar layers. A minimum of one end shot is required to model horizontal layers and reverse end shots are required to model dipping planar layers. If the subsurface target is undulating (i.e. bedrock valley) then layer based analysis routines such as the generalized reciprocal method (Palmer, 1980 and 1981; Lankston and Lankston, 1986 and Lankston, 1990), reciprocal method (Hawkins, 1961) also referred to as the ABC method, Hales' method (Hales, 1958), delay time method (Wyrobek, 1956 and Gardner, 1967), time-term inversion (Scheidegger and Willmore, 1959), plus-minus method (Hagedoorn, 1959) and wavefront method (Rockwell, 1967) are required to model subsurface velocity structure. These methods generally require a minimum of 5 shot points per spread (end shots, off-end shots and a center shot). If subsurface velocity structure is complex and cannot be adequately modeled using layer-based modeling techniques (i.e. complex weathering profile in bedrock, numerous lateral velocity variations), then Monte Carlo or tomographic inversion techniques (Zhang and Toksoz, 1998; Schuster and Quintus-Bosz, 1993) are required to model the seismic refraction data. These techniques require a high shot density; typically every 2 to 6 stations/geophones. Generally, these techniques cannot effectively take advantage of off-end shots to extend depth of investigation, so longer profiles are required.

Errors in seismic refraction models can be caused by velocity inversions, hidden layers or lateral velocity variations. At sites with steeply dipping or highly irregular bedrock surfaces, out of plane refractions (refractions from structures to the side of the line rather than from beneath the line) may severely complicate modeling. A velocity inversion is a geologic layer with a lower seismic velocity than an overlying layer. Critical refraction does not occur along such a layer because velocity has to increase with depth for critical refraction to occur. This type of layer, therefore, cannot be recognized or modeled and depths to underlying layers would be

overestimated. A hidden layer is a layer with a velocity increase, but of sufficiently small thickness relative to the velocities of overlying and underlying layers, that refracted arrivals do not arrive at the geophones before those from the deeper, higher velocity layer. Because the seismic refraction method generally only involves the interpretation of first arrivals, a hidden layer cannot be recognized or modeled and depths to underlying layers would be underestimated. Saturated sediments, overlying high velocity bedrock can be a hidden layer under many field conditions. However, saturated sediments generally have a much higher velocity than unsaturated sediments, typically in the 5,000 to 7,000 ft/s range, and can occasionally be interpreted as a second arrival when the layer does not give rise to a first arrival. A subsurface velocity structure that increases as a function of depth rather than as discrete layers will also cause depths to subsurface refractors to be underestimated, in a manner very similar to that of the hidden layer problem. Lateral velocity variations that are not adequately addressed in the seismic models will also lead to depth errors. Tomographic imaging techniques can often resolve the complex velocity structures associated with hidden layers, velocity gradients and lateral velocity variations. However, in the event of an abrupt increase in velocity at a geologic horizon, the velocity model generated using tomographic inversion routines will smooth the horizon with velocity being underestimated at the interface and possibly overestimated at depth.

3.2 Surface Wave Technique

A discussion of active and passive surface wave methods is provided in the technical note included as Appendix A. Active surface wave techniques include the spectral analysis of surface waves (SASW) and multi-channel array surface wave (MASW) methods. The passive surface wave technique consisted of the array microtremor method.

The basis of surface wave methods is the dispersive characteristic of Rayleigh waves when propagating in a layered medium. The phase velocity, V_R, depends primarily on the material properties (V_S, mass density, and Poisson's ratio or compression wave velocity) over a depth of approximately one wavelength. Waves of different wavelengths, λ, (or frequencies, f) sample different depths. As a result of the variance in the shear stiffness of the layers, waves with different wavelengths travel at different phase velocities; hence, dispersion. A surface wave dispersion curve, or dispersion curve for short, is the variation of V_R with λ or f.

The SASW and MASW methods are in-situ seismic methods for determining shear wave velocity (V_S) profiles (Stokoe et al., 1994; Stokoe et al., 1989; Park et al., 1999a and 1999b, Foti, 2000). Surface wave techniques are non-invasive and non-destructive, with all testing performed on the ground surface at strain levels in the soil in the elastic range (< 0.001%). SASW testing consists of collecting surface wave phase data in the field, generating the dispersion curve, and then using iterative forward or inverse modeling to calculate the shear stiffness profile. MASW testing consists of collecting multi-channel seismic data in the field and applying a wavefield transform to obtain the dispersion curve and data modeling.

A detailed description of the SASW field procedure is given in Joh, 1996. A vertical dynamic load is used to generate horizontally-propagating Rayleigh waves. The ground motions are monitored by two, or more, vertical receivers and recorded by the data acquisition system

capable of performing both time- and frequency-domain calculations. Theoretical, as well as practical considerations, such as attenuation, necessitate the use of several receiver spacings to generate the dispersion curve over the wavelength range required to evaluate the stiffness profile. To minimize phase shifts due to differences in receiver coupling and subsurface variability, the source location is reversed.

After the time-domain motions from the two receivers are converted to frequency-domain records using the Fast Fourier Transform, the cross power spectrum and coherence are calculated. The phase of the cross power spectrum, ϕ_w (f), represents the phase differences between the two receivers as the wave train propagates past them. It ranges from $-\pi$ to π in a wrapped form and must be unwrapped through an interactive process called masking. Phase jumps are specified, near-field data (wavelengths longer than three times the distance from the source to first receiver), and low-coherence data are removed. The experimental dispersion curve is calculated from the unwrapped phase angle and the distance between receivers by:

$$V_R = f * d_2/(\Delta\phi/360°),$$

Where V_R is Rayleigh wave phase velocity, f is frequency, d_2 is the distance between receivers, and $\Delta\phi$ is the phase difference in degrees.

WinSASW V1, a program developed at the University of Texas at Austin, or WinSASW V2 (Joh, 2002) is used to reduce SASW data and interpret the dispersion curve.

A detailed description of the MASW method is given by Park, 1999a and 1999b. Ground motions are recorded by 24 or more geophones spaced 1 to 2 m apart and aligned in a linear array and connected to a seismograph. A wavefield transform, such as the f-k or τ-p transform, is applied to the time history data to isolate the surface wave dispersion curve. PICKWIN95, software developed by Oyo Corporation is typically used to process the MASW data and obtain the dispersion curve.

A detailed discussion of the array microtremor method can be found in Okada, 2003. This technique uses 4 to 24 receivers aligned in a 2-dimensional array. Triangle, circle, semi-circle and "L" shaped arrays are commonly used, although any 2-dimensional arrangement of receivers can be used. Receivers typically consist of 1 to 4.5 Hz geophones. The triangle array, which consists of several embedded equilateral triangles, is often used as it provides good results with a relatively small number of geophones. With this array the outer side of the triangle should be at least equal to the desired depth of investigation. The "L" array is useful at sites located at the corner of perpendicular intersecting streets. Typically 10 to 20, 30-second noise records are acquired for analysis. The surface wave dispersion curve is estimated by calculating the spatial autocorrelation (SPAC) function for the time-history data. A first-order Bessel function is fit to the SPAC function to obtain the dispersion curve (phase velocity at each frequency). PICKWIN95, software developed by Oyo Corporation is typically used to process the array microtremor data and obtain the dispersion curve.

The active and passive surface wave techniques compliment one another as outlined below:

- SASW/MASW techniques image the shallow velocity structure which cannot be imaged by the microtremor technique and is needed for an accurate V_S30/V_S100' estimate.
- Microtremor techniques work best in noisy environments where SASW/MASW depth investigation may be limited.
- In a noisy environment the microtremor technique will usually extend the depth of an SASW/MASW sounding.
- The degree of fit in the overlapping portion of the dispersion curves from the two techniques provides a level of confidence in the results.

The dispersion curves generated from the active and passive surface wave soundings are generally combined and modeled. Typically, WinSASW V1 or V2 is used to model the data, whereby through iterative forward and/or inverse modeling, a V_S profile is found whose theoretical dispersion curve is a close fit to the field data.

The final model profile is assumed to represent actual site conditions. Several options exist for forward modeling: a formulation that takes into account only fundamental-mode Rayleigh wave motion (called the 2-D solution) and one that includes all stress waves and incorporates receiver geometry (3-D solution) (Roesset et al., 1991).

The theoretical model used to interpret the dispersion assumes horizontally layered, laterally invariant, homogeneous-isotropic material. Although these conditions are seldom strictly met at a site, the results of active and/or passive surface wave testing provide a good "global" estimate of the material properties along the array. The results may be more representative of the site than a borehole "point" estimate.

Based on our experience at other sites, the shear wave velocity models determined by surface wave testing are within 20% of the velocities that would be determined by other seismic methods (Brown, 1998). The average velocity of the upper 30 meters or 100 feet, however, is much more accurate than this, often to better than 5%, because it is less sensitive to the layering in the model.

4 DATA REDUCTION AND MODELING

4.1 Seismic Refraction Survey

Seismic refraction data were first modeled using the generalized reciprocal method (GRM), as outlined in Palmer, 1980 and 1981, Lankston and Lankston, 1986, and Lankston, 1990. GRM is a seismic-refraction interpretation method designed to accurately map undulating refractor surfaces from in-line refraction data using both forward and reverse shots. This method can accurately model refractor surfaces with dips of less than 20 degrees. The seismic refraction models developed using the GRM technique were used as starting models for the tomographic inversion discussed later in this section.

The first step in data processing consisted of picking the arrival time of the first energy received at each geophone (first arrival) for each shot point. The first arrivals on each seismic record are either a direct arrival from a compressional (P) wave traveling in the uppermost layer or a refracted arrival from a subsurface interface where there is a velocity increase. First-arrival times were selected using the automatic and manual picking routines in the software package SeisImager™ (Oyo Corporation). These first arrival times were saved in an ASCII file containing shot location, geophone locations and associated first arrival time. Errors in the first arrival times were variable with error generally increasing with distance from the shot point. First arrival picking errors probably averaged about 1 ms with error probably less than 0.5 ms at geophone locations near the shot point and up to 2 ms at distal geophone locations.

Relative elevations for each geophone location were calculated from the leveling data using a spreadsheet and converted to approximate elevations using GPS data collected at the end of each line.

Data qualities were affected by factors such as: on site activity (e.g. traffic), weak coupling of geophones and source to the asphalt surface and geologic conditions. For certain lines, data acquisition was delayed due to traffic noise and continued when traffic ceased or lessened to acceptable limits.

The seismic refraction data were processed using the GRM computer program VIEWSEIS (Viewlog Systems, Inc.). The first arrival and elevation data files were entered into the program and time-distance plots for the forward and reverse shots were generated. Forward shots are shot points where energy travels from geophone 1 to 48. Energy travels in the opposite direction for reverse shots and shots inside each spread (interior and center shots) have both forward and reverse components. The first arrival data for all the shot points were then assigned to the layer from which they were refracted. Two layers were assigned to the travel time data. These layers corresponded to sediments and bedrock/saturated sediments. The travel time data refracted from the deepest imaged layer were then phantomed (shifted in time) to line up with the travel-time data associated with the zero-offset end shot, therefore, forming a single travel-time curve for each refractor along the line. This method was employed for both forward and reverse shots. After phantoming was completed, GRM processing was conducted to generate depth and velocity models.

Seismic refraction data were then modeled using the tomographic analysis technique available in the SeisImager™ Plotrefa software package, developed by Oyo Corporation. Refraction tomography techniques are often able to resolve complex velocity structure (e.g. velocity gradients) that can be observed in bedrock weathering profiles. Layer based modeling techniques such as the GRM are not able to accurately model the velocity gradients that can be observed in weathered bedrock.

Tomographic analysis was conducted as outlined in the following steps. An initial model was generated using parameters outlined by the processor. The initial model had 20 layers with the top of the bottom layer at a depth related to the imaged depth of the model. Velocity ranges were also set to values outside of the starting model minimum and maximum. The velocity models were extended to permit the use of off-end shot points during the inversion. A minimum of 20 iterations of non-linear raypath inversion were then implemented to improve the fits of the travel time curves to near-surface sediments/rock. After each set of inversions were completed, the initial parameters were adjusted and the model run again in an iterative process. These steps were repeated until acceptable fits and RMS error were achieved. The final tomographic velocity models for the seismic line were exported as ASCII files and imported into the Geosoft Oasis montaj® v7 mapping system where the velocity model was gridded, contoured and annotated for presentation.

4.2 Surface Wave Survey

The MASW data were reduced using the software Seismic Pro Surface V6.0 developed by Geogiga using the following steps:

- Input seismic record into software.
- Enter receiver spacing, geometry and wavelength restrictions, as necessary.
- Apply wavefield transform to seismic record to convert the data to phase velocity – frequency space.
- Identify and pick dispersion curve.
- Repeat for all shot records and merge dispersion curves.
- Convert dispersion curves to WinSASW format for modeling.

The surface wave dispersion curves from the active surface wave data were used for modeling. An iterative forward modeling process was used to generate an S-wave velocity model for the sounding. During this process an initial velocity model was generated based on general characteristics of the dispersion curve. The theoretical dispersion curve was then generated using the 2-D modeling algorithm (fundamental mode Rayleigh wave dispersion module) and compared to the field dispersion curve. Adjustments were then made to the thickness and velocities of each layer and the process repeated until an acceptable fit to the field data was obtained.

Data inputs into the modeling software included layer thickness, S-wave velocity, P-wave velocity and mass density. P-wave velocity and mass density only have a very small influence (i.e. less than 10%) on the S-wave velocity model generated from a surface wave dispersion

curve. However, realistic assumptions for P-wave velocity, which is impacted by the location of the bedrock, and mass density will slightly improve the accuracy of the S-wave velocity model.

Constant mass density values of 1.7 to 2.2 g/cc were used in the profile for subsurface soils. Variation in mass density has a negligible effect on surface wave dispersion within the normal range encountered in geotechnical engineering. During data modeling, the compression wave velocity, V_P, of unsaturated soils was estimated using a Poisson's ratio, ν, of 0.30 and the relationship:

$$V_P = V_S \left[(2(1-\nu))/(1-2\nu)\right]^{0.5}$$

Depth to groundwater at this site is unknown. For modeling purposes, the water table was assumed to be greater than 30 m. The presence of water at a depth of less than 30 m would have a negligible effect on the model and V_{S30}.

5 DISCUSSION OF RESULTS

The seismic tomography models for S-1 and S-2 are presented as Figures 2 and 3, respectively. The color scheme used on the tomography images consist of blue-green, yellow-orange and red-pink representing low, intermediate and high velocities, respectively. The transition from blue to green occurs at a velocity of 800 m/s and the transition from green to yellow occurs at a velocity of 1,400 m/s. The transition from orange to red occurs at 2,200 m/s. The GRM model is not presented as it was considered redundant.

Tomographic inversion techniques will typically model a gradual increase in velocity with depth even if an abrupt velocity contact is present. Therefore, if velocity gradients are not present, tomographic inversion routines will overestimate and underestimate velocity above and below a layer contact, respectively. Velocity gradients can, however, be very common in geologic environments with alluvial deposits and weathered rock, such as the project site. In tomographic images, layer contacts are not clearly defined and thus, ranges of velocities are used to interpret possible rock conditions and competency. For the purpose of discussion, velocities of less than 500 m/s are considered to be unconsolidated sediments, velocities in the 1,000 m/s to 2,000 m/s range are interpreted as weathered rock and velocities greater than 2,500 m/s are the interpreted rock layer.

The fit of the theoretical dispersion curves to the experimental data collected and the modeled V_S profiles for S-1 and S-2 are presented in Figures 3 and 4, respectively. The resolution decreases gradually with depth because of the loss of sensitivity of the dispersion curve to changes in V_S at greater depth. The V_S profiles used to match the field data of S-1 and S-2 is provided in tabular form as Table 2 and 3.

Analysis of Rayleigh wave (MASW) data was very difficult due to higher modes (probable first higher mode) that were dominant at high frequencies. The data were modeled using an effective mode modeling approach which allowed the jump from fundamental mode to first higher mode to be modeled. The half space velocity is not well constrained; however, this has no effect on V_{S30} because the upper portion of the subsurface controls the average shear wave velocity for the profile. It is our recommendation that Love wave (MALW) techniques should be performed at this site; it has been our experience that dominant higher modes are not an issue in MALW data.

5.1 Seismic Array S-1

The seismic refraction tomography model for seismic array S-1 is presented as Figure 2. The seismic tomography model for this line shows a thicker layer of sediments on the western side of the line with a gradual decrease in thickness toward the eastern portion of the line. The interpreted unconsolidated sediments at the 500 m/s contour are approximately 1 m thick beneath the western and central portion and less than 1 m beneath the eastern portion of the line. The interpreted weathered rock unit at the 1,000 m/s contour is approximately 4 m deep beneath the western and central portion and 3 m beneath the eastern portion of the line. The interpreted rock unit at the 2,500 m/s contour is approximately 8 m deep beneath the western and central portion and 9 m beneath the eastern portion of the line. The large change in depth between the 1,000 m/s

and 2,500 m/s contours likely reflects a weathered rock zone and not an abrupt contact between the two interpreted layers.

The shear wave velocity profile for seismic array S-1 consists of about 2.75 m of soft sediments or fill material with an S-wave velocity of 190 m/s to 218 m/s. At a depth of approximately 4.75 m, S-wave velocity increases from about 285 m/s to 820 m/s. S-wave velocity increases to about 1,008 m/s at a depth of about 10 m. S-wave velocity is relatively uniform between a depth of 10 m and 30 m, ranging from about 1,008 to 1,194 m/s. Average shear wave velocity to a depth of 30 m, V_{S30}, is 652 m/s at the location of the surface wave array.

5.2 Seismic Array S-2

The seismic refraction tomography model for seismic array S-2 is presented as Figure 3. The seismic tomography model for this line shows a thicker layer of sediments on the northern side of the line with a gradual decrease in thickness toward the southern portion of the line. The interpreted unconsolidated sediments at the 500 m/s contour are less than 1 m thick beneath the southern portion and approximately 2 m beneath the central and northern portion of the line. The interpreted weathered rock unit at the 1,000 m/s contour is approximately 2 m deep beneath the southern portion and 6 m to 7 m beneath the central and northern section of the line. The interpreted rock unit at the 2,500 m/s contour is approximately 15 m deep beneath the southern portion, about 14 m deep beneath the central portion and 16 m beneath the northern portion of the line. The large change in depth between the 1,000 m/s and 2,500 m/s contours likely reflects a weathered rock zone and not an abrupt contact between the two interpreted layers.

The shear wave velocity profile for seismic array S-2 consists of about 2.5 m of soft sediments or fill material with an S-wave velocity of 147 m/s to 234 m/s. Below a depth of 5 m, S-wave velocity increases from about 385 m/s to 715 m/s at a depth of approximately 8.75 m. S-wave velocity increases to about 1,014 m/s at a depth of about 14 m. Below a depth of 20 m, S-wave velocity increases from about 1,230 m/s to 1,508 m/s at a depth of approximately 27 m. Average shear wave velocity to a depth of 30 m, V_{S30}, is 573 m/s at the location of the surface wave array.

6 CONCLUSION

A seismic refraction and surface wave survey was conducted along two (2) lines (S-1 and S-2) at Ford Amphitheatre in Los Angeles, California. The locations of the seismic lines are presented in Figure 1 and Table 1.

The seismic refraction survey was conducted to determine the depth to rock. The seismic refraction tomography models for seismic arrays S-1 and S-2 are presented as Figure 3 and 4, respectively. The interpreted weathered rock unit is approximately 4 m deep beneath the western and central portion and 3 m beneath the eastern portion of array S-1 and approximately 2 m deep beneath the southern portion and 6 to 7 m beneath the central and northern portion of the array S-2. The interpreted rock unit is approximately 8 m deep beneath the western and central portion and 9 m beneath the eastern portion of the array S-1. The interpreted rock unit beneath seismic array S-2 is approximately 15 m deep beneath the southern portion, about 14 m deep beneath the central portion and 16 m beneath the northern portion of the line.

Active surface wave measurements using MASW were made at two locations to characterize shear wave velocity of the upper 30 m, or more. The locations of the active surface wave arrays are presented in Figure 1 and Table 1. The shear wave velocity depth profiles (S-1 and S-2) determined by this method are presented as Figures 3 and 4 and in Tables 2 and 3.

V_{S30} is approximately 652 m/s beneath the surface wave array S-1. V_S30 is approximately 573 m/s beneath the surface wave array S-2. Therefore, according to the Uniform and International Building Codes, the area in the vicinity of the arrays is classified as Class C, very dense soil and soft rock.

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8 CERTIFICATION

All geophysical data, analysis, interpretations, conclusions, and recommendations in this document have been prepared under the supervision of and reviewed by a **GEO*Vision*** California Professional Engineer.

Prepared by

09/17/12

David Carpenter — Date
Staff Geophysicist
GEO*Vision* Geophysical Services

Reviewed and approved by

09/17/12

Antony Martin — Date
California Professional Geophysicist, P.GP 989
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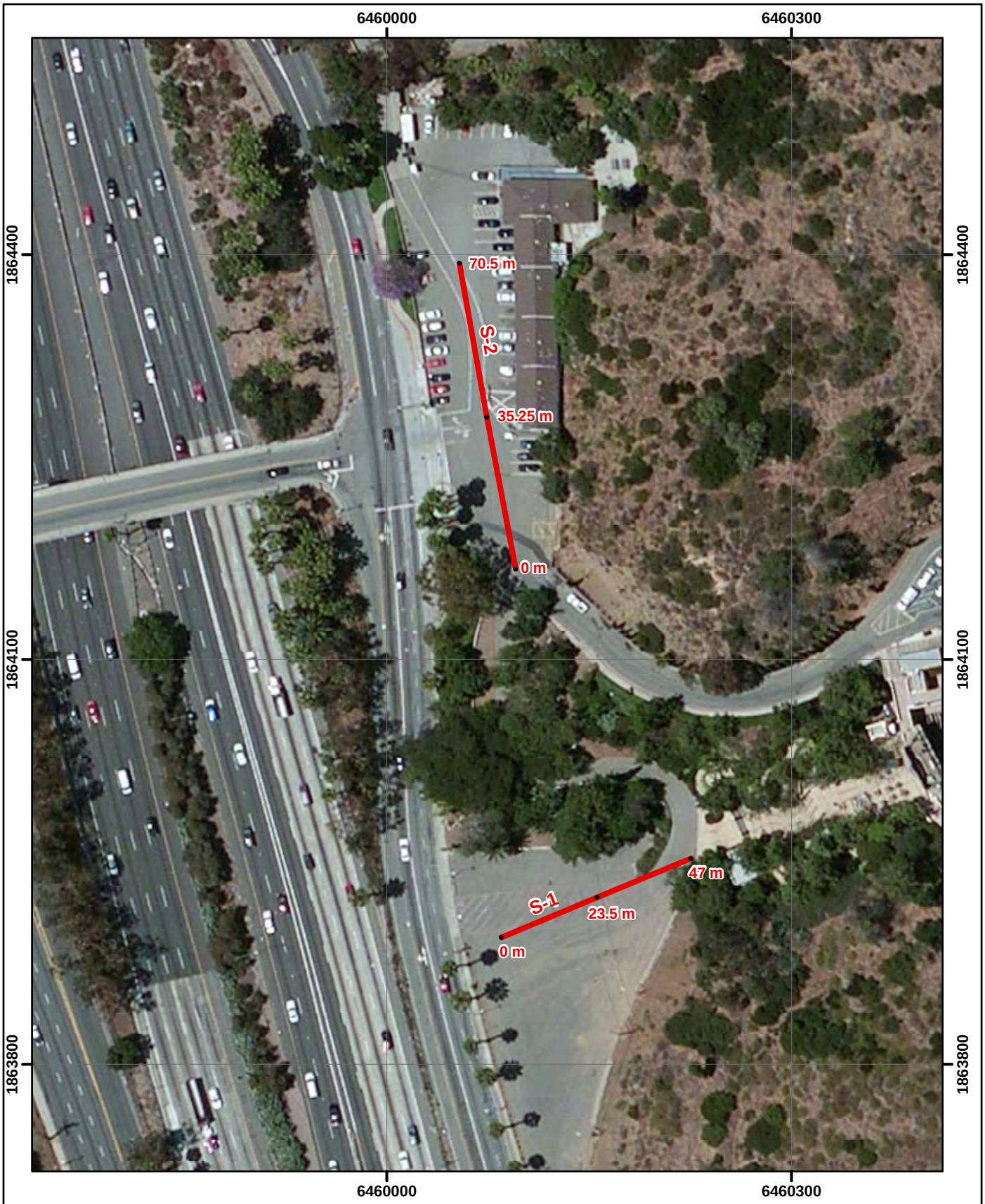
* This geophysical investigation was conducted under the supervision of a California Professional Engineer using industry standard methods and equipment. A high degree of professionalism was maintained during all aspects of the project from the field investigation and data acquisition, through data processing interpretation and reporting. All original field data files, field notes and observations, and other pertinent information are maintained in the project files and are available for the client to review for a period of at least one year.

  A professional engineer's certification of interpreted geophysical conditions comprises a declaration of his/her professional judgment. It does not constitute a warranty or guarantee, expressed or implied, nor does it relieve any other party of its responsibility to abide by contract documents, applicable codes, standards, regulations or ordinances.

FIGURES



Legend
Seismic Array

0 30 60 90
Feet

N

NOTES:
1. California State Plane Coordinate System, NAD 83 Zone V (0405), US Feet
2. Image Source: (c) Microsoft Corporation and its data suppliers

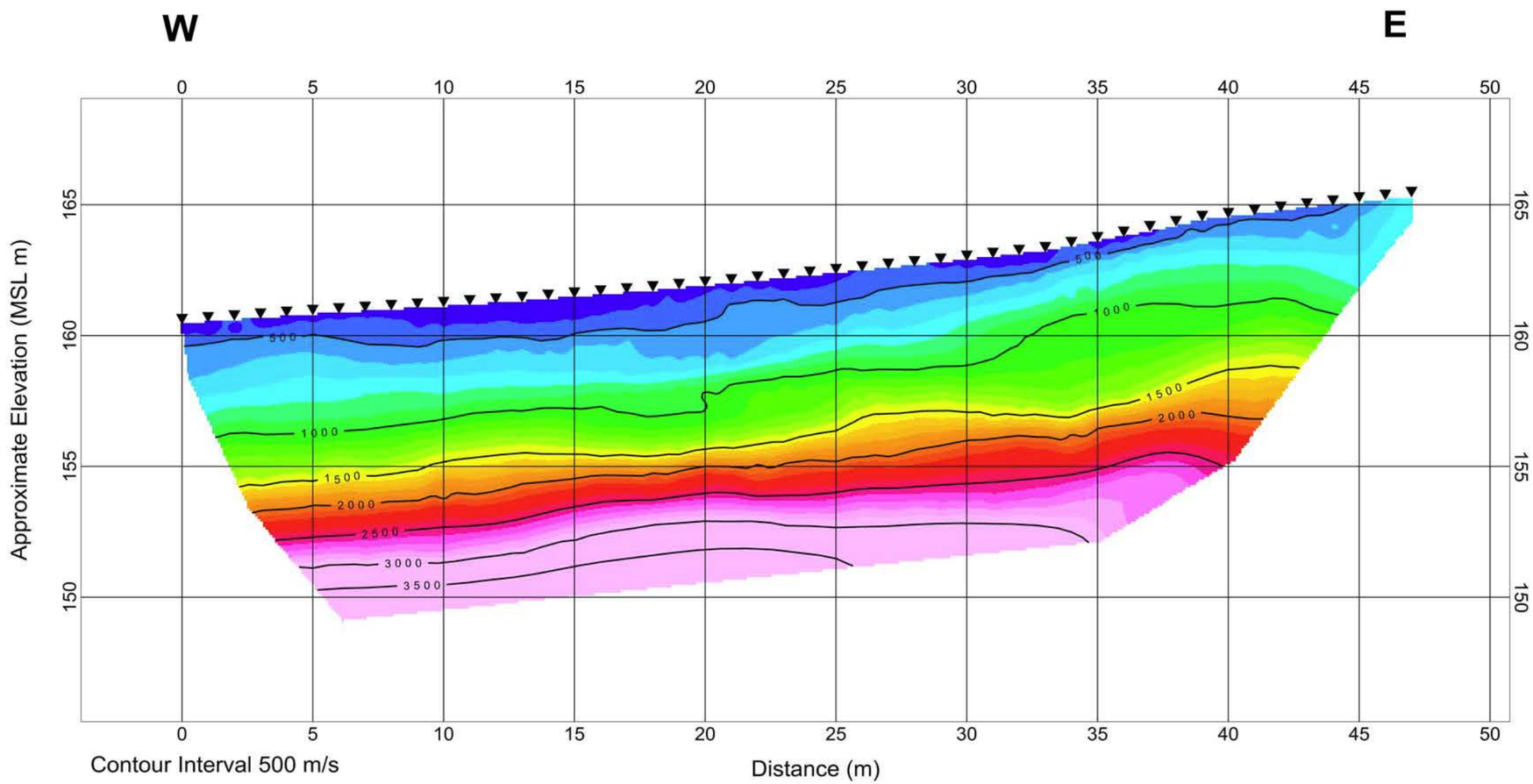
GEOVision geophysical services

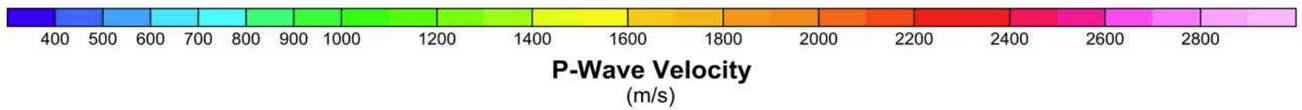
Date:	9/6/2012
GV Project:	12281
Developed by:	D Carpenter
Drawn by:	T Rodriguez
Approved by:	W Dalrymple
File Name:	12281-1.MXD

FIGURE 1
SITE MAP

FORD AMPHITHEATER
LOS ANGELES, CA

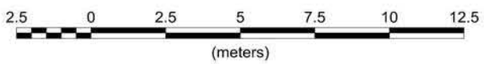
PREPARED FOR
LEIGHTON CONSULTING





LEGEND

▼ Geophone Location



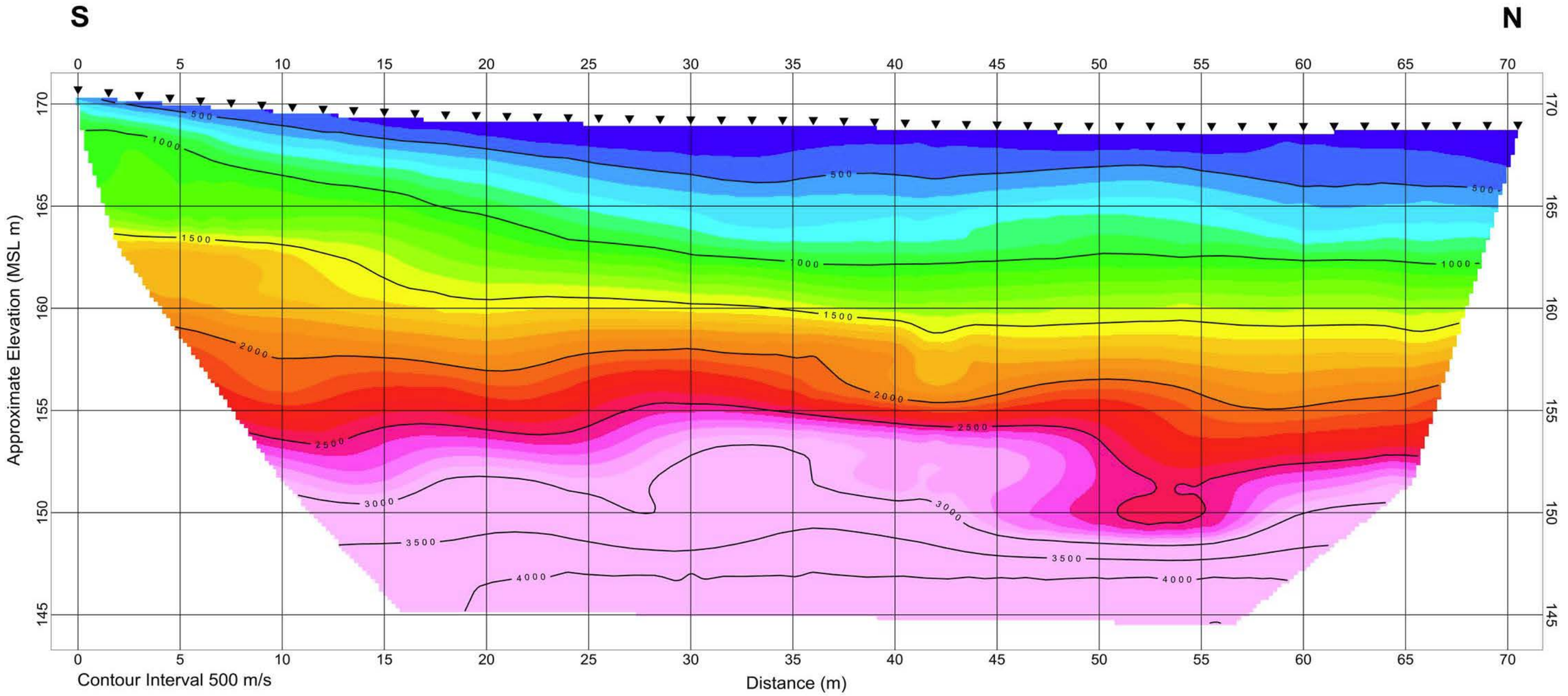
GEOVision geophysical services

Figure 2

S-1 Seismic Tomography Model
GV Project No. 12281

Ford Amphitheatre
Los Angeles, California

Prepared for Leighton Consulting



LEGEND

▼ Geophone Location

2.5 0 2.5 5 7.5 10 12.5
(meters)

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Figure 3

S-2 Seismic Tomography Model
GV Project No. 12281

Ford Amphitheatre
Los Angeles, California

Prepared for Leighton Consulting

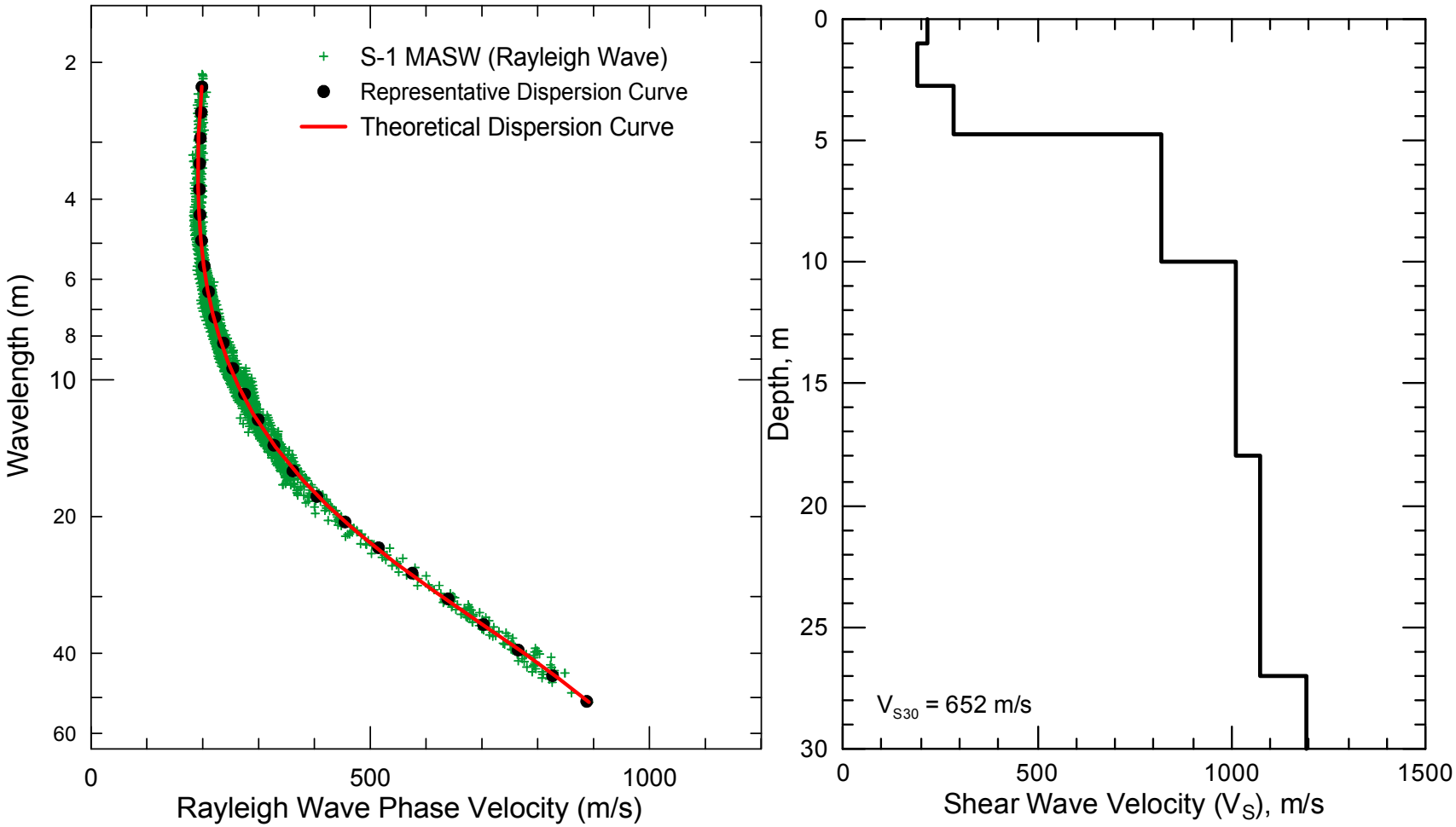


Figure 4: S-1 Field, representative and inverted theoretical Rayleigh wave dispersion data (left) and associated V_S model (right)

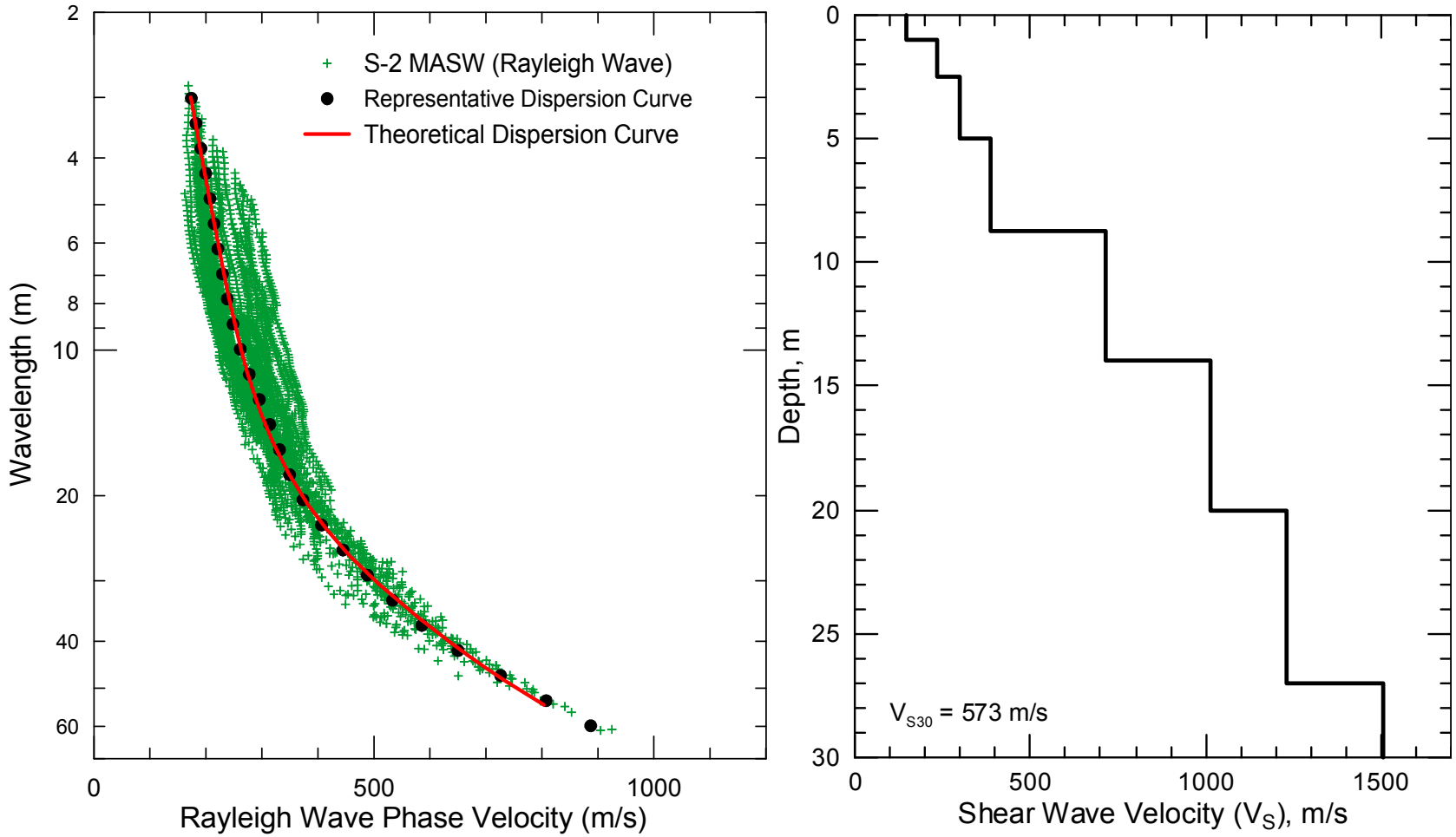


Figure 5: S-2 Field, representative and inverted theoretical Rayleigh wave dispersion data (left) and associated V_S model (right)

TABLES

Table 1: Seismic Line Geometry

Line	Location (m)	Spacing (m)	Northing (US Ft)	Easting (US Ft)
S-1	0	1	1,863,894	6,460,085
S-1	47		1,863,952	6,460,226
S-2	0	1.5	1,864,167	6,460,096
S-2	70.5		1,864,393	6,460,054

Notes:

1. Coordinates collected using a Trimble ProXRS GPS system with OmniSTAR differential corrections.
2. Coordinates in California State Plane, NAD83, Zone V (0405), US Survey Feet.

Table 2 Velocity Model for S-1 Surface Wave Array

Depth to Top of Layer (m)	Layer Thickness (m)	S-Wave Velocity (m/s)	Inferred P-Wave Velocity (m/s)	Assumed Poisson's Ratio	Assumed Density (g/cm^3)
0	1	218	406	0.3	1.70
1	1.75	190	356	0.3	1.70
2.75	2	285	533	0.3	1.75
4.75	5.25	820	1535	0.3	2.10
10	8	1,008	1,888	0.3	2.15
18	9	1,072	2,006	0.3	2.15
27	>3	1,194	2,236	0.3	2.2

Table 3 Velocity Model for S-2 Surface Wave Array

Depth to Top of Layer (m)	Layer Thickness (m)	S-Wave Velocity (m/s)	Inferred P-Wave Velocity (m/s)	Assumed Poisson's Ratio	Assumed Density (g/cm^3)
0	1	147	274	0.3	1.60
1	1.5	234	441	0.3	1.70
2.5	2.5	296	554	0.3	1.75
5	3.75	385	723	0.3	1.90
8.75	5.25	715	1,334	0.3	2.10
14	6	1,014	1,892	0.3	2.15
20	7	1,230	2,295	0.3	2.15
27	>3	1,508	2,828	0.3	2.2

APPENDICES

SEISMIC REFRACTION METHOD

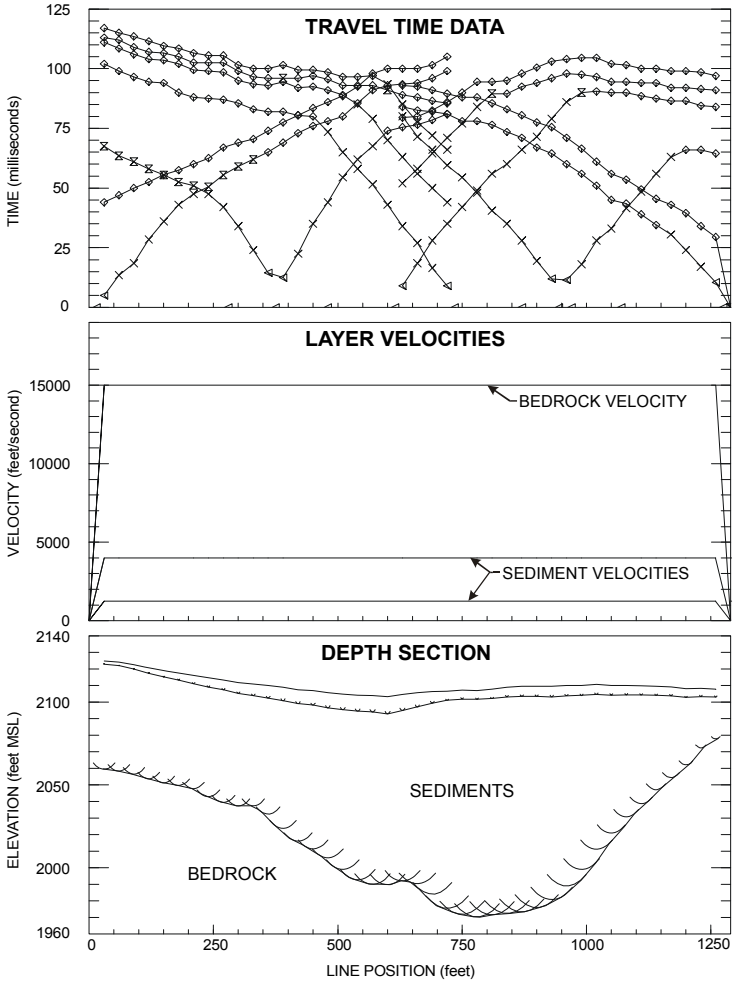
GEO*Vision* conducts high-resolution seismic refraction and seismic reflection surveys in support of a variety of engineering, environmental, and hydrogeologic investigations.

When conducting seismic surveys, acoustic energy is input to the subsurface by an energy source such as a sledgehammer impacting a metallic plate, weight drop, vibratory source, or explosive charge. The acoustic waves propagate into the subsurface at a velocity dependent upon the elastic properties of the material through which they travel. When the waves reach an interface where the density or velocity changes significantly, a portion of the energy is reflected back to the surface, and the remainder is transmitted into the lower layer. Where the velocity of the lower layer is higher than that of the upper layer, a portion of the energy is also critically refracted along the interface. Critically refracted waves travel along the interface at the velocity of the lower layer and continually refract energy back to surface. Receivers (geophones), laid out in linear array on the surface, record the incoming refracted and reflected waves. The seismic refraction method involves analysis of the travel times of the first energy to arrive at the geophones. These first arrivals are from either the direct wave (at geophones close to the source), or critically refracted waves (at geophones further from the source). The seismic reflection method involves the analysis of reflected waves, which occur later in the seismic record.

GEO*Vision* uses the seismic refraction method to:

- **Map bedrock topography**
- **Map depth to groundwater**
- **Map faults in bedrock**
- **Map faults forming groundwater barriers**
- **Characterize landslides**
- **Estimate bedrock rippability**
- **Evaluate soil and rock properties**

Seismic Refraction Survey in Mojave Desert, California using XLR8 2700 lb Accelerated Weight Drop Energy Source



Seismic Refraction Survey to Map Bedrock Topography

1124 Olympic Drive, Corona, California 92881 ph 951-549-1234 fx 951-549-1236 www.geovision.com

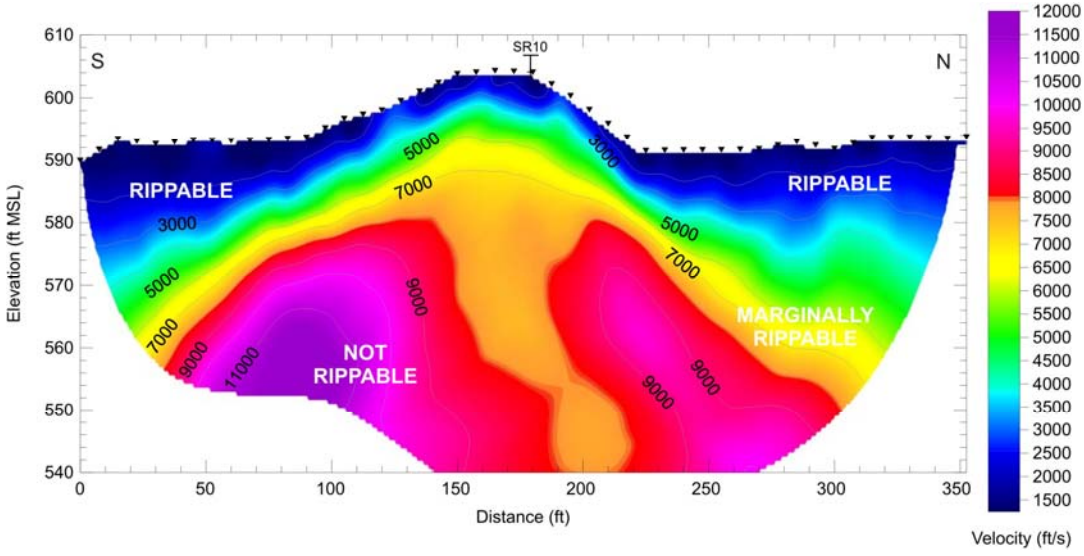
GEO*Vision* seismic refraction equipment includes:

- Multiple Geometrics Geode 24-channel seismographs
- Oyo DAS-1 seismograph with 144-channel capability
- Seismic refraction cables with 10 to 55 ft takeouts
- 4.5, 8 and 10 Hz geophones
- 40 and 100 kg accelerated weight drop energy sources
- Betsy downhole percussion firing rod
- Seismic Source and Gisco radio trigger modules
- High-voltage blaster

100 kg Accelerated Weight Drop

Geometrics Geode Seismographs

Analysis of seismic refraction data depends upon the complexity of the subsurface seismic velocity structure. If the subsurface target is planar in nature then the slope intercept method can be used to model multiple horizontal or dipping planar layers. A minimum of one end shot is required to model horizontal layers and reverse end shots are required to model dipping planar layers. If the subsurface target is undulating and exhibits an abrupt velocity increase (e.g. basement surface) then layer based analysis routines such as the generalized reciprocal method, delay time method, time-term method, plus-minus method and wavefront method are required to model subsurface velocity structure. These methods generally require a minimum of 5 to 7 shot points per spread (end shots, off end shots and a center shot). If subsurface velocity structure is complex and cannot be adequately modeled using layer-based modeling techniques (e.g., complex weathering profile in bedrock, numerous lateral velocity variations), then tomographic inversion techniques are best suited to model the seismic refraction data. These techniques require a high shot density (typically every 2 to 6 stations/ geophones).



Seismic Refraction Survey to Map Bedrock Rippability

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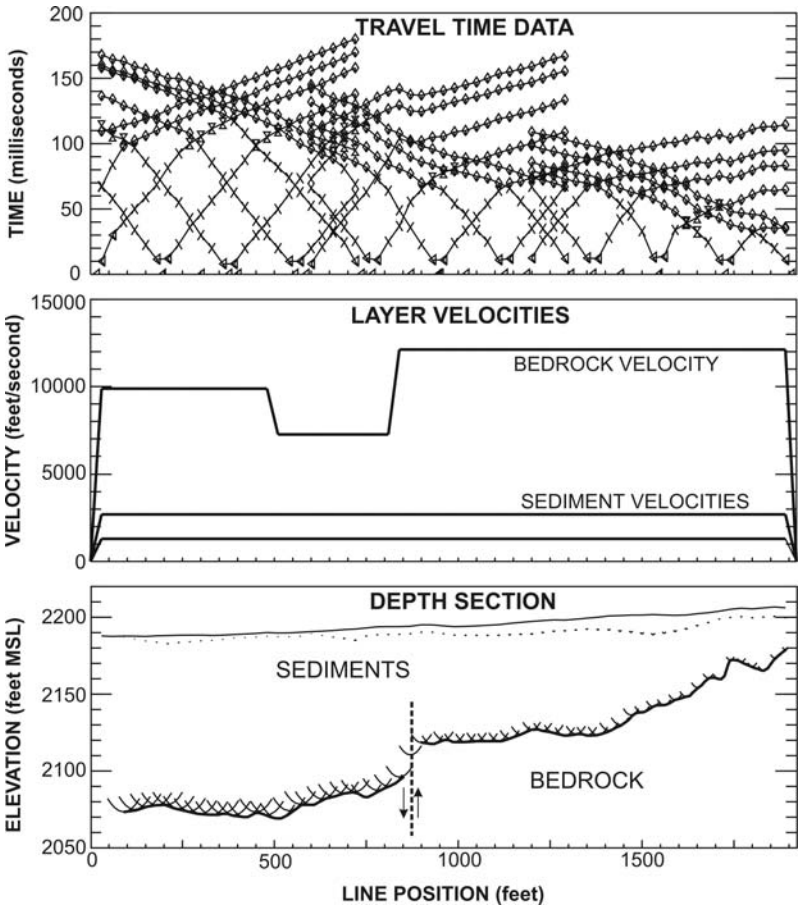
GEO*Vision* maintains several software packages to model seismic refraction data including:

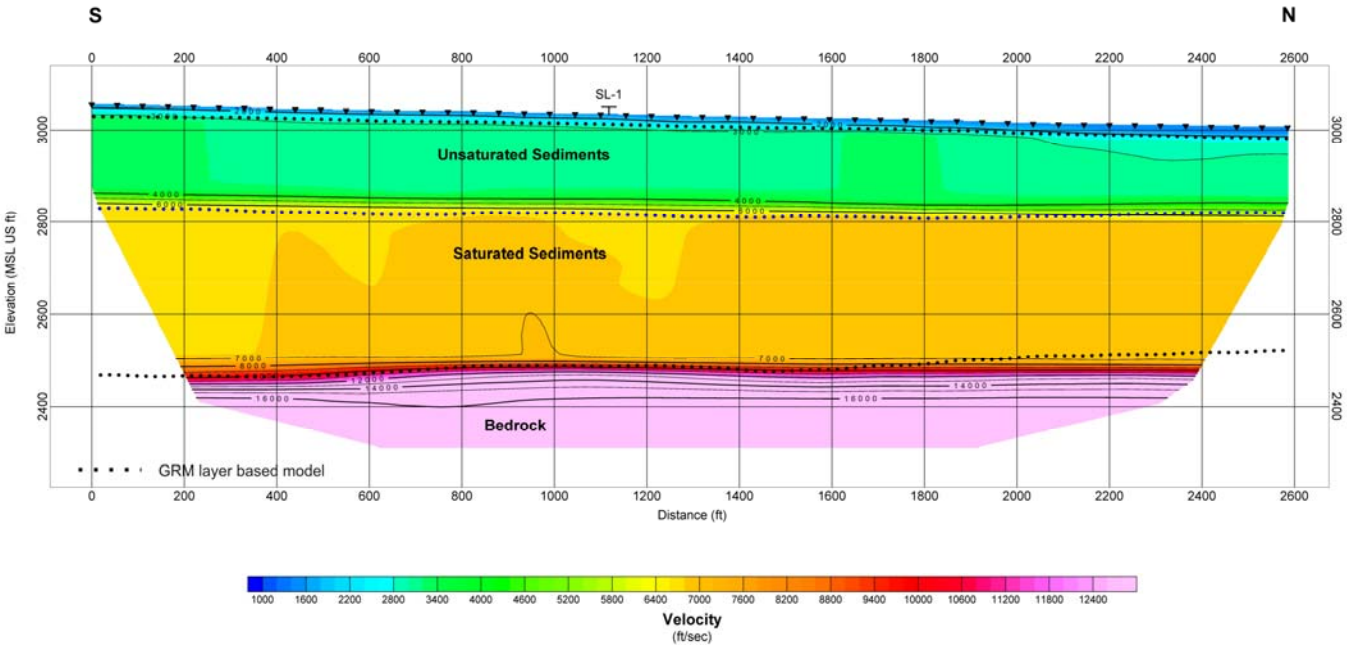
- Firstpix™ by Interpex, Ltd.
- IXrefraX by Interpex ,Ltd.
- Viewseis™ by Viewlog Systems, Ltd.
- Refract by Geogiga
- Seisimager™ by Geometrics, Inc./Oyo Corporation
- Rayfract™ by Intelligent Resources, Inc.
- SeisOpt™ Pro by Optim LLC

These software packages allow processing of seismic refraction data using the following layer based and smooth velocity model techniques:

- Generalized reciprocal method (GRM)
- Reciprocal method/delay time method
- Time-Term method
- Plus-Minus method
- Wavefront method
- Monte Carlo based inversion
- Delta t-V tomographic inversion
- Wavepath Eikonal traveltime tomographic inversion
- Nonlinear traveltime tomographic analysis



Seismic Refraction Survey to Map Bedrock Fault



Seismic Refraction Survey to Map Depth to Groundwater (200 ft deep) and Bedrock (500 to 600 ft deep) as part of a Groundwater Resources Investigation. Energy Source Consisted of XLR8 2700 lb Accelerated Weight Drop. Data modeled using Nonlinear Traveltime Tomographic Analysis with a Layer-Based Starting Model.

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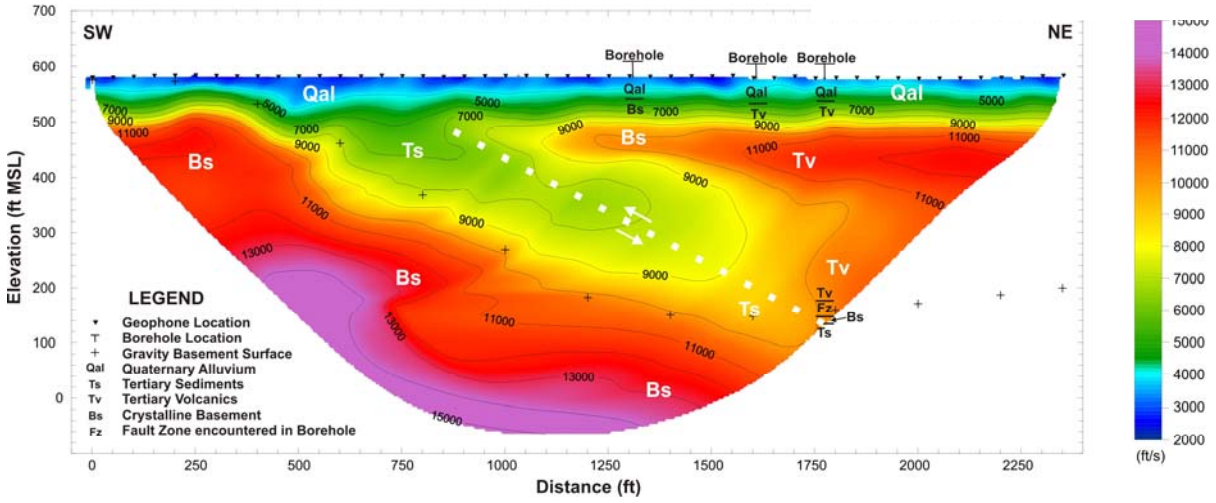
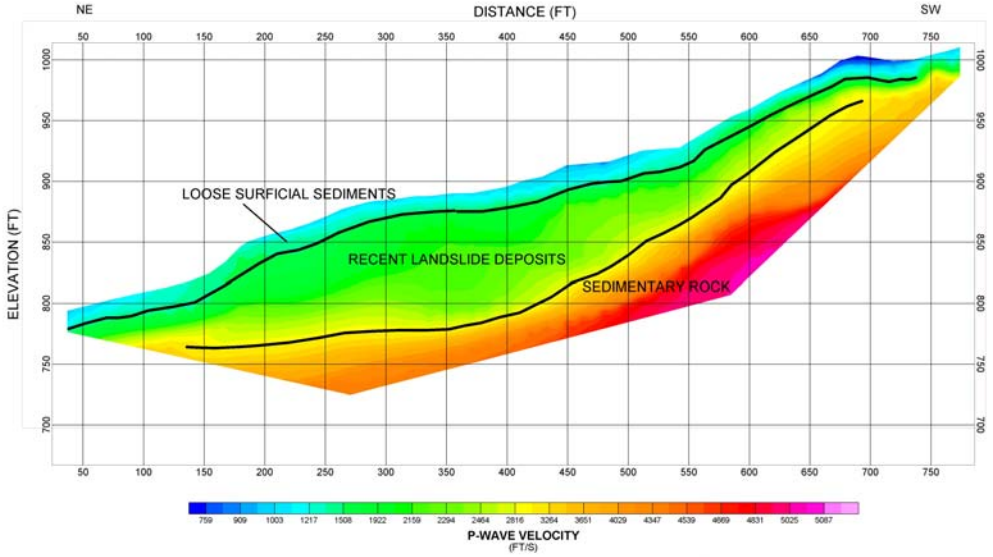
Drilling Shot Holes for Explosive Seismic Refraction Survey

Loading Explosive Charge



Seismic Refraction Imaging of Complex Geologic Structure consisting of Tertiary Volcanic Rocks and Basement Rocks Thrust over Tertiary Sediments and Basement Complex. Small Explosive Charges used as the Energy Source and Data Modeled using Wavepath Eikonal Traveltime Tomographic Inversion.



Seismic Refraction Survey to Characterize a Landslide

ACTIVE AND PASSIVE SURFACE WAVE TECHNIQUES

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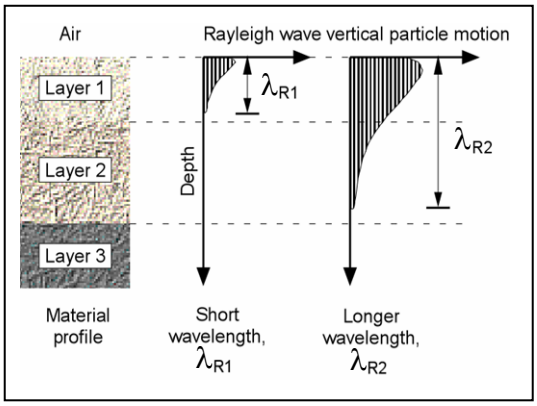
Overview

Active and passive surface wave techniques are relatively new in-situ seismic methods for determining shear wave velocity (V_S) profiles. Testing is performed on the ground surface, allowing for less costly measurements than with traditional borehole methods. The basis of surface wave techniques is the dispersive characteristic of Rayleigh waves when traveling through a layered medium. Rayleigh wave velocity is determined by the material properties (primarily shear wave velocity, but also to a lesser degree compression wave velocity and material density) of the subsurface to a depth of approximately 1 to 2 wavelengths. As shown in the adjacent diagram, longer wavelengths penetrate deeper and their velocity is affected by the material properties at greater depth. Surface wave testing consists of measuring the surface wave dispersion curve at a site and modeling it to obtain the corresponding shear wave velocity profile.



Active Surface Wave Techniques

Active surface wave techniques measure surface waves generated by dynamic sources such as hammers, weight drops, electromechanical shakers, vibroseis and bulldozers. These techniques include the spectral analysis of surface waves (SASW) and multi-channel array surface wave (MASW) methods.

Hammer Energy Sources

Accelerated Weight Drop

Electromechanical Shaker

Bulldozer Energy Source

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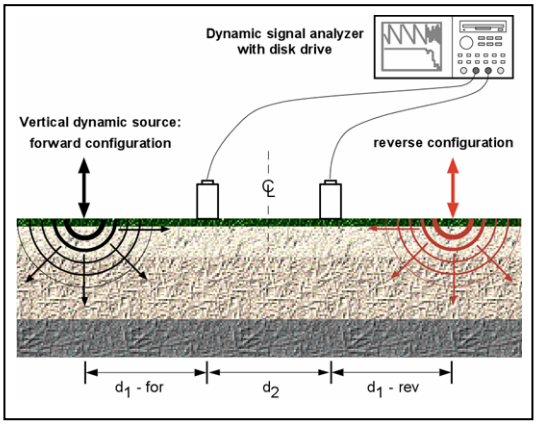
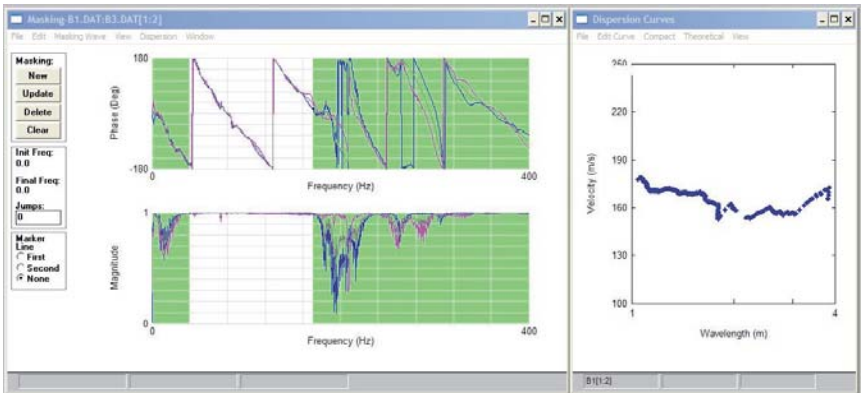
The SASW method is optimized for conducting V_S depth soundings. A dynamic source is used to generate surface waves of different wavelengths (or frequencies) which are monitored by two or more receivers at known offsets. An expanding receiver spread and optimized source-receiver geometry are used to minimize near field effects, body wave signal and attenuation. A dynamic signal analyzer is typically used to calculate the phase and coherence of the cross spectrum of the time history data collected at a pair of receivers. During data analysis, an interactive masking process is used to discard low quality data and to unwrap the phase spectrum, as shown in the figure below. The dispersion curve (Rayleigh wave phase velocity versus frequency or alternatively wavelength) is calculated from the unwrapped phase spectrum.



SASW Setup

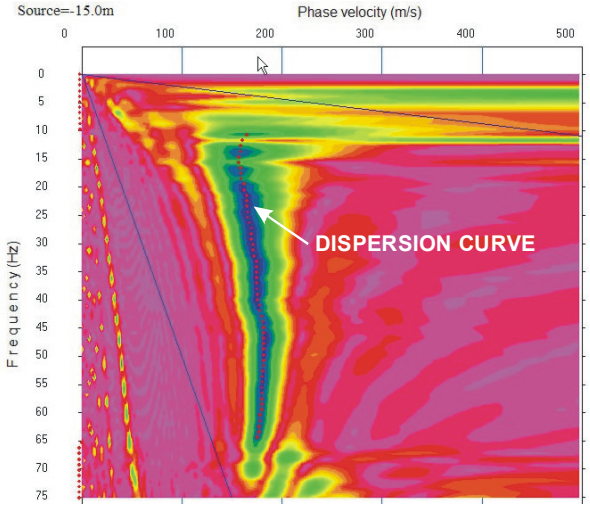
HP Dynamic Signal Analyzer



Masking of Wrapped Phase Spectrum and Resulting Dispersion Curve

The MASW field layout is similar to that of the seismic refraction technique. Twenty four, or more, geophones are laid out in a linear array with 1 to 2m spacing and connected to a multi-channel seismograph as shown below. This technique is ideally suited to 2D V_S imaging, with data collected in a roll-along manner similar to that of the seismic reflection technique. The source is offset at a predetermined distance from the near geophone usually determined by field testing. The Rayleigh wave dispersion curve is obtained by a wavefield transformation of the seismic record such as the f-k or τ-p transforms. These transforms are very effective at isolating surface wave energy from that of body waves. The dispersion curve is picked as the peak of the surface wave energy in slowness (or velocity) – frequency space as shown. One advantage of the MASW technique is that the wavefield transformation may not only identify the fundamental mode but also higher modes of surface waves. At some sites, particularly those with large velocity inversions, higher surface wave modes may contain more energy than the fundamental mode.

MASW Field Setup

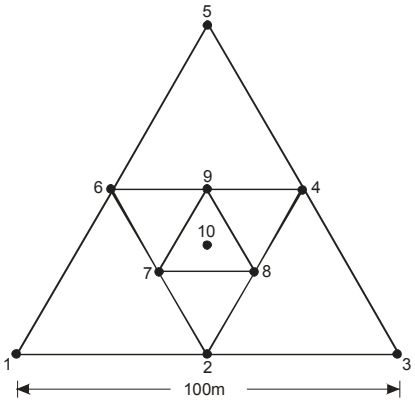


Wavefield Transform of MASW data

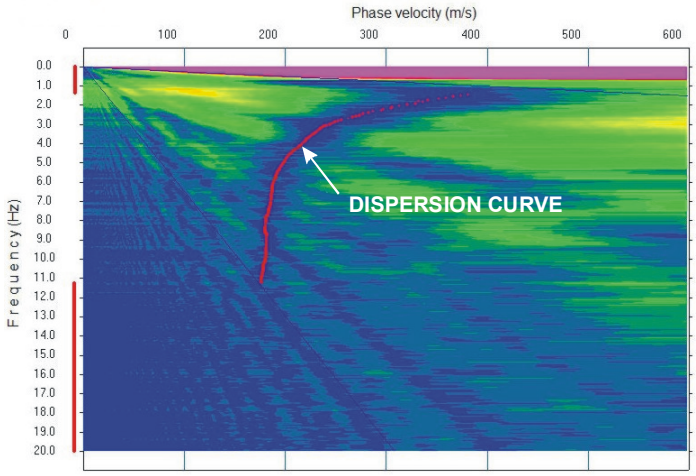
Passive Surface Wave Techniques

Passive surface wave techniques measure noise; surface waves from ocean wave activity, traffic, factories, etc. These techniques include the array microtremor and refraction microtremor (REMI) techniques.

The array microtremor technique typically uses 7 or more 4.5- or 1-Hz geophones arranged in a two-dimensional array. The most common arrays are the triangle, circle, semi-circle and "L" arrays. The triangle array, which consists of several embedded equilateral triangles, is often used as it provides good results with a relatively small number of geophones. With this array the outer side of the triangle should be at least as long as the desired depth of investigation. Typically, fifteen to twenty 30-second noise records are acquired for analysis. The spatial autocorrelation (SPAC) technique is one of several methods that can be used to estimate the Rayleigh wave dispersion curve. A first order Bessel function is fit to the SPAC function to determine the phase velocity for particular frequency. The image shown below shows the degree of fitness of the Bessel function to the SPAC function for a wide range of phase velocity and frequency. The dispersion curve, is the peak (best fit), as shown in the figure below.



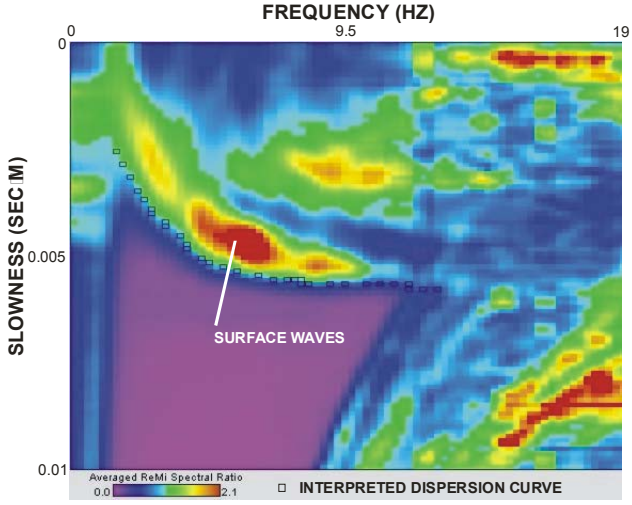
Triangle Array Geometry



Dispersion Curve from Array Microtremor Measurements

The refraction microtremor (REMI) technique uses a field layout similar to the seismic refraction method (hence its name). Twenty-four, 4.5 Hz geophones are laid out in a linear array with a spacing of 6 to 8m and fifteen to twenty 30-second noise records are acquired. A slowness-frequency (p-f) wavefield transform is used to separate Rayleigh wave energy from that of other waves. Because the noise field can originate from any direction, the wavefield transform is conducted for multiple vectors through the geophone array, all of which are summed. The dispersion curve is defined as the lower envelope of the Rayleigh wave energy in p-f space. Because the lower envelope is picked rather than the energy peak (energy traveling along the profile is slower than that approaching from an angle), this technique may be somewhat more subjective than the others, particularly at low frequencies. The SPAC technique can also be used to extract the surface wave dispersion curve from linear array microtremor data providing there are omni-directional noise sources.

Refraction Microtremor Array Layout



Wavefield Transform of REMI Data

Depth of Investigation

Active surface wave investigations typically use various sized sledge hammers to image the shear wave velocity structure to depths of up to 15m. Weight drops and electromechanical shakers can often be used to image to depths of 30m. Bulldozers and vibroseis trucks can be used to image to depths as great as 100m. Passive surface wave techniques can often image shear wave velocity structure to depths of over 100m, given sufficient noise sources and space for the receiver array. Large passive arrays, utilizing long-period seismometers with GPS clocks have been used to image shear wave velocity structure to depths of several kilometers.

Combined Active and Passive Surface Wave Testing

The combined use of active and passive techniques may offer significant advantages on many investigations. It can be very costly to mobilize large energy sources for 30m/100ft active surface wave soundings. In urban environments, the combined use of active and passive surface wave techniques can image to these depths without the need for large energy sources. We have found that dispersion curves from active and passive surface wave techniques are generally in good agreement, making the combined use of the two techniques viable. It is not recommended that passive surface wave techniques be applied alone for UBC/IBC site classification investigations. Microtremor techniques do not generally characterize near surface velocity, which may have a significant impact of the average shear wave velocity of the upper 30m or 100ft and so should always be used in conjunction with SASW or MASW. An SASW sounding to a depth of 30m requires at least a 60m linear array. If sufficient space is not available for this, it may be possible to use a 45m triangle array on the site or place a 100-200m long REMI array along an adjacent sidewalk or an "L" array at an adjacent street intersection.

Microtremor Measurements along Sidewalk

Modeling

There are several options for interpreting surface wave dispersion curves, depending on the accuracy required in the shear wave velocity profile. A simple empirical analysis can be done to estimate the average shear wave velocity profile. For greater accuracy, forward modeling of fundamental-mode Rayleigh wave dispersion as well as full stress wave propagation can be performed using several software packages. A formal inversion scheme may also be used. With many of the analytical approaches, background information on the site can be incorporated into the model and the resolution of the final profile may be quantified.

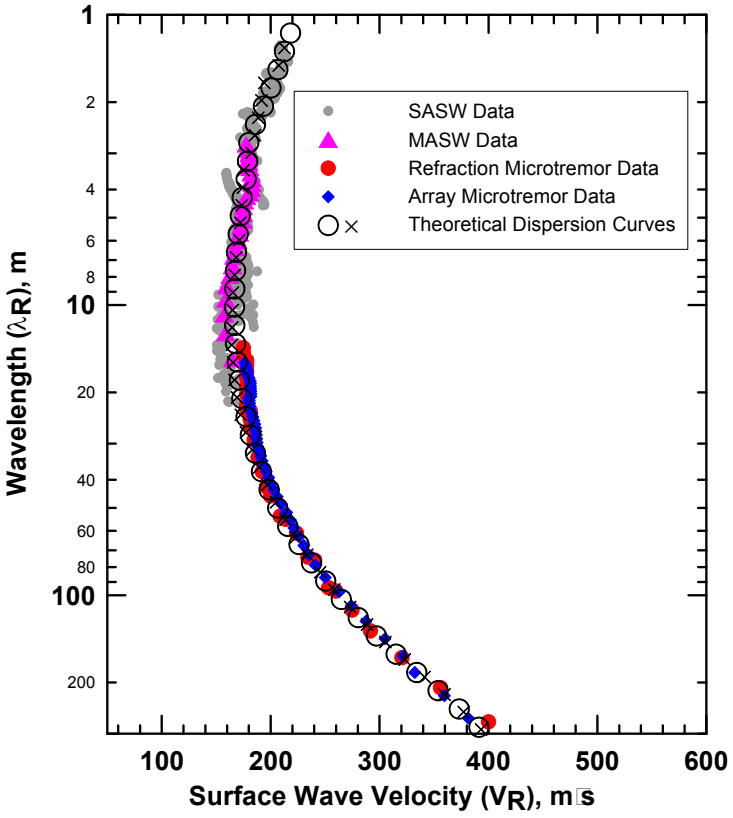
Applications

Active and passive surface wave testing can be used to obtain V_S profiles for:

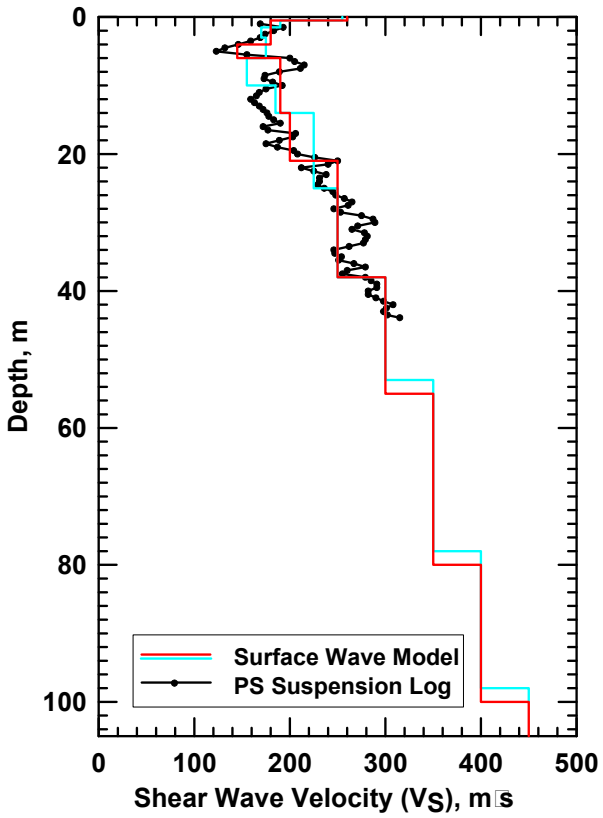
- UBC/IBC site classification for seismic design
- Earthquake site response
- Seismic microzonation
- Liquefaction analysis
- Soil compaction control
- Mapping subsurface stratigraphy
- Locating potentially weak zones in earthen embankments and levees

Case History

The figures below show the surface wave dispersion curves and alternative shear wave velocity models for a site in Los Angeles, California. All of the previous figures illustrating SASW, MASW, array and refraction microtremor techniques were from this site. The dispersion curves from all four methods are shown on the left along with the theoretical dispersion curves for alternative S-wave velocity versus depth models on the right. Conditions at this site were very poor for active surface wave techniques because of the presence of very low velocity hydraulic fill. In fact, with active surface wave techniques it was only possible to image to a depth of about 12.5m with energy sources typically capable of imaging to 30m. There is excellent agreement in the dispersion curves generated from all of the methods over the overlapping wavelength ranges. The minor differences probably result from variable velocity of the hydraulic fill within the sampling volume of the specific methods. Two Vs versus depth models were generated to illustrate the difficulty modeling the highly variable, near surface velocity structure evident in the PS log. The two surface wave models yielded similar values for the average shear-wave velocity of the upper 30m (V_S30), 201 and 202 m/s, illustrating that Vs30 is much more tightly constrained than the actual layer thicknesses and velocities in the models. V_S30 estimated from the PS log (194 m/s) is within 4% of that estimated from the two surface wave models (201 and 202 m/s). The small differences in V_S30 between the two methods may easily result from the different sampling regimes (borehole versus large area) rather than errors in either of the methods.



Field Data and Theoretical Dispersion Curve



V_S Model

In contrast to borehole measurements which are point estimates, surface wave testing is a global measurement, that is, a much larger volume of the subsurface is sampled. The resulting profile is representative of the subsurface properties averaged over distances of up to several hundred feet. Although surface wave techniques do not have the layer sensitivity or accuracy (velocity and layer thickness) of borehole techniques; the average velocity over a large depth interval (i.e. the average shear wave velocity of the upper 30m or 100ft) is very well constrained. Because surface wave methods are non-invasive and non-destructive, it is relatively easy to obtain the necessary permits for testing. At sites that are favorable for surface wave propagation, active and passive surface wave techniques allow appreciable cost and time savings.

APPENDIX B

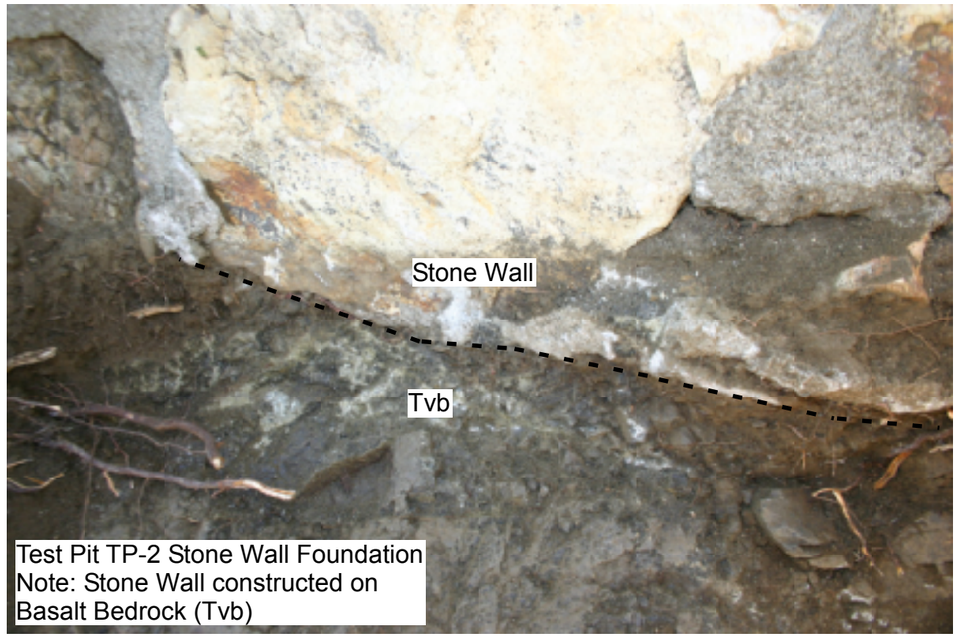
PHOTOS

Ford Theatre
East Cahuenga Blvd.
Hollywood, California

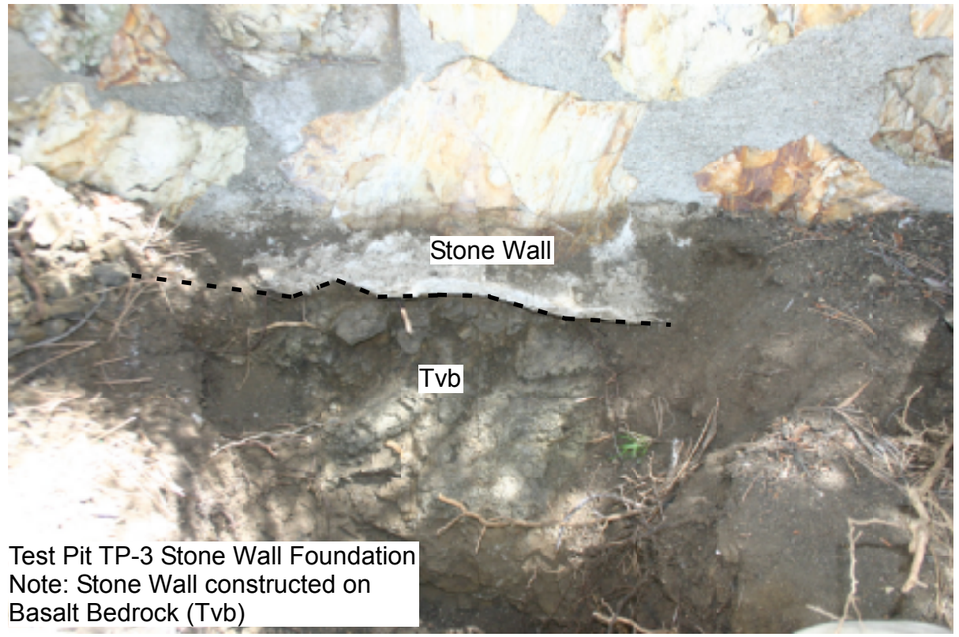
Project No.	10296-001
Scale (Approx)	No Scale
Engr./Geol.	CK / JAR
Drafted By	JAR
Date	July 2013

Leighton

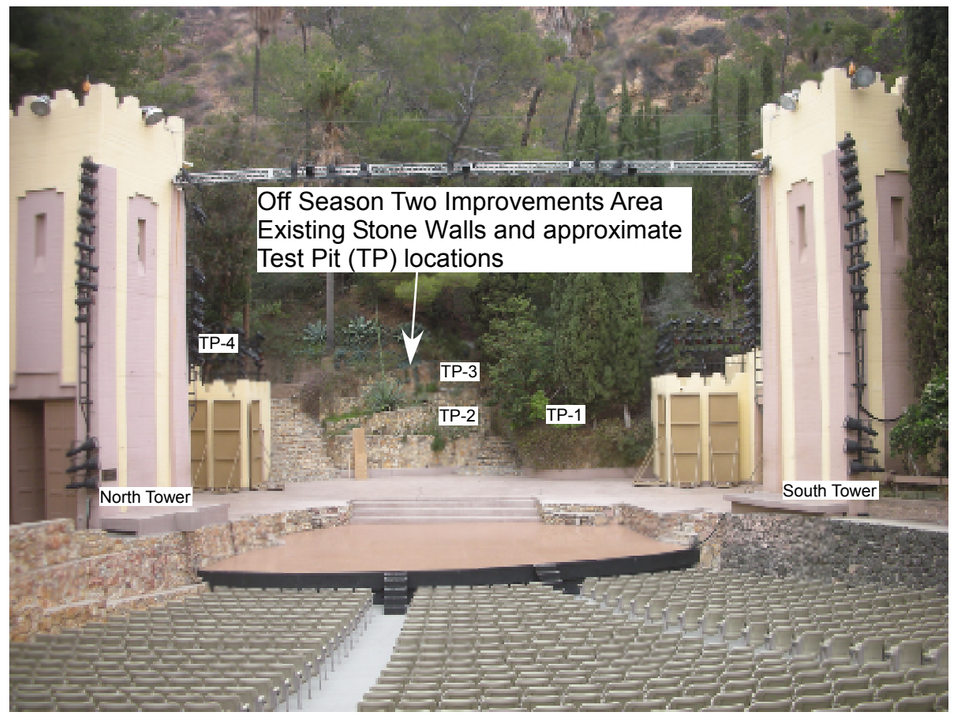
Figure No. B-1



Test Pit TP-2 Stone Wall Foundation
Note: Stone Wall constructed on
Basalt Bedrock (Tvb)



Test Pit TP-3 Stone Wall Foundation
Note: Stone Wall constructed on
Basalt Bedrock (Tvb)



Afu: Undocumented artificial fill
Qcol: Quaternary age colluvium
Tt: Topanga Formation Sandstone
Tvb: Topanga Formation Basalt

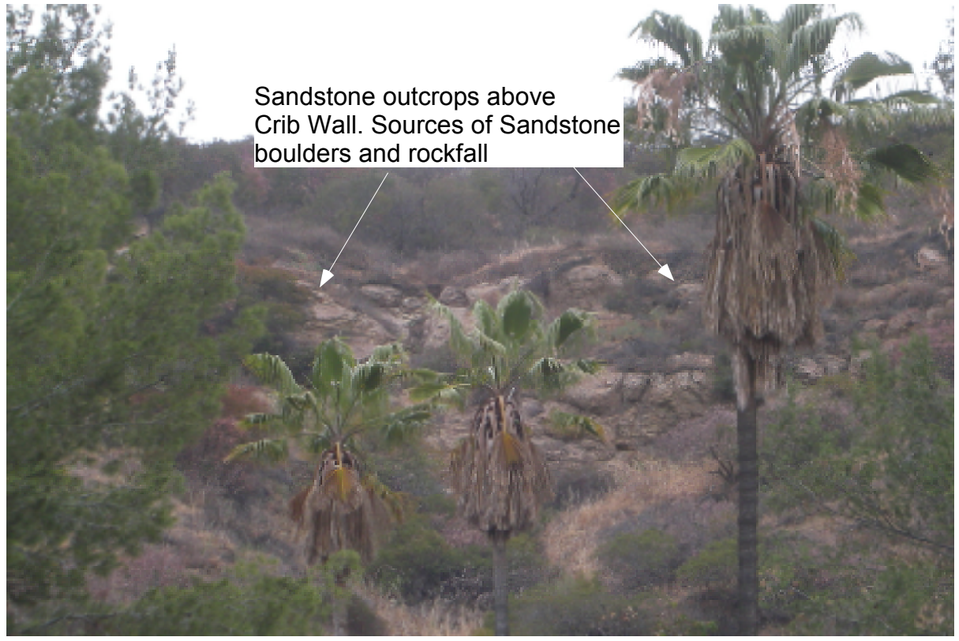
PHOTOS

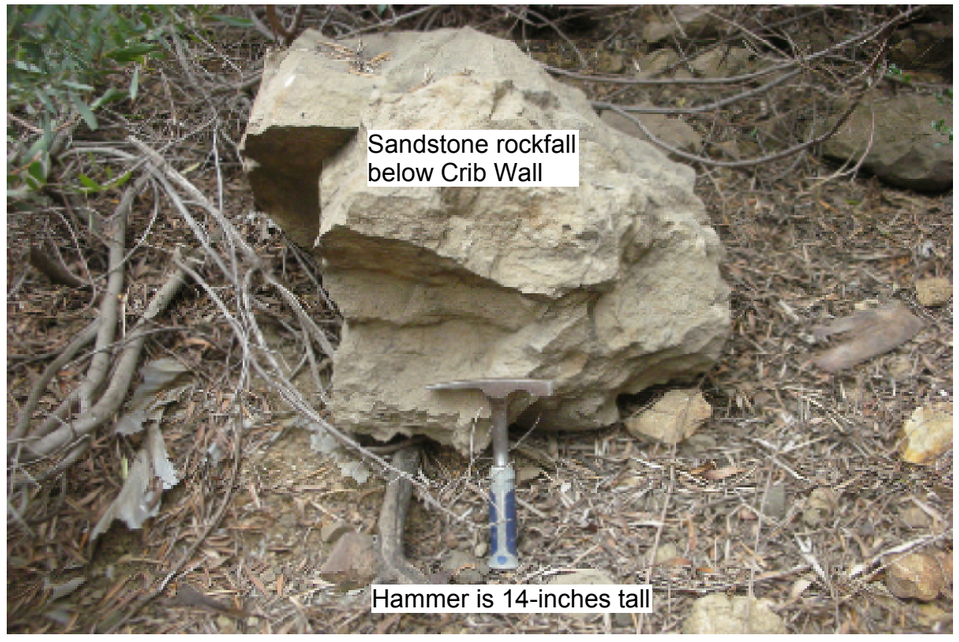
Ford Theatre
East Cahuenga Blvd.
Hollywood, California

Project No.	10296-001
Scale (Approx)	No Scale
Engr./Geol.	CK / JAR
Drafted By	JAR
Date	July 2013

Leighton

Figure No. B-2





Area of Existing Upslope Drainage Improvements and Rockfall Protection Devices. Northeast Portion of Site.

Afu: Undocumented artificial fill
Qcol: Quaternary age colluvium
Tt: Topanga Formation Sandstone
Tvb: Topanga Formation Basalt

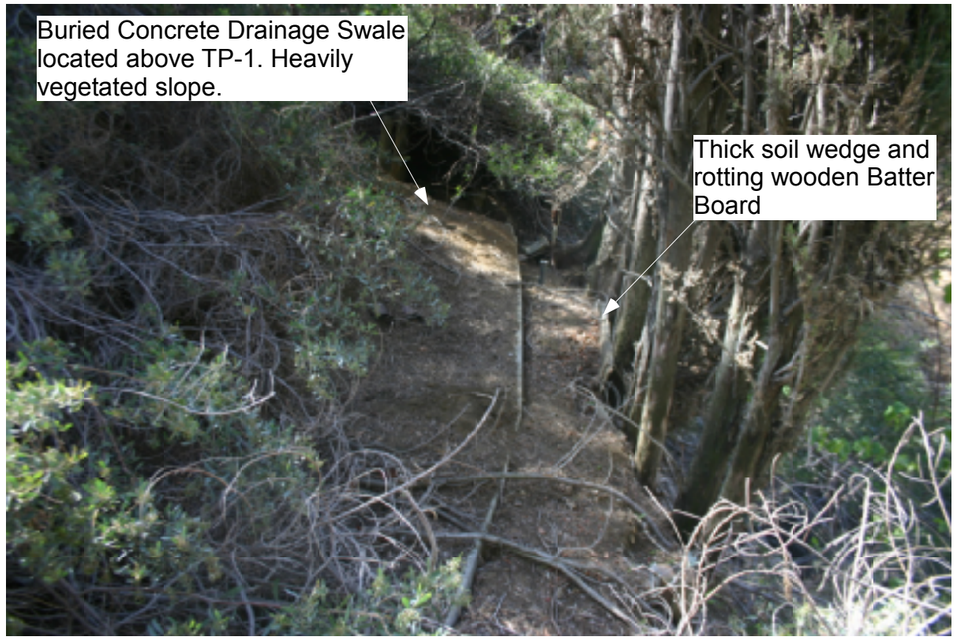
PHOTOS

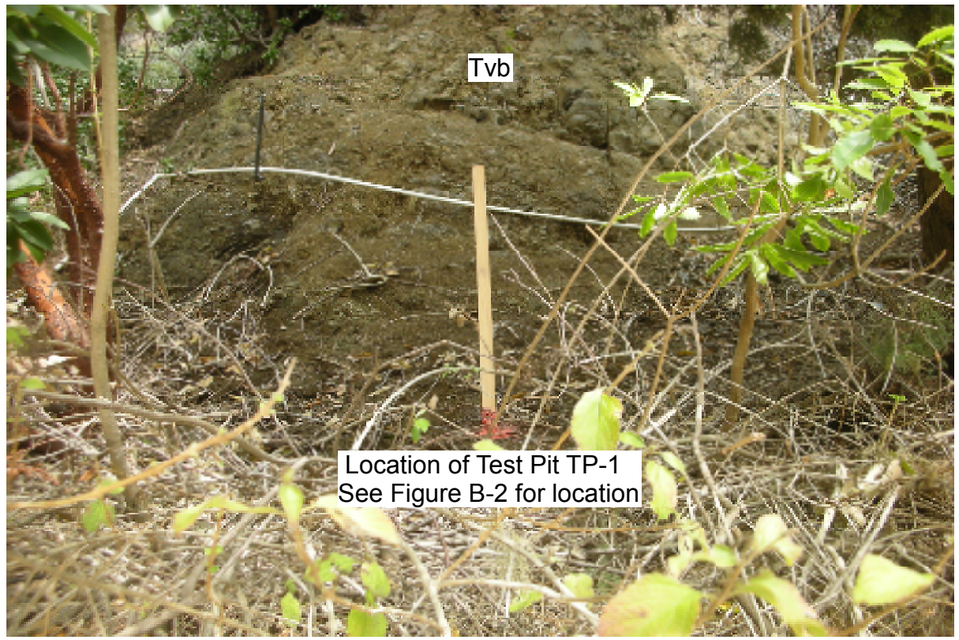
John Anson Ford Theatre
East Cahuenga Blvd.
Hollywood, California

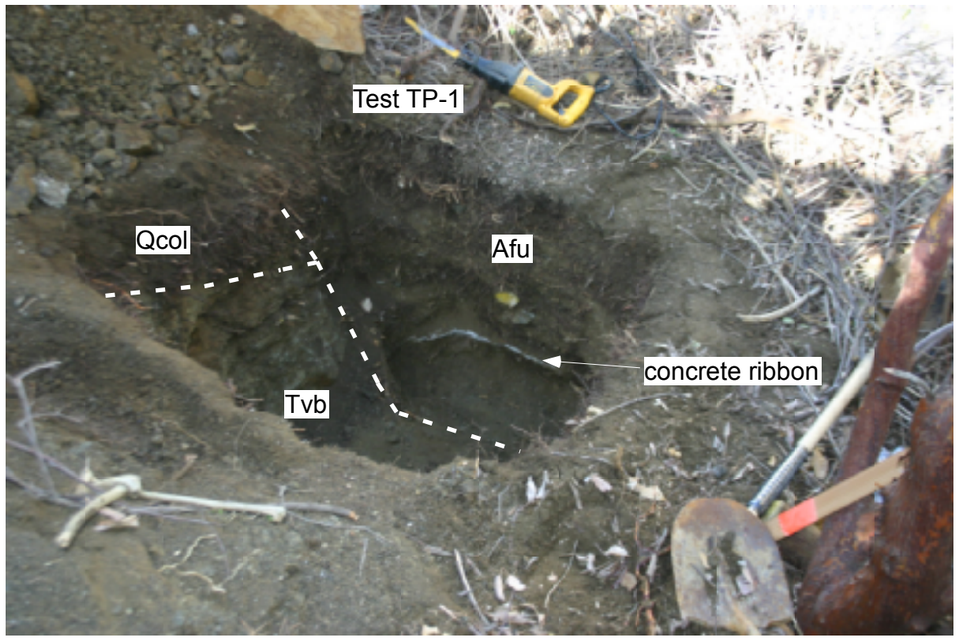
Project No.	10296-001
Scale (Approx)	No Scale
Engr./Geol.	CK / JAR
Drafted By	JAR
Date	July 2013

Leighton

Figure No. B-3







Afu: Undocumented artificial fill
Qcol: Quaternary age colluvium
Tt: Topanga Formation Sandstone
Tvb: Topanga Formation Basalt

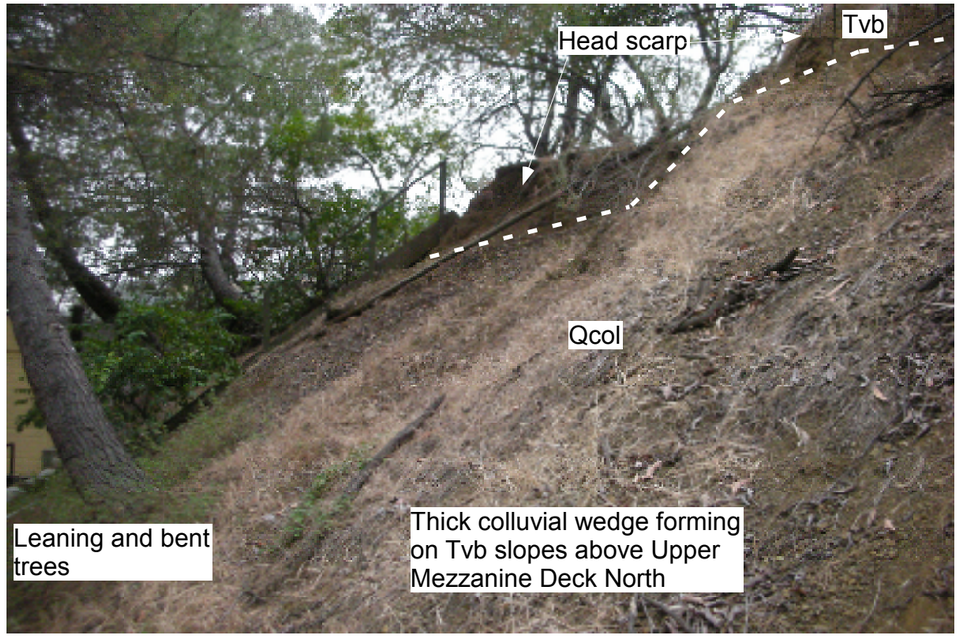
PHOTOS

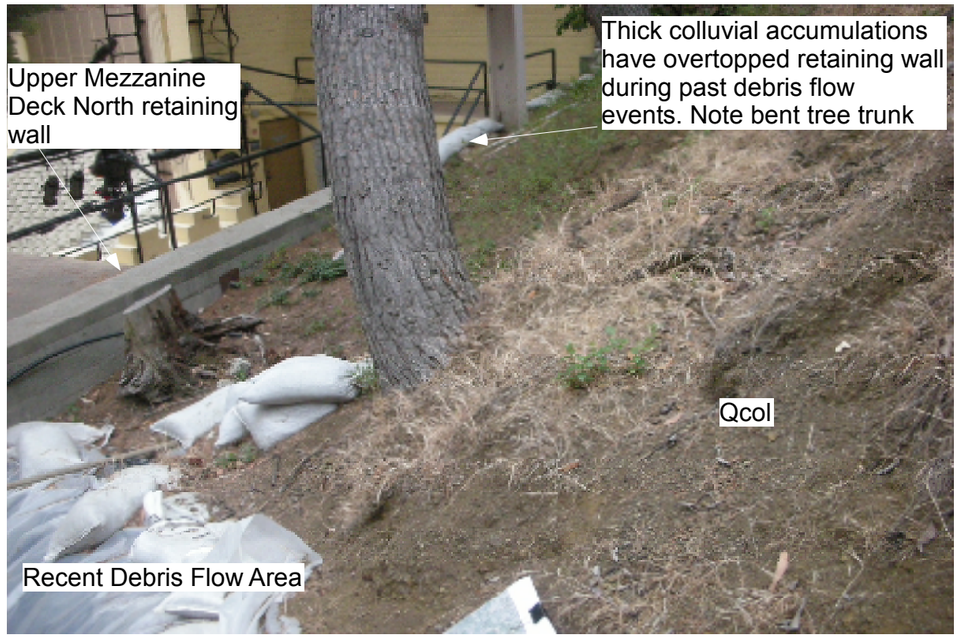
John Anson Ford Theatre
East Cahuenga Blvd.
Hollywood, California

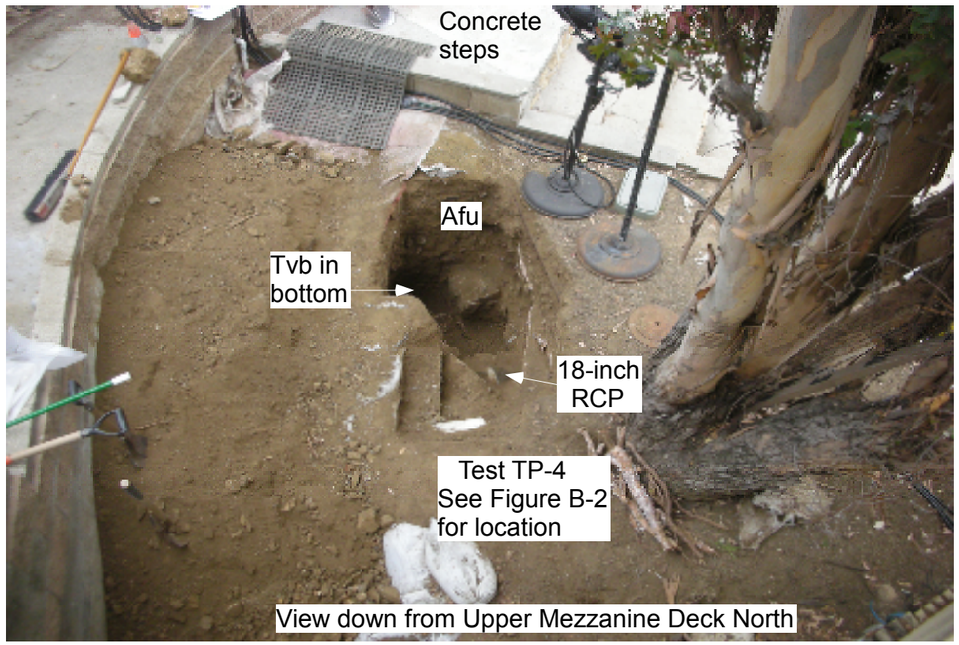
Project No.	10296-001
Scale (Approx)	No Scale
Engr./Geol.	CK / JAR
Drafted By	JAR
Date	July 2013

Leighton

Figure No. B-4







Afu: Undocumented artificial fill
Qcol: Quaternary age colluvium
Tt: Topanga Formation Sandstone
Tvb: Topanga Formation Basalt

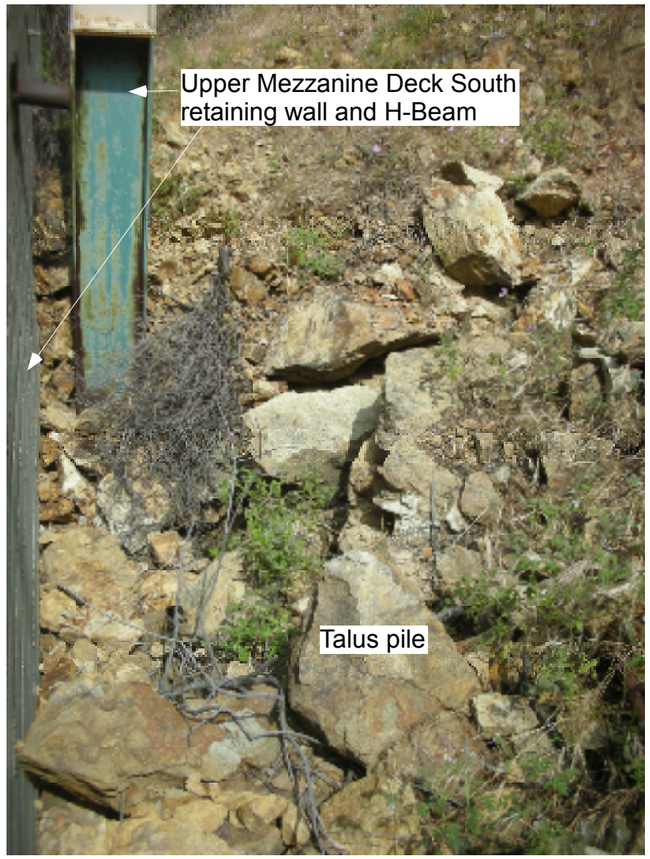
PHOTOS

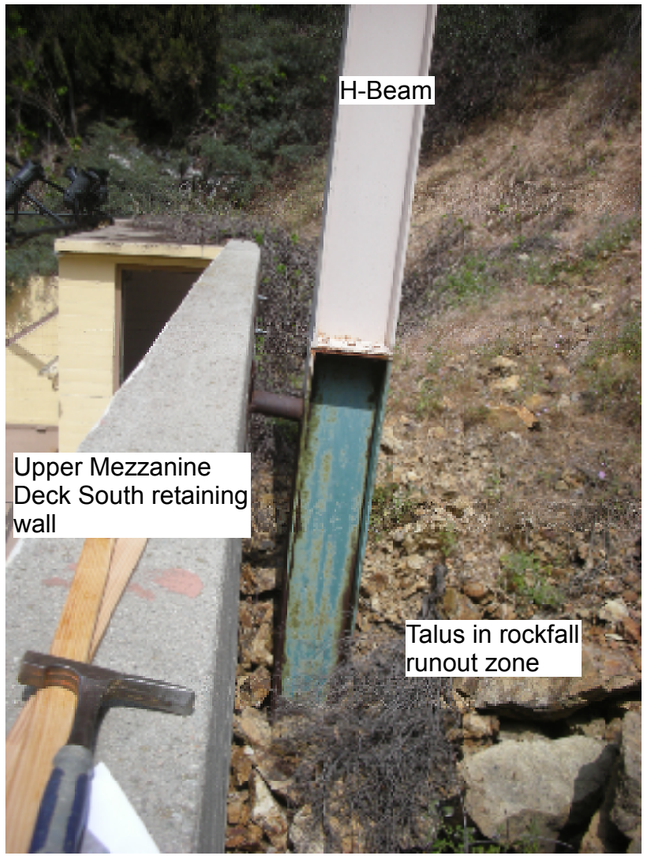
John Anson Ford Theatre
East Cahuenga Blvd.
Hollywood, California

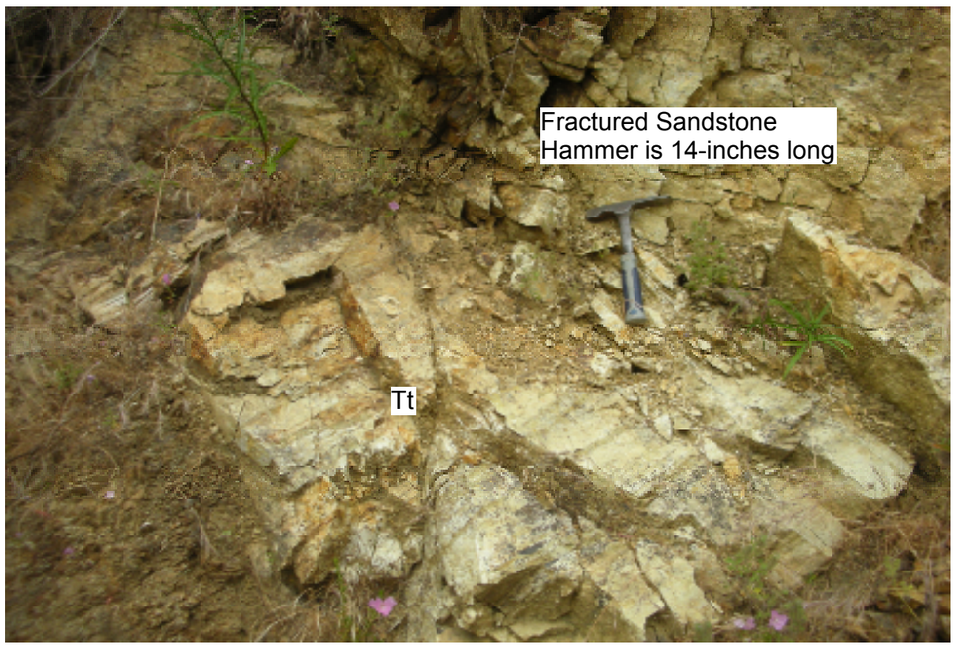
Project No.	10296-001
Scale (Approx)	No Scale
Engr./Geol.	CK / JAR
Drafted By	JAR
Date	July 2013

Leighton

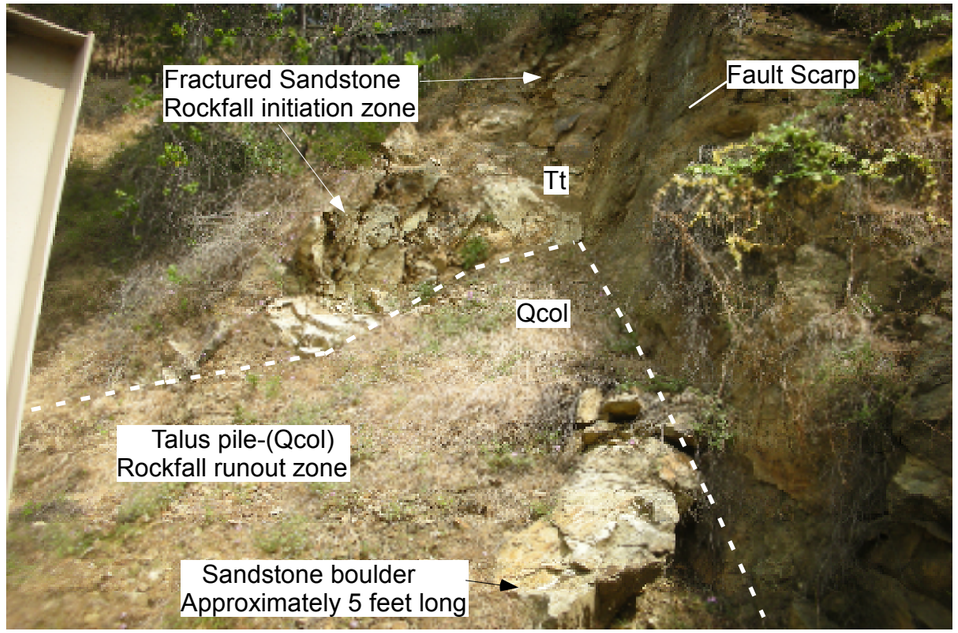
Figure No. B-5







Afu: Undocumented artificial fill
Qcol: Quaternary age colluvium
Tt: Topanga Formation Sandstone
Tvb: Topanga Formation Basalt



PHOTOS

John Anson Ford Theatre
East Cahuenga Blvd.
Hollywood, California

Project No.	10296-002
Scale (Approx)	No Scale
Engr./Geol.	CK / JAR
Drafted By	JAR
Date	July 2013

Leighton

Figure No. B-6

LOG OF TRENCH: TP-1

Project Name:	Ford Theatre	Logged by:	Joe Roe
Project Number:	603507-002	Elevation:	602 ft (approximate)
Equipment:	Shovels, Electric Chisel Hammer	Location/Grid:	Ford Theatre - SE Corner near stage

GEOLOGIC ATTITUDES	DATE: 14 May, 2013 DESCRIPTION:	GEOLOGIC UNIT	ENGINEERING PROPERTIES: USCS	Sample No.	Moisture (%)	Density (pcf)
Massive pillow basalt structure - No preferred orientation	Afu - Silty SAND to Clayey SAND (SM-SC), with basalt rock fragments, dark brown, slightly moist, fine to coarse angular sand, fine to coarse gravel sized basalt rock fragments	Afu	SM-SC			
	Qcol - 21-inch thick soil and root zone, thin upslope (55°) to 21-inch thick at toe, abundant roots	Qcol	SM-SC with roots			
	Tvb - Pillow Basalt, severely weathered near surface, oxidized orange brown on weathered to black with moderate luster on fresh surfaces, pervasive blocky fracturing, fracture frequency from <1/4-inch to several inches, no preferred orientation, massive	Tvb		BB-1		

GRAPHICAL REPRESENTATION: SCALE: 1" = 5' SURFACE SLOPE: 55° TREND: 3'x3'

Total Depth = Feet
No Ground Water Encountered
Backfilled: 14 May, 2013

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

LOG OF TRENCH: TP-2

Project Name:	Ford Theatre	Logged by:	Joe Roe
Project Number:	603507-002	Elevation:	602 ft (approximate)
Equipment:	Hand tools, Electric Chisel	Location/Grid:	Ford Theatre - SE Corner near stage

GEOLOGIC ATTITUDES	DATE: 14 May, 2013 DESCRIPTION:	GEOLOGIC UNIT	ENGINEERING PROPERTIES: USCS	Sample No.	Moisture (%)	Density (pcf)
Massive pillow basalt structure - No preferred orientation	Afu - Silty SAND to Clayey SAND (SM-SC), with basalt rock fragments, dark brown, slightly moist, fine to coarse angular sand, fine to coarse gravel sized basalt rock fragments	Afu	SM-SC			
	Qcol - 21-inch thick soil and root zone, thin upslope (55°) to 21-inch thick at toe, abundant roots	Qcol	SM-SC with roots			
	Tvb - Pillow Basalt, severely weathered near surface, oxidized orange brown on weathered to black with moderate luster on fresh surfaces, pervasive blocky fracturing, fracture frequency from <1/4-inch to several inches, no preferred orientation, massive	Tvb				

GRAPHICAL REPRESENTATION: SCALE: 1" = 5' SURFACE SLOPE: 55° TREND: 3'x3'

Total Depth = Feet
No Ground Water Encountered
Backfilled: 14 May, 2013

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

LOG OF TRENCH: TP-3

Project Name:	Ford Theatre	Logged by:	Joe Roe
Project Number:	603507-002	Elevation:	602 ft (approximate)
Equipment:	Hand tools, Electric Chisel	Location/Grid:	Ford Theatre - SE Corner near stage

GEOLOGIC ATTITUDES	DATE: 14 May, 2013 DESCRIPTION:	GEOLOGIC UNIT	ENGINEERING PROPERTIES: USCS	Sample No.	Moisture (%)	Density (pcf)
Massive pillow basalt structure - No preferred orientation	Afu - Silty SAND to Clayey SAND (SM-SC), with basalt rock fragments, dark brown, slightly moist, fine to coarse angular sand, fine to coarse gravel sized basalt rock fragments	Afu	SM-SC			
	Qcol - 21-inch thick soil and root zone, thin upslope (55°) to 21-inch thick at toe, abundant roots	Qcol	SM-SC with roots			
	Tvb - Pillow Basalt, severely weathered near surface, oxidized orange brown on weathered to black with moderate luster on fresh surfaces, pervasive blocky fracturing, fracture frequency from <1/4-inch to several inches, no preferred orientation, massive	Tvb				

GRAPHICAL REPRESENTATION: SCALE: 1" = 5' SURFACE SLOPE: 55° TREND: 3'x3'

Total Depth = Feet
No Ground Water Encountered
Backfilled: 14 May, 2013

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

LOG OF TRENCH: TP-4

Project Name:	Ford Theatre	Logged by:	Joe Roe
Project Number:	603507-002	Elevation:	602 ft (approximate)
Equipment:	Electric Chisel	Location/Grid:	Ford Theatre - NE Corner near stage

GEOLOGIC ATTITUDES	DATE: 16 May, 2013 DESCRIPTION:	GEOLOGIC UNIT	ENGINEERING PROPERTIES: USCS	Sample No.	Moisture (%)	Density (pcf)
Massive pillow basalt structure - No preferred orientation	Afu - Silty SAND with gravel to Sandy Silty GRAVEL (SM-GM), brown, dry, fine to coarse sands, fine to coarse angular basalt and sandstone gravel with cobble to boulder sized material and fragments, 6 to 12-inches long dimension, encountered 18-inch diameter SD Pipe, ~3' bgs - concrete slab 3-inches thick with 8-inch thick short concrete slab, many large roots from eucalyptus tree, sandstone is well cemented, very hard, abundant oversize fragments, >3-inches in long dimension Tvb - @5' bgs, Pillow Basalt, severely weathered near surface, oxidized orange brown on weathered to black with moderate luster on fresh surfaces, pervasive blocky fracturing, fracture frequency from <1/4-inch to several inches, no preferred orientation, massive	Afu Qcol Tvb	SMg-GM SM-SC with roots	BB-1		

GRAPHICAL REPRESENTATION: SCALE: 1" = 5' SURFACE SLOPE: 55° TREND: 3'x3'

Total Depth = 5.2 Feet
No Ground Water Encountered
Backfilled: 16 May, 2013

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APPENDIX C

Leighton

TESTS for SULFATE CONTENT
CHLORIDE CONTENT and pH of SOILS

Project Name: Ford Theatre Tested By : G. Berdy Date: 06□14□13

Project No. : 603507-002 Data Input By: J. Ward Date: 06□20□13

Boring No.	TP-1	TP-4		
Sample No.	BB-1 (Basalt)	BB-1 (AF)		
Sample Depth (ft)	0-4	0-5		
Soil Identification:	Olive (SC-SM)g	Dark yellowish brown (SC-SM)g		
Wet Weight of Soil □Container (g)	283.49	257.25		
Dry Weight of Soil □Container (g)	262.36	240.36		
Weight of Container (g)	65.71	57.85		
Moisture Content (□)	10.74	9.25		
Weight of Soaked Soil (g)	100.07	100.12		

SULFATE CONTENT, DOT California Test 417, Part II

Beaker No.	26	30		
Crucible No.	14	18		
Furnace Temperature (□C)	830	830		
Time In □Time Out	9:00□9:45	9:00□9:45		
Duration of Combustion (min)	45	45		
Wt. of Crucible □Residue (g)	19.3168	19.7411		
Wt. of Crucible (g)	19.3130	19.7395		
Wt. of Residue (g) (A)	0.0038	0.0016		
PPM of Sulfate (A) x 41150	156.37	65.84		
PPM of Sulfate, Dry Weight Basis	**175**	**73**		

CHLORIDE CONTENT, DOT California Test 422

ml of Extract For Titration (B)	30	5		
ml of AgNO3 Soln. Used in Titration (C)	1.4	0.8		
PPM of Chloride (C -0.2) □100 □30 □B	120	360		
PPM of Chloride, Dry Wt. Basis	**134**	**397**		

pH TEST, DOT California Test 532□643

pH Value	**7.28**	**7.48**		
Temperature □C	21.1	21.0		

Leighton

SOIL RESISTIVITY TEST

DOT CA TEST 532 □643

Project Name: Ford Theatre
Project No. : 603507-002
Boring No.: TP-1
Sample No. : BB-1 (Basalt)

Tested By : A. Santos Date: 06□19□13
Data Input By: J. Ward Date: 06□20□13
Depth (ft.) : 0-4

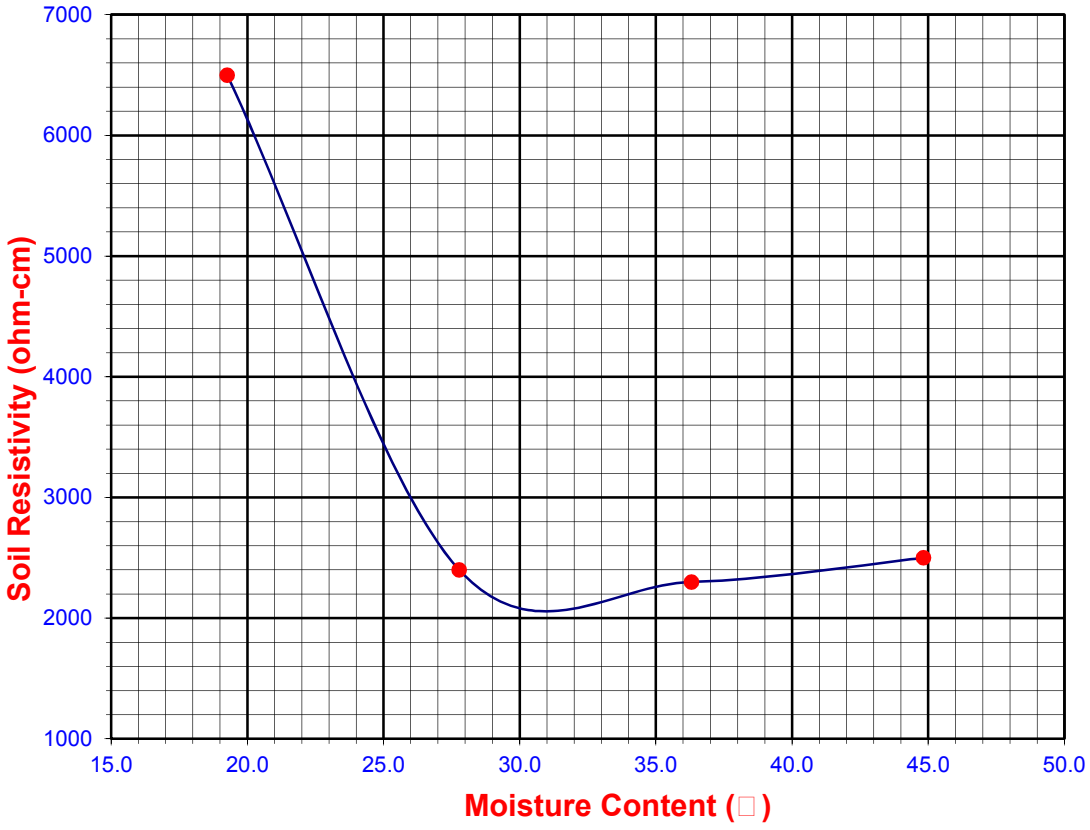
Soil Identification:□ Olive (SC-SM)g

*California Test 643 requires soil specimens to consist only of portions of samples passing through the No. 8 US Standard Sieve before resistivity testing. Therefore, this test method may not be representative for coarser materials.

Specimen No.	Water Added (ml) (Wa)	Adjusted Moisture Content (MC)	Resistance Reading (ohm)	Soil Resistivity (ohm-cm)
1	10	19.26	6500	6500
2	20	27.78	2400	2400
3	30	36.30	2300	2300
4	40	44.82	2500	2500
5				

Moisture Content (□) (MCi)	10.74
Wet Wt. of Soil □Cont. (g)	283.49
Dry Wt. of Soil □Cont. (g)	262.36
Wt. of Container (g)	65.71
Container No.	
Initial Soil Wt. (g) (Wt)	130.00
Box Constant	1.000
MC □((1□Mci□100)x(Wa□Wt□1))-1)x100	

Min. Resistivity (ohm-cm)	Moisture Content (□)	Sulfate Content (ppm)	Chloride Content (ppm)	Soil pH	
				pH	Temp. (□C)
DOT CA Test 532 □643		DOT CA Test 417 Part II	DOT CA Test 422	DOT CA Test 532 □643	
2050	**31.0**	**175**	**134**	**7.28**	**21.1**



Leighton

SOIL RESISTIVITY TEST

DOT CA TEST 532 □643

Project Name:	Ford Theatre		Tested By :	G. Berdy	Date: 06□19□13
Project No. :	603507-002		Data Input By:	J. Ward	Date: 06□20□13
Boring No.:	TP-4		Depth (ft.) :	0-5	
Sample No. :	BB-1 (AF)				

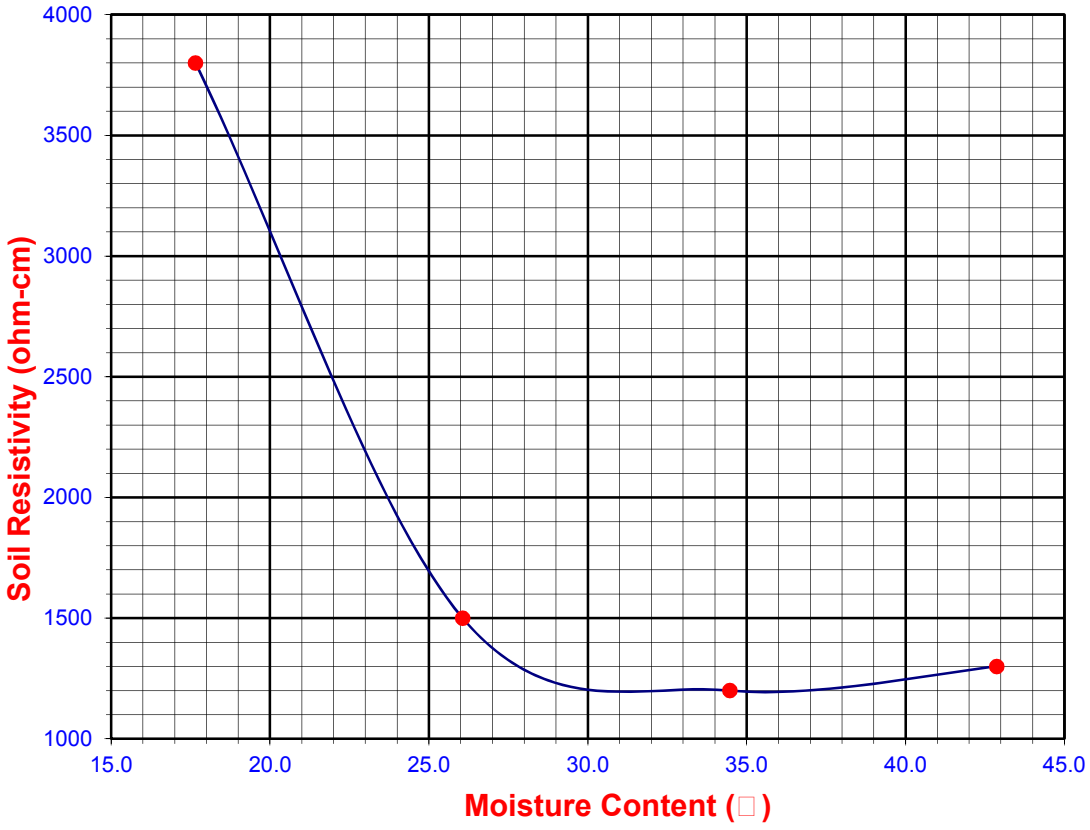
Soil Identification:□ Dark yellowish brown (SC-SM)g

*California Test 643 requires soil specimens to consist only of portions of samples passing through the No. 8 US Standard Sieve before resistivity testing. Therefore, this test method may not be representative for coarser materials.

Specimen No.	Water Added (ml) (Wa)	Adjusted Moisture Content (MC)	Resistance Reading (ohm)	Soil Resistivity (ohm-cm)
1	10	17.66	3800	3800
2	20	26.06	1500	1500
3	30	34.47	1200	1200
4	40	42.87	1300	1300
5				

Moisture Content (□) (MCi)	9.25
Wet Wt. of Soil □Cont. (g)	257.25
Dry Wt. of Soil □Cont. (g)	240.36
Wt. of Container (g)	57.85
Container No.	
Initial Soil Wt. (g) (Wt)	130.00
Box Constant	1.000
MC □((1□Mci□100)x(Wa□Wt□1))-1)x100	

Min. Resistivity (ohm-cm)	Moisture Content (□)	Sulfate Content (ppm)	Chloride Content (ppm)	Soil pH	
				pH	Temp. (□C)
DOT CA Test 532 □643		DOT CA Test 417 Part II	DOT CA Test 422	DOT CA Test 532 □643	
1200	**34.5**	**73**	**397**	**7.48**	**21.0**



Leighton

EXPANSION INDEX of SOILS

ASTM D 4829

Project Name:	Ford Theatre		Tested By:	S. Felter	Date: 07/12/13
Project No. :	10296.001		Checked By:	J. Ward	Date: 07/15/13
Boring No.:	TP-1		Depth (ft.)	0-4	
Sample No. :	BB-1 (Basalt)				
Soil Identification:	Olive silty, clayey sand with gravel (SC-SM)g				

Dry Wt. of Soil & Cont.	(g)	1000.00
Wt. of Container No.	(g)	0.00
Dry Wt. of Soil	(g)	1000.00
Weight Soil Retained on #4 Sieve		0.00
Percent Passing #4		100.00

MOLDED SPECIMEN		Before Test	After Test
Specimen Diameter	(in.)	4.01	4.01
Specimen Height	(in.)	1.0000	1.0110
Wt. Comp. Soil & Mold	(g)	584.90	435.18
Wt. of Mold	(g)	188.30	0.00
Specific Gravity (Assumed)		2.70	2.70
Container No.		O	O
Wet Wt. of Soil & Cont.	(g)	798.10	623.48
Dry Wt. of Soil & Cont.	(g)	725.50	548.86
Wt. of Container	(g)	0.00	188.30
Moisture Content	(%)	10.01	20.70
Wet Density	(pcf)	119.6	129.8
Dry Density	(pcf)	108.7	107.6
Void Ratio		0.550	0.567
Total Porosity		0.355	0.362
Pore Volume	(cc)	73.5	75.7
Degree of Saturation (%) [S_{meas}]		**49.1**	98.5

SPECIMEN INUNDATION in distilled water for the period of 24 h or expansion rate <0.0002 in./h

Date	Time	Pressure (psi)	Elapsed Time (min.)	Dial Readings (in.)
07/12/13	10:02	1.0	0	0.2250
07/12/13	10:12	1.0	10	0.2250
Add Distilled Water to the Specimen				
07/12/13	13:23	1.0	191	0.2340
07/15/13	6:30	1.0	4098	0.2360
07/15/13	7:40	1.0	4168	0.2360

Expansion Index (EI_{meas}) = ((Final Rdg - Initial Rdg) / Initial Thick.) x 1000	**11**

Leighton

EXPANSION INDEX of SOILS

ASTM D 4829

Project Name:	Ford Theatre		Tested By:	S. Felter	Date: 07/12/13
Project No. :	10296.001		Checked By:	J. Ward	Date: 07/15/13
Boring No.:	TP-4		Depth (ft.)	0-5	
Sample No. :	BB-1 (AF)				
Soil Identification:	Dark yellowish brown silty, clayey sand with gravel (SC-SM)g				

Dry Wt. of Soil & Cont.	(g)	1000.00
Wt. of Container No.	(g)	0.00
Dry Wt. of Soil	(g)	1000.00
Weight Soil Retained on #4 Sieve		0.00
Percent Passing #4		100.00

MOLDED SPECIMEN		Before Test	After Test
Specimen Diameter	(in.)	4.01	4.01
Specimen Height	(in.)	1.0000	1.0230
Wt. Comp. Soil & Mold	(g)	554.30	431.67
Wt. of Mold	(g)	163.70	0.00
Specific Gravity (Assumed)		2.70	2.70
Container No.		O	O
Wet Wt. of Soil & Cont.	(g)	787.90	595.37
Dry Wt. of Soil & Cont.	(g)	713.10	517.14
Wt. of Container	(g)	0.00	163.70
Moisture Content	(%)	10.49	22.13
Wet Density	(pcf)	117.8	127.3
Dry Density	(pcf)	106.6	104.2
Void Ratio		0.581	0.618
Total Porosity		0.367	0.382
Pore Volume	(cc)	76.1	80.9
Degree of Saturation (%) [S_{meas}]		**48.8**	96.8

SPECIMEN INUNDATION in distilled water for the period of 24 h or expansion rate <0.0002 in./h

Date	Time	Pressure (psi)	Elapsed Time (min.)	Dial Readings (in.)
07/12/13	10:26	1.0	0	0.1040
07/12/13	10:36	1.0	10	0.1030
Add Distilled Water to the Specimen				
07/12/13	13:24	1.0	168	0.1260
07/15/13	6:27	1.0	4071	0.1270
07/15/13	7:42	1.0	4146	0.1270

Expansion Index (EI_{meas}) = ((Final Rdg - Initial Rdg) / Initial Thick.) x 1000	**24**

MODIFIED PROCTOR COMPACTION TEST
ASTM D 1557

Leighton

Project Name:	Ford Theatre	Tested By :	G. Berdy	Date:	06/14/13
Project No.:	603507-002	Input By :	J. Ward	Date:	06/18/13
Boring No.:	TP-1	Depth (ft.)	0-4		
Sample No. :	BB-1 (Basalt)				
Soil Identification:	Olive silty, clayey sand with gravel (SC-SM)g				

Preparation Method:	X	Moist	Scalp Fraction (%)		Rammer Weight (lb.) ☐ 10.0
		Dry	☐3/4	7.1	Height of Drop (in.) ☐ 18.0
Compaction Method	X	Mechanical Ram	☐3/8		
		Manual Ram	☐4		Mold Volume (ft³) 0.07510

TEST NO.	1	2	3	4	5	6
Wt. Compacted Soil + Mold (g)	7020.0	7458.0	7547.0	7501.0		
Weight of Mold (g)	2741.0	2741.0	2741.0	2741.0		
Net Weight of Soil (g)	4279.0	4717.0	4806.0	4760.0		
Wet Weight of Soil + Cont. (g)	1064.50	950.10	737.80	865.00		
Dry Weight of Soil + Cont. (g)	982.50	858.20	655.40	751.90		
Weight of Container (g)	75.70	77.30	76.90	76.50		
Moisture Content (%)	9.04	11.77	14.24	16.75		
Wet Density (pcf)	125.6	138.5	141.1	139.7		
Dry Density (pcf)	115.2	123.9	123.5	119.7		

Maximum Dry Density (pcf)	**124.5**	**Optimum Moisture Content (%)**	**13.0**
Corrected Dry Density (pcf)	**127.0**	**Corrected Moisture Content (%)**	**12.0**

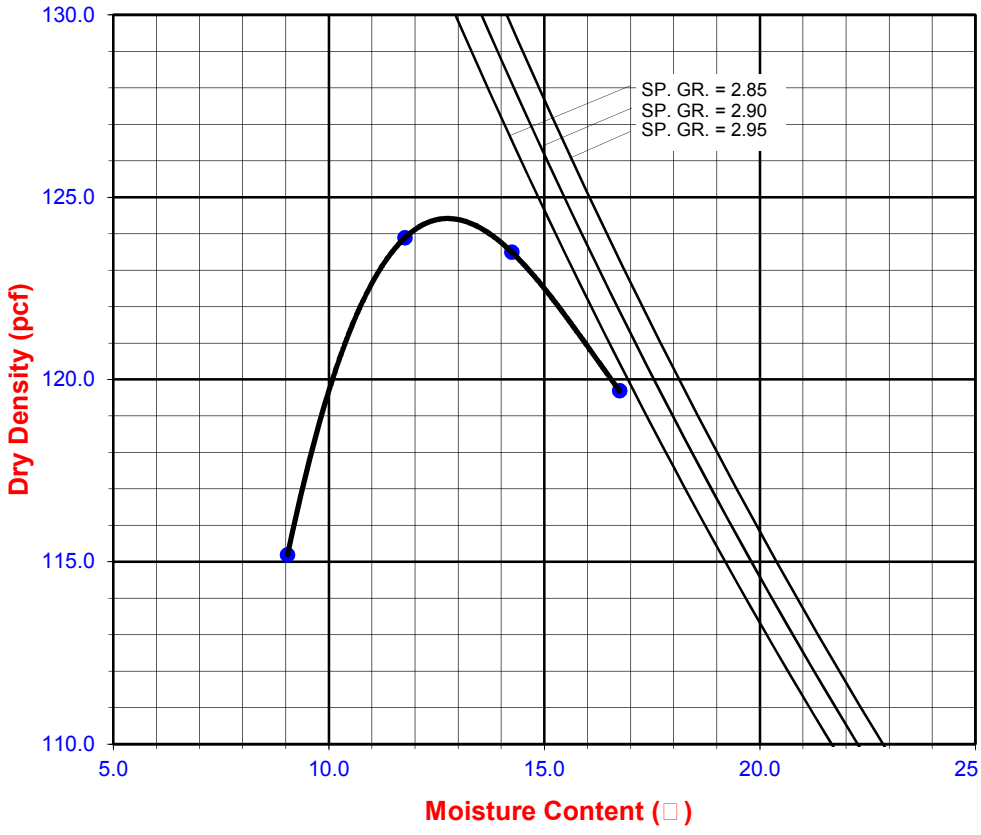
☐ **Procedure A**
Soil Passing No. 4 (4.75 mm) Sieve
Mold : 4 in. (101.6 mm) diameter
Layers : 5 (Five)
Blows per layer : 25 (twenty-five)
May be used if +4 is 20% or less

☐ **Procedure B**
Soil Passing 3/8 in. (9.5 mm) Sieve
Mold : 4 in. (101.6 mm) diameter
Layers : 5 (Five)
Blows per layer : 25 (twenty-five)
Use if +4 is 20% and +3/8 in. is 20% or less

☒ **Procedure C**
Soil Passing 3/4 in. (19.0 mm) Sieve
Mold : 6 in. (152.4 mm) diameter
Layers : 5 (Five)
Blows per layer : 56 (fifty-six)
Use if +3/8 in. is 20% and +3/4 in. is 30%

Particle-Size Distribution:
GR:SA:FI

Atterberg Limits:
LL,PL,PI



MX TP-1, BB-1 (Basalt) @ 0-4

Leighton

MODIFIED PROCTOR COMPACTION TEST

ASTM D 1557

Project Name:	Ford Theatre	Tested By :	G. Berdy	Date:	06□14□13
Project No.:	603507-002	Input By :	J. Ward	Date:	06□18□13
Boring No.:	TP-4	Depth (ft.)	0-5		
Sample No. :	BB-1 (AF)				
Soil Identification:	Dark yellowish brown silty, clayey sand with gravel (SC-SM)g				

Note: Correction for oversize material includes only material passing the 3-in sieve

Preparation Method:	X	Moist	Scalp Fraction (□)		Rammer Weight (lb.) □ 10.0
		Dry	□3□4	12.0	Height of Drop (in.) □ 18.0
Compaction Method	X	Mechanical Ram	□3□8		
		Manual Ram	□4		Mold Volume (ft□) 0.07510

TEST NO.	1	2	3	4	5	6
Wt. Compacted Soil □Mold (g)	7050.0	7378.0	7512.0	7327.0		
Weight of Mold (g)	2741.0	2741.0	2741.0	2741.0		
Net Weight of Soil (g)	4309.0	4637.0	4771.0	4586.0		
Wet Weight of Soil □Cont. (g)	914.40	909.00	847.30	912.50		
Dry Weight of Soil □Cont. (g)	847.80	824.60	752.80	792.00		
Weight of Container (g)	75.30	74.30	75.20	75.50		
Moisture Content (□)	8.62	11.25	13.95	16.82		
Wet Density (pcf)	126.5	136.1	140.1	134.6		
Dry Density (pcf)	116.5	122.4	122.9	115.2		

Maximum Dry Density (pcf)	**123.5**	**Optimum Moisture Content (□)**	**13.0**
Corrected Dry Density (pcf)	**127.5**	**Corrected Moisture Content (□)**	**11.5**

□ **Procedure A**
Soil Passing No. 4 (4.75 mm) Sieve
Mold : 4 in. (101.6 mm) diameter
Layers : 5 (Five)
Blows per layer : 25 (twenty-five)
May be used if □□4 is 20□ or less

□ **Procedure B**
Soil Passing 3□8 in. (9.5 mm) Sieve
Mold : 4 in. (101.6 mm) diameter
Layers : 5 (Five)
Blows per layer : 25 (twenty-five)
Use if □□4 is □20□ and □3□8 in. is 20□ or less

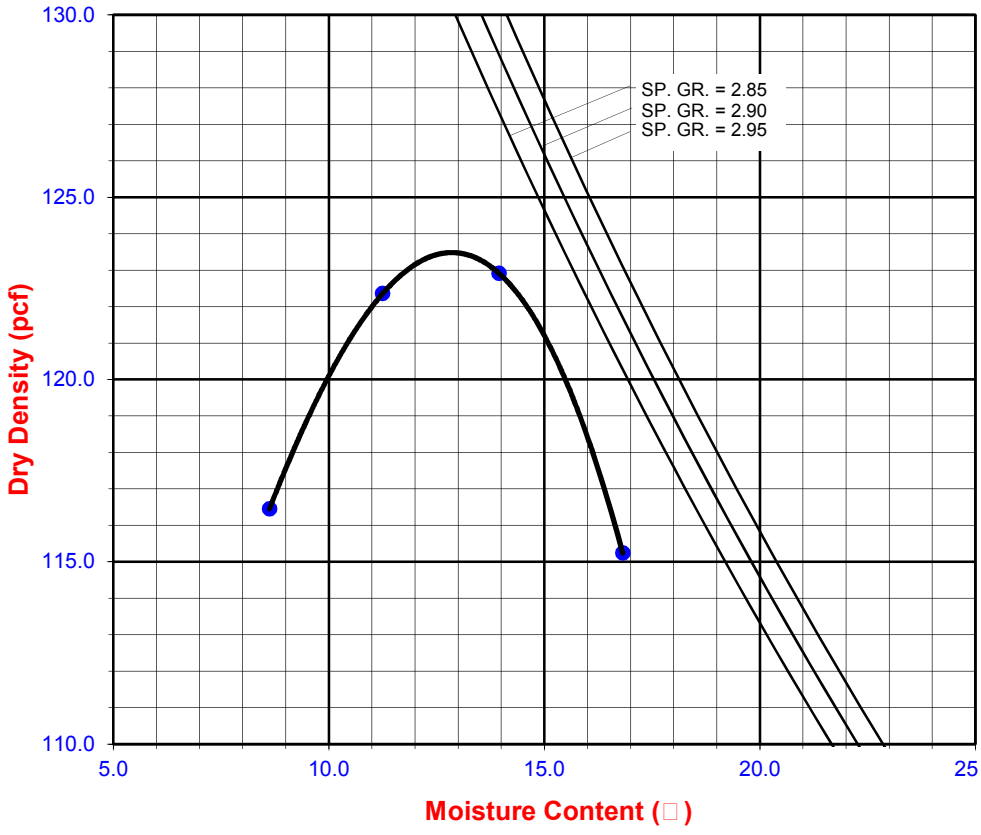
X **Procedure C**
Soil Passing 3□4 in. (19.0 mm) Sieve
Mold : 6 in. (152.4 mm) diameter
Layers : 5 (Five)
Blows per layer : 56 (fifty-six)
Use if □3□8 in. is □20□ and □□ in. is □30□

Particle-Size Distribution:

GR:SA:FI

Atterberg Limits:

LL,PL,PI



APPENDIX D

Section B-B': Global Stability Analysis - Circular

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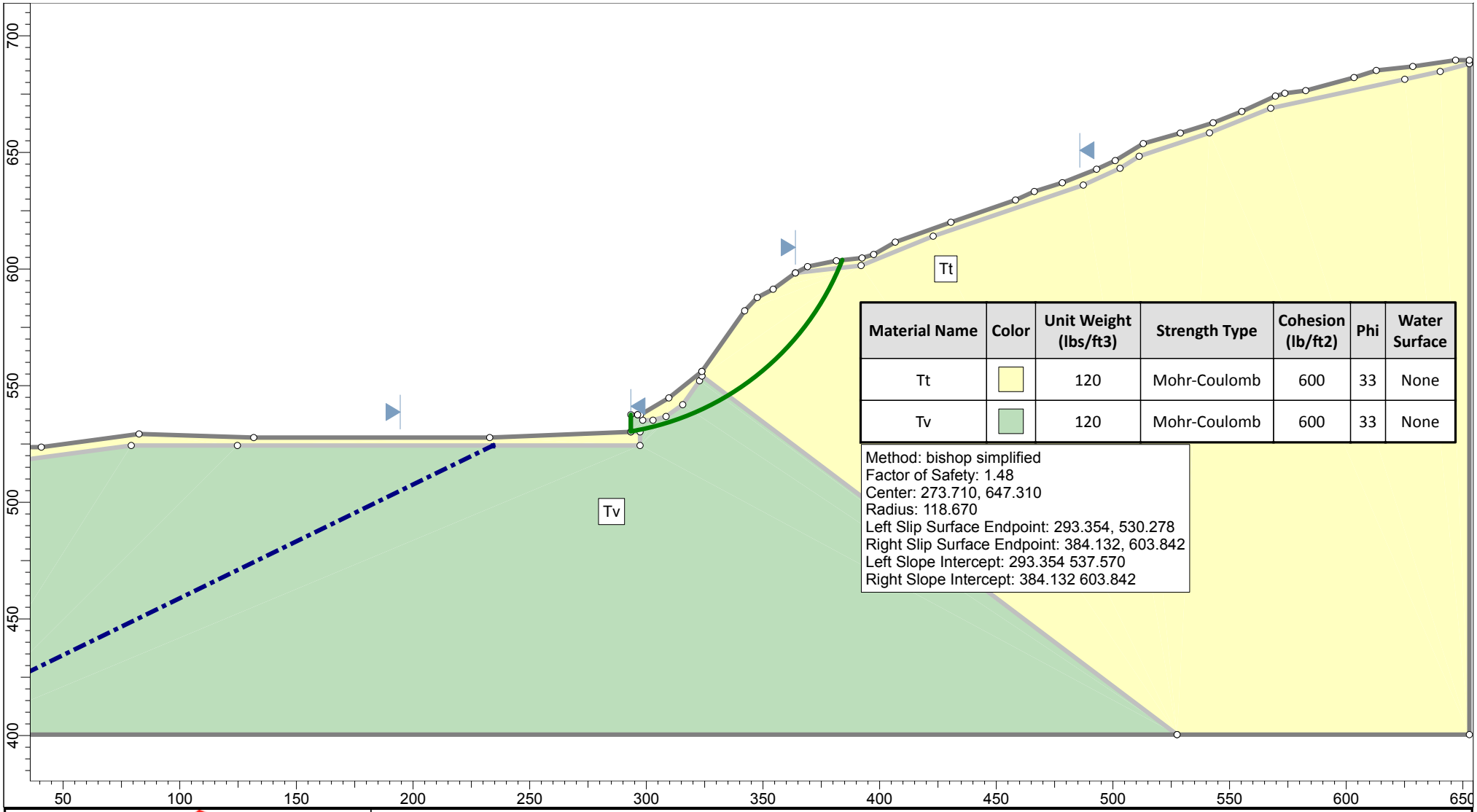

Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (lb/ft2)	Phi	Water Surface
Tt		120	Mohr-Coulomb	600	33	None
Tv		120	Mohr-Coulomb	600	33	None

Method: bishop simplified
Factor of Safety: 1.48
Center: 273.710, 647.310
Radius: 118.670
Left Slip Surface Endpoint: 293.354, 530.278
Right Slip Surface Endpoint: 384.132, 603.842
Left Slope Intercept: 293.354 537.570
Right Slope Intercept: 384.132 603.842

SLIDEINTERPRET 6.008

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Project: **FORD THEATRE**

Analyzed By	*Units*	*Scale*	*Project No.:*
SP	feet	1:720	**PN: 603507-001**

Date	*Condition*
2/5/2013, 2:54:41 PM	Static

Section B-B': Global Stability Analysis - Non Circular

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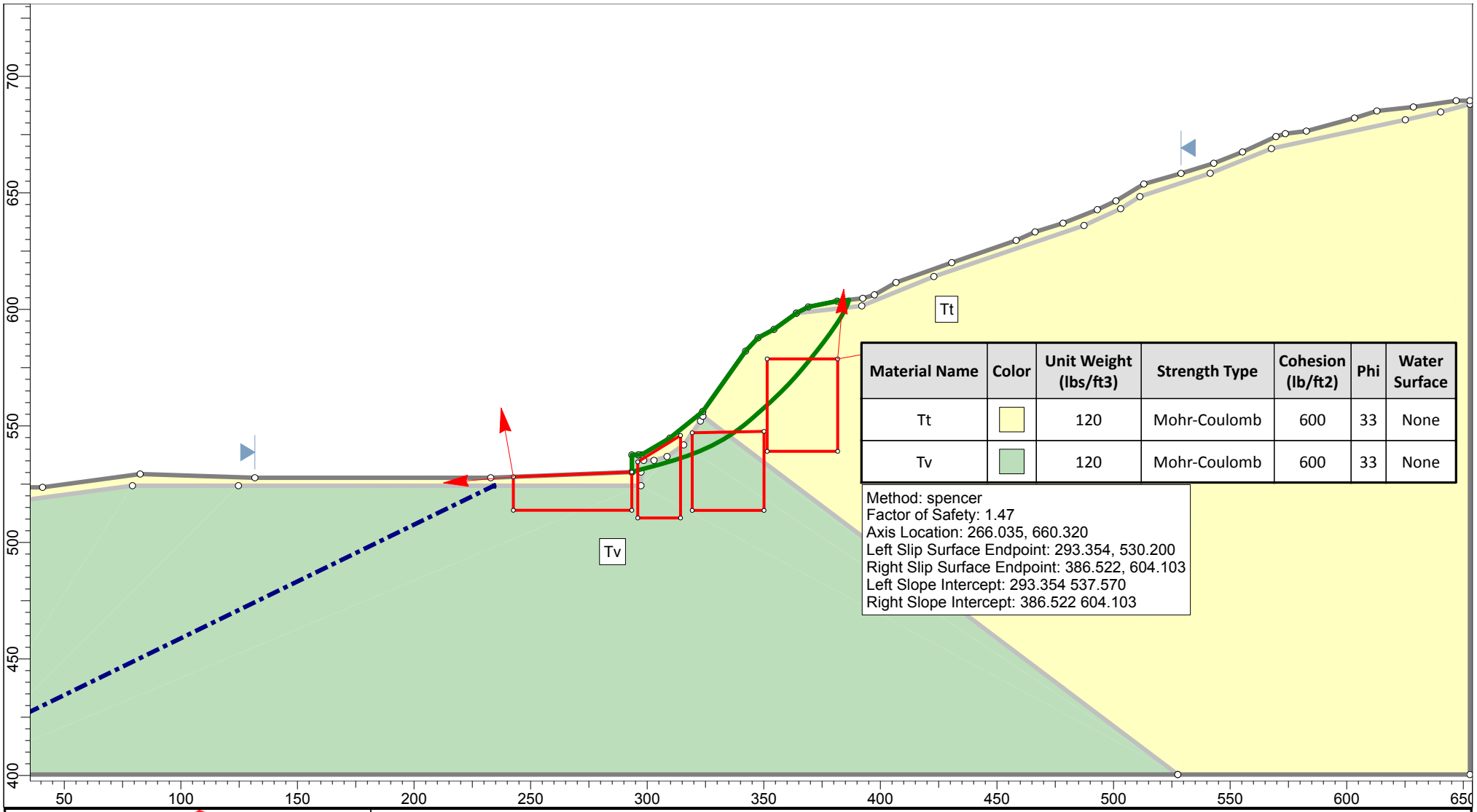

Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (lb/ft2)	Phi	Water Surface
Tt		120	Mohr-Coulomb	600	33	None
Tv		120	Mohr-Coulomb	600	33	None

Method: spencer
Factor of Safety: 1.47
Axis Location: 266.035, 660.320
Left Slip Surface Endpoint: 293.354, 530.200
Right Slip Surface Endpoint: 386.522, 604.103
Left Slope Intercept: 293.354 537.570
Right Slope Intercept: 386.522 604.103

SLIDEINTERPRET 6.008

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Project
FORD THEATRE

Analyzed By	*Units*	*Scale*	*Project No.:*
SP	feet	1:720	**PN: 603507-001**

Date	*Condition*
2/5/2013, 2:54:41 PM	Static

Section B-B': Global Stability Analysis - Non Circular

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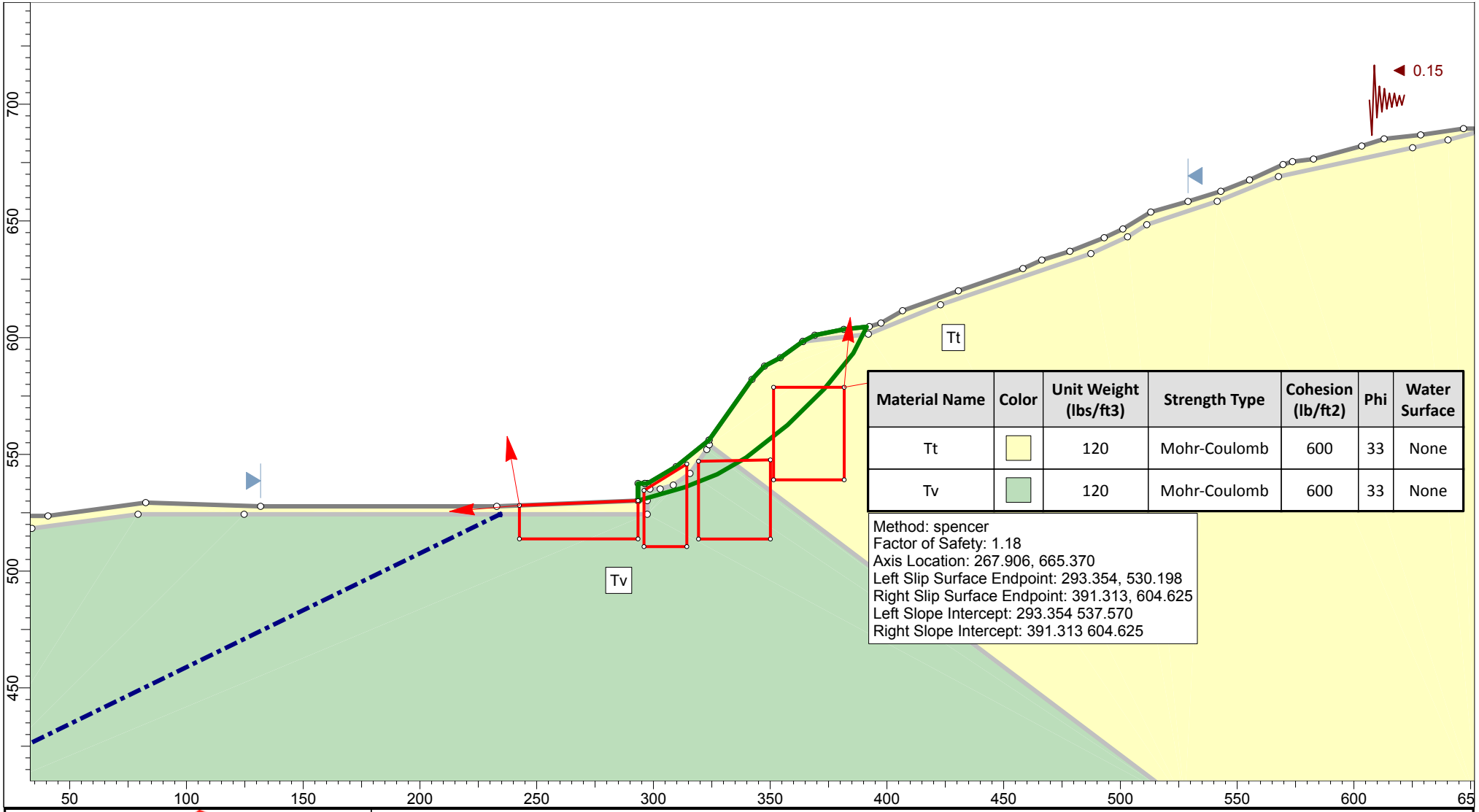

Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (lb/ft2)	Phi	Water Surface
Tt		120	Mohr-Coulomb	600	33	None
Tv		120	Mohr-Coulomb	600	33	None

Method: spencer
Factor of Safety: 1.18
Axis Location: 267.906, 665.370
Left Slip Surface Endpoint: 293.354, 530.198
Right Slip Surface Endpoint: 391.313, 604.625
Left Slope Intercept: 293.354 537.570
Right Slope Intercept: 391.313 604.625

SLIDEINTERPRET 6.008

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Project: **FORD THEATRE**

Analyzed By	*Units*	*Scale*	*Project No.:*
SP	feet	1:720	**PN: 603507-001**

Date	*Condition*
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Section B-B': Global Stability Analysis

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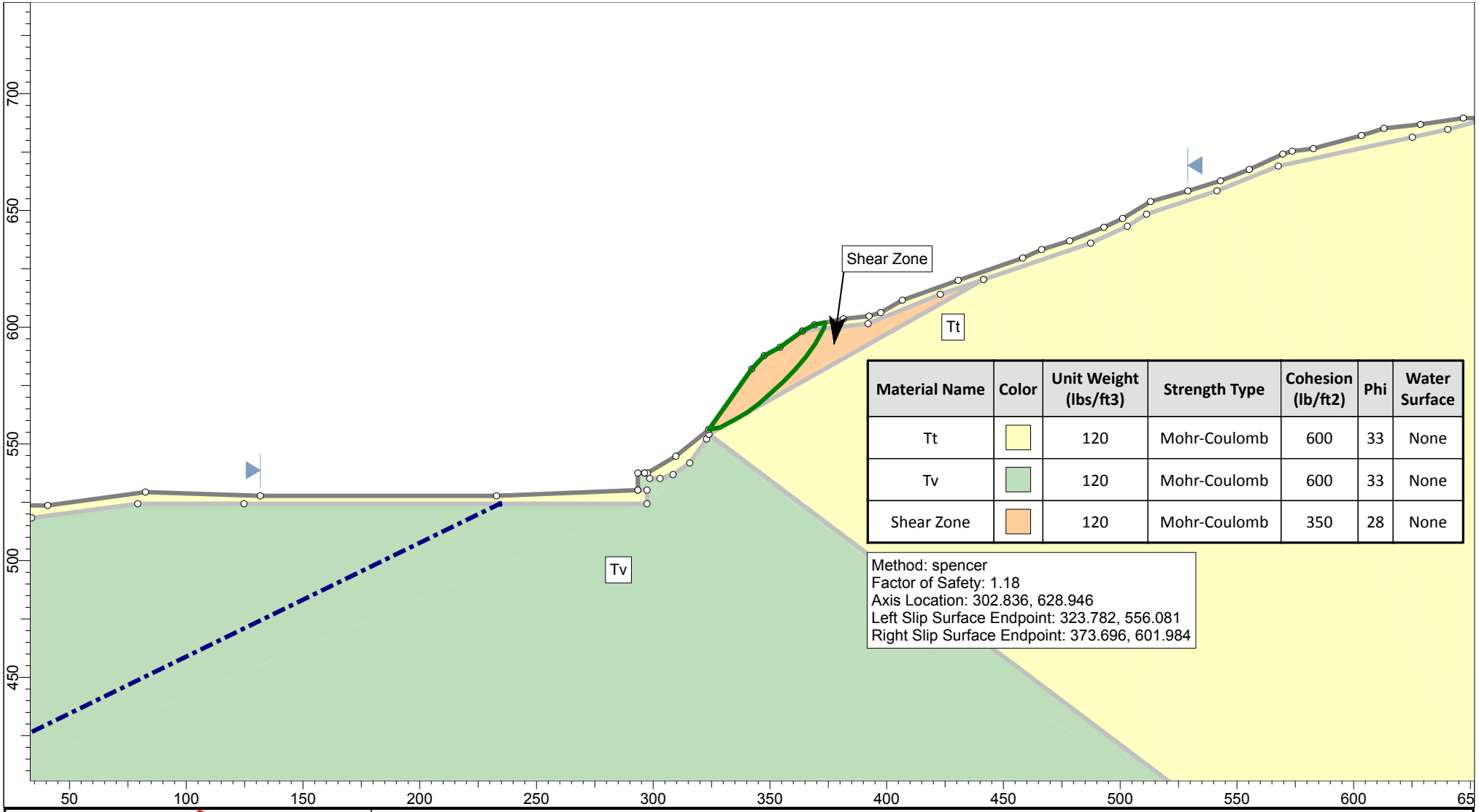

Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (lb/ft2)	Phi	Water Surface
Tt		120	Mohr-Coulomb	600	33	None
Tv		120	Mohr-Coulomb	600	33	None
Shear Zone		120	Mohr-Coulomb	350	28	None

Method: spencer
Factor of Safety: 1.18
Axis Location: 302.836, 628.946
Left Slip Surface Endpoint: 323.782, 556.081
Right Slip Surface Endpoint: 373.696, 601.984

SLIDEINTERPRET 6.008

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Project
FORD THEATRE

Analyzed By	*Units*	*Scale*	*Project No.:*
SP	feet	1:720	**PN: 603507-001**

Date	*Condition*
2/5/2013, 2:54:41 PM	Static

Section B-B': Global Stability Analysis

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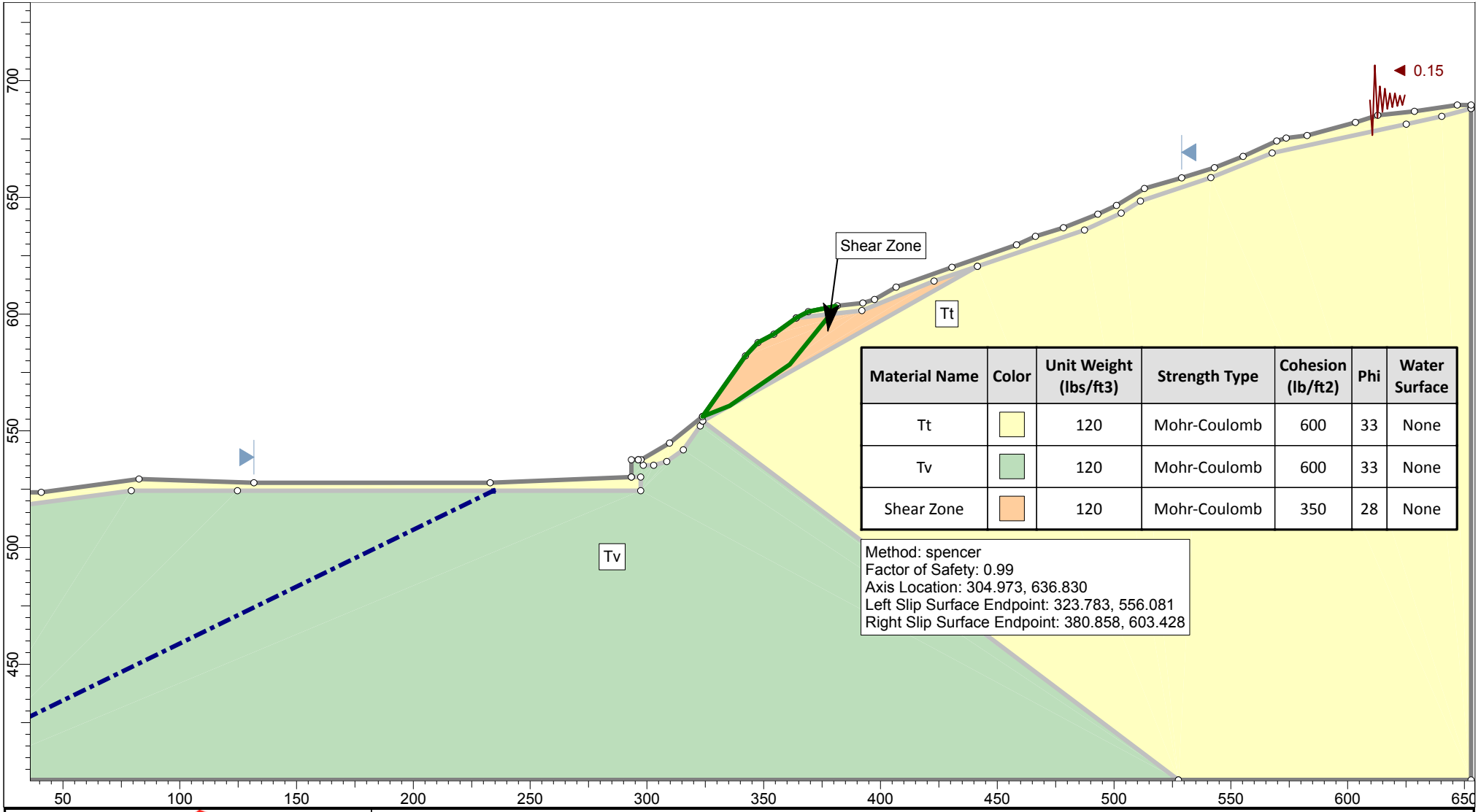


Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (lb/ft2)	Phi	Water Surface
Tt		120	Mohr-Coulomb	600	33	None
Tv		120	Mohr-Coulomb	600	33	None
Shear Zone		120	Mohr-Coulomb	350	28	None

SLIDEINTERPRET 6.008

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Project: **FORD THEATRE**

Analyzed By	*Units*	*Scale*	*Project No.:*
SP	feet	1:720	**PN: 603507-001**

Date	*Condition*
2/5/2013, 2:54:41 PM	Pseudostatic

APPENDIX E

APPENDIX E

LEIGHTON CONSULTING, INC.
EARTHWORK AND GRADING GUIDE SPECIFICATIONS

TABLE OF CONTENTS

E-1.0 GENERAL

E-1.1 Intent

These Earthwork and Grading Guide Specifications are for grading and earthwork shown on the current, approved grading plan(s) and/or indicated in the Leighton Consulting, Inc. geotechnical report(s). These Guide Specifications are a part of the recommendations contained in the geotechnical report(s). In case of conflict, the project-specific recommendations in the geotechnical report shall supersede these Guide Specifications. Leighton Consulting, Inc. shall provide geotechnical observation and testing during earthwork and grading. Based on these observations and tests, Leighton Consulting, Inc. may provide new or revised recommendations that could supersede these specifications or the recommendations in the geotechnical report(s).

E-1.2 Role of Leighton Consulting, Inc.

Prior to commencement of earthwork and grading, Leighton Consulting, Inc. shall review the "work plan" prepared by the earthwork contractor (Contractor) and schedule sufficient personnel to perform the appropriate level of observation, mapping, and compaction testing. During earthwork and grading, Leighton Consulting, Inc. shall observe, map, and document subsurface exposures to verify geotechnical design assumptions. If observed conditions are found to be significantly different than the interpreted assumptions during the design phase, Leighton Consulting, Inc. shall inform the owner, recommend appropriate changes in design to accommodate these observed conditions, and notify the review agency where required. Subsurface areas to be geotechnically observed, mapped, elevations recorded, and/or tested include (1) natural ground after clearing to receiving fill but before fill is placed, (2) bottoms of all "remedial removal" areas, (3) all key bottoms, and (4) benches made on sloping ground to receive fill.

Leighton Consulting, Inc. shall observe moisture-conditioning and processing of the subgrade and fill materials, and perform relative compaction testing of fill to determine the attained relative compaction. Leighton Consulting, Inc. shall provide test results to the owner and the Contractor on a routine and frequent basis.

E-1.3 The Earthwork Contractor

The earthwork contractor (Contractor) shall be qualified, experienced and knowledgeable in earthwork logistics, preparation and processing of ground to receive fill, moisture-conditioning and processing of fill, and compacting fill. The Contractor shall review and accept the plans, geotechnical report(s), and these Guide

Specifications prior to commencement of grading. The Contractor shall be solely responsible for performing grading and backfilling in accordance with the current, approved plans and specifications.

For projects in excess of 10,000 cubic-yards of earthwork, the Contractor shall prepare and submit to the owner and Leighton Consulting, Inc. a work plan that indicates the sequence of earthwork grading, the number of "spreads" of work and the estimated quantities of daily earthwork contemplated for the site prior to commencement of grading. The Contractor shall inform the owner and Leighton Consulting, Inc. of changes in work schedules and updates to the work plan at least one working day in advance of such changes so that appropriate observations and tests can be planned and accomplished. The Contractor shall not assume that Leighton Consulting, Inc. is aware of all grading operations.

The Contractor shall have the sole responsibility to provide adequate equipment and methods to accomplish earthwork and grading in accordance with the applicable grading codes and agency ordinances, these Guide Specifications, and recommendations in the approved geotechnical report(s) and grading plan(s). If, in the opinion of Leighton Consulting, Inc., unsatisfactory conditions, such as unsuitable soil, improper moisture condition, inadequate compaction, insufficient buttress key size, adverse weather, etc., are resulting in a quality of work less than required in these specifications, Leighton Consulting, Inc. shall reject the work and may recommend to the owner that earthwork and grading be stopped until these unsatisfactory condition(s) are rectified.

E-2.0 PREPARATION OF AREAS TO BE FILLED

E-2.1 Clearing and Grubbing

Vegetation, such as brush, grass, roots and other deleterious material shall be sufficiently removed and properly disposed of in a method acceptable to the owner, governing agencies and Leighton Consulting, Inc.. Care should be taken not to encroach upon or otherwise damage native and/or historic trees designated by the Owner or appropriate agencies to remain. Pavements, flatwork or other construction should not extend under the “drip line” of designated trees to remain.

Leighton Consulting, Inc. shall evaluate the extent of these removals depending on specific site conditions. Earth fill material shall not contain more than 2 percent of organic materials (by dry weight: ASTM D 2974-00). No fill lift shall contain more than 5 percent of organic matter. Nesting of the organic materials shall not be allowed.

If potentially hazardous materials are encountered, the Contractor shall stop work in the affected area, and a hazardous material specialist shall be informed immediately for proper evaluation and handling of these materials prior to continuing to work in that area. As presently defined by the State of California, most refined petroleum products (gasoline, diesel fuel, motor oil, grease, coolant, etc.) have chemical constituents that are considered to be hazardous waste. As such, the indiscriminate dumping or spillage of these fluids onto the ground may constitute a misdemeanor, punishable by fines and/or imprisonment, and shall not be allowed.

E-2.2 Processing

Existing ground that has been declared satisfactory for support of fill, by Leighton Consulting, Inc., shall be scarified to a minimum depth of 6 inches (15 cm). Existing ground that is not satisfactory shall be overexcavated as specified in the following Section E-2.3. Scarification shall continue until soils are broken down and free of large clay lumps or clods and the working surface is reasonably uniform, flat, and free of uneven features that would inhibit uniform compaction.

E-2.3 Overexcavation

In addition to removals and overexcavations recommended in the approved geotechnical report(s) and the grading plan, soft, loose, dry, saturated, spongy, organic-rich, highly fractured or otherwise unsuitable ground shall be overexcavated to competent ground as evaluated by Leighton Consulting, Inc. during grading. All undocumented fill soils under proposed structure footprints should be excavated

E-2.4 Benching

Where fills are to be placed on ground with slopes steeper than 5:1 (horizontal to vertical units), (>20 percent grade) the ground shall be stepped or benched. The lowest bench or key shall be a minimum of 15 feet (4.5 m) wide and at least 2 feet (0.6 m) deep, into competent material as evaluated by Leighton Consulting, Inc.. Other benches shall be excavated a minimum height of 4 feet (1.2 m) into competent material or as otherwise recommended by Leighton Consulting, Inc.. Fill placed on ground sloping flatter than 5:1 (horizontal to vertical units), (<20 percent grade) shall also be benched or otherwise overexcavated to provide a flat subgrade for the fill.

E-2.5 Evaluation/Acceptance of Fill Areas

All areas to receive fill, including removal and processed areas, key bottoms, and benches, shall be observed, mapped, elevations recorded, and/or tested prior to being accepted by Leighton Consulting, Inc. as suitable to receive fill. The Contractor shall obtain a written acceptance (*Daily Field Report*) from Leighton Consulting, Inc. prior to fill placement. A licensed surveyor shall provide the survey control for determining elevations of processed areas, keys, and benches.

E-3.0 FILL MATERIAL

E-3.1 Fill Quality

Material to be used as fill shall be essentially free of organic matter and other deleterious substances evaluated and accepted by Leighton Consulting, Inc. prior to placement. Soils of poor quality, such as those with unacceptable gradation, high expansion potential, or low strength shall be placed in areas acceptable to Leighton Consulting, Inc. or mixed with other soils to achieve satisfactory fill material.

E-3.2 Oversize

Oversize material defined as rock, or other irreducible material with a maximum dimension greater than 6 inches (15 cm), shall not be buried or placed in fill unless location, materials and placement methods are specifically accepted by Leighton Consulting, Inc.. Placement operations shall be such that nesting of oversized material does not occur and such that oversize material is completely surrounded by compacted or densified fill. Oversize material shall not be placed within 10 feet (3 m) measured vertically from finish grade, or within 2 feet (0.61 m) of future utilities or underground construction.

E-3.3 Import

If importing of fill material is required for grading, proposed import material shall meet the requirements of Section E-3.1, and be free of hazardous materials ("contaminants") and rock larger than 3-inches (8 cm) in largest dimension. All import soils shall have an Expansion Index (EI) of 20 or less and a sulfate content no greater than ($\leq$) 500 parts-per-million (ppm). A representative sample of a potential import source shall be given to Leighton Consulting, Inc. at least two full working days before importing begins, so that suitability of this import material can be determined and appropriate tests performed.

E-4.0 FILL PLACEMENT AND COMPACTION

E-4.1 Fill Layers

Approved fill material shall be placed in areas prepared to receive fill, as described in Section E-2.0, above, in near-horizontal layers not exceeding 8 inches (20 cm) in loose thickness. Leighton Consulting, Inc. may accept thicker layers if testing indicates the grading procedures can adequately compact the thicker layers, and only if the building officials with the appropriate jurisdiction approve. Each layer shall be spread evenly and mixed thoroughly to attain relative uniformity of material and moisture throughout.

E-4.2 Fill Moisture Conditioning

Fill soils shall be watered, dried back, blended, and/or mixed, as necessary to attain a relatively uniform moisture content at or slightly over optimum. Maximum density and optimum soil moisture-content tests shall be performed in accordance with the American Society of Testing and Materials (ASTM) Test Method D 1557-02^{e1}.

E-4.3 Compaction of Fill

After each layer has been moisture-conditioned, mixed, and evenly spread, it shall be uniformly compacted to not less than 90 percent of maximum dry density as determined by ASTM Test Method D 1557-02$^{\varepsilon 1}$. For fills thicker than 15 feet (4.5 m), the portion of the fill deeper than 15 feet below proposed finish grade shall be compacted to 95 percent of the ASTM D 1557-02$^{\varepsilon 1}$ laboratory maximum density. Compaction equipment shall be adequately sized and be either specifically designed for soil compaction or of proven reliability to efficiently achieve the specified level of compaction with uniformity.

E-4.4 Compaction of Fill Slopes

In addition to normal compaction procedures specified above, compaction of slopes shall be accomplished by backrolling of slopes with sheepsfoot rollers at increments of 3 to 4 feet (1 to 1.2 m) in fill elevation, or by other methods producing satisfactory results acceptable to Leighton Consulting, Inc.. Upon completion of grading, relative compaction of the fill, out to the slope face, shall be at least 90 percent of the ASTM D 1557-02$^{\varepsilon 1}$ laboratory maximum density.

E-4.5 Compaction Testing

Field-tests for moisture content and relative compaction of the fill soils shall be performed by Leighton Consulting, Inc.. Location and frequency of tests shall be at our field representative(s) discretion based on field conditions encountered. Compaction test locations will not necessarily be selected on a random basis. Test locations shall be selected to verify adequacy of compaction levels in areas that are judged to be prone to inadequate compaction (such as close to slope faces and at the fill/bedrock benches).

E-4.6 Compaction Test Locations

Leighton Consulting, Inc. shall document the approximate elevation and horizontal coordinates of each density test location. The Contractor shall coordinate with the project surveyor to assure that sufficient grade stakes are established so that Leighton Consulting, Inc. can determine the test locations with sufficient accuracy. At a minimum, two grade stakes within a horizontal distance of 100 feet and vertically less than 5 feet apart from potential test locations shall be provided.

E-5.0 EXCAVATION

Excavations, as well as over-excavation for remedial purposes, shall be evaluated by Leighton Consulting, Inc. during grading. Remedial removal depths shown on geotechnical plans are estimates only. The actual extent of removal shall be determined by Leighton Consulting, Inc. based on the field evaluation of exposed conditions during grading. Where fill-over-cut slopes are to be graded, the cut portion of the slope shall be made, evaluated, and accepted by Leighton Consulting, Inc. prior to placement of materials for construction of the fill portion of the slope, unless otherwise recommended by Leighton Consulting, Inc.

E-6.0 TRENCH BACKFILLS

E-6.1 Safety

The Contractor shall follow all OSHA and Cal/OSHA requirements for safety of trench excavations. Work should be performed in accordance with Article 6 of the *California Construction Safety Orders*, 2003 Edition or more current.

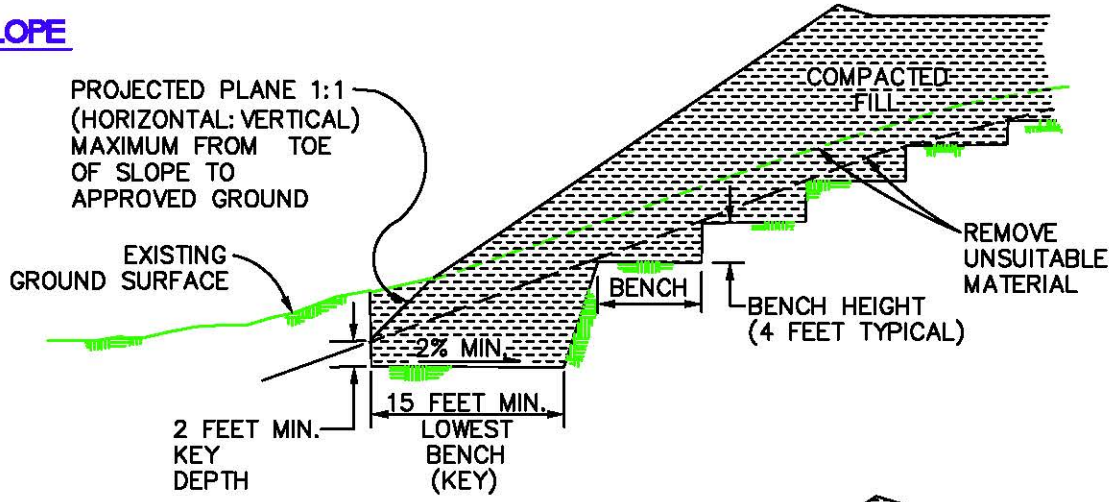
E-6.2 Bedding and Backfill

All bedding and backfill of utility trenches shall be performed in accordance with the applicable provisions of Standard Specifications of Public Works Construction. Bedding material shall have a Sand Equivalent greater than 30 (SE>30). Bedding shall be placed to 1-foot (0.3 m) over the top of the conduit, and densified by jetting. Backfill shall be placed and densified to a minimum of 90 percent of relative compaction (ASTM D 1557-02$^{\varepsilon 1}$) from 1 foot (0.3 m) above the top of the conduit to the surface. Jetting of the bedding around the conduits shall be observed by Leighton Consulting, Inc. and backfill above the pipe zone (bedding) shall be observed and tested by Leighton Consulting, Inc..

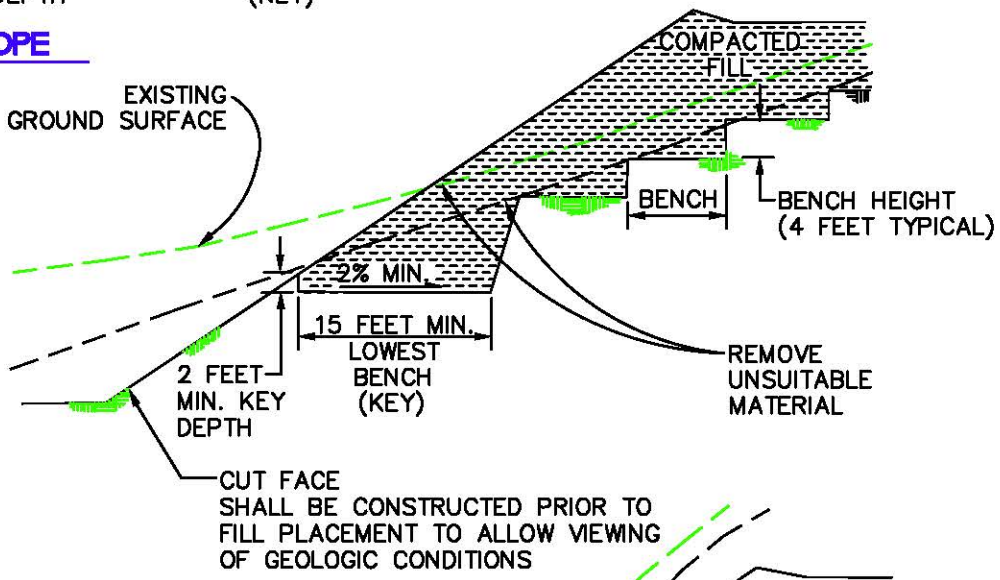
E-6.3 Lift Thickness

Lift thickness of trench backfill shall not exceed those allowed in the Standard Specifications of Public Works Construction unless the Contractor can demonstrate to Leighton Consulting, Inc. that the fill lift can be compacted to the minimum relative compaction by his alternative equipment and method, and only if the building officials with the appropriate jurisdiction approve.

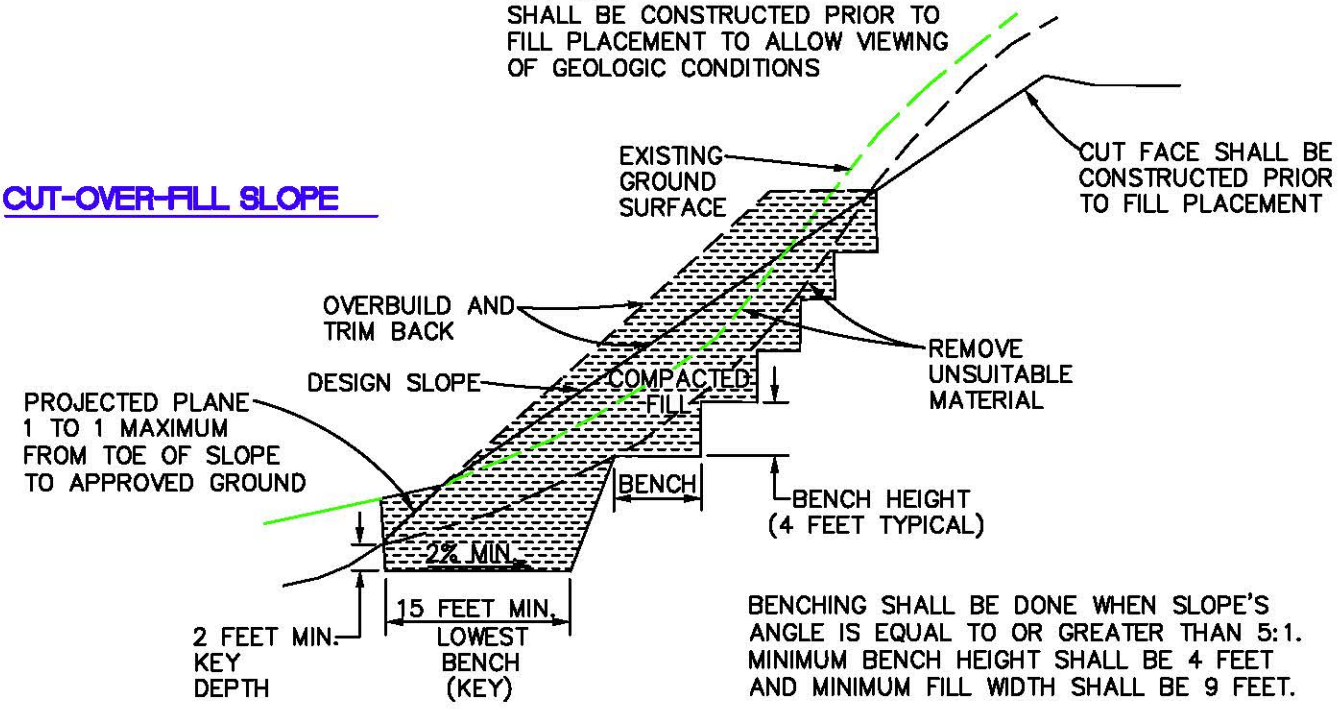
FILL SLOPE



FILL-OVER-CUT SLOPE

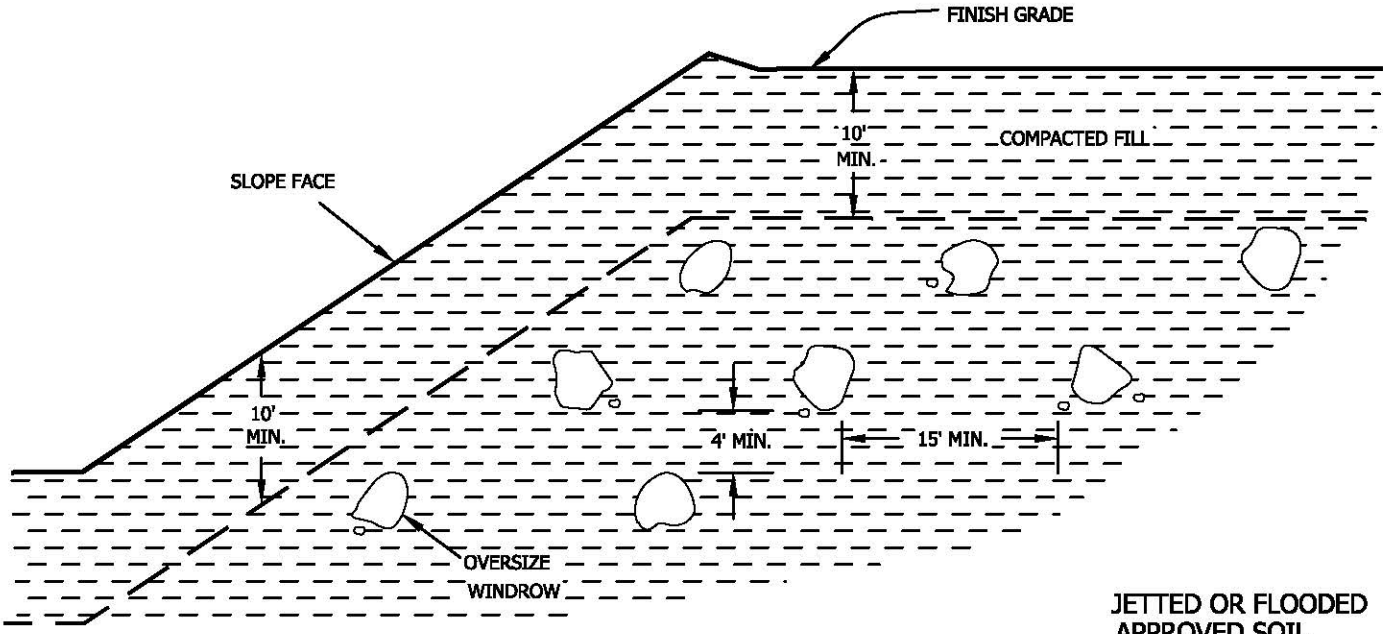


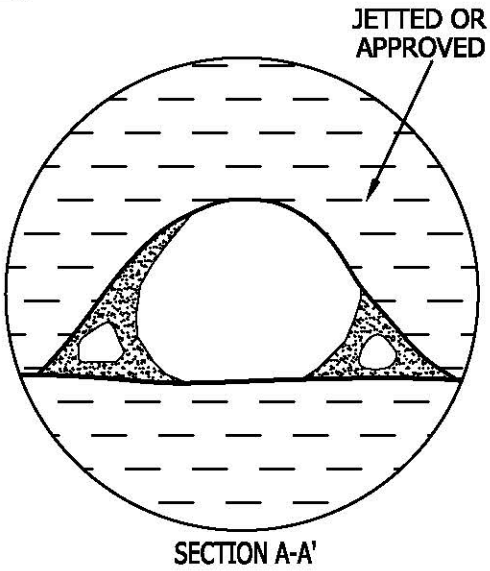
CUT-OVER-FILL SLOPE



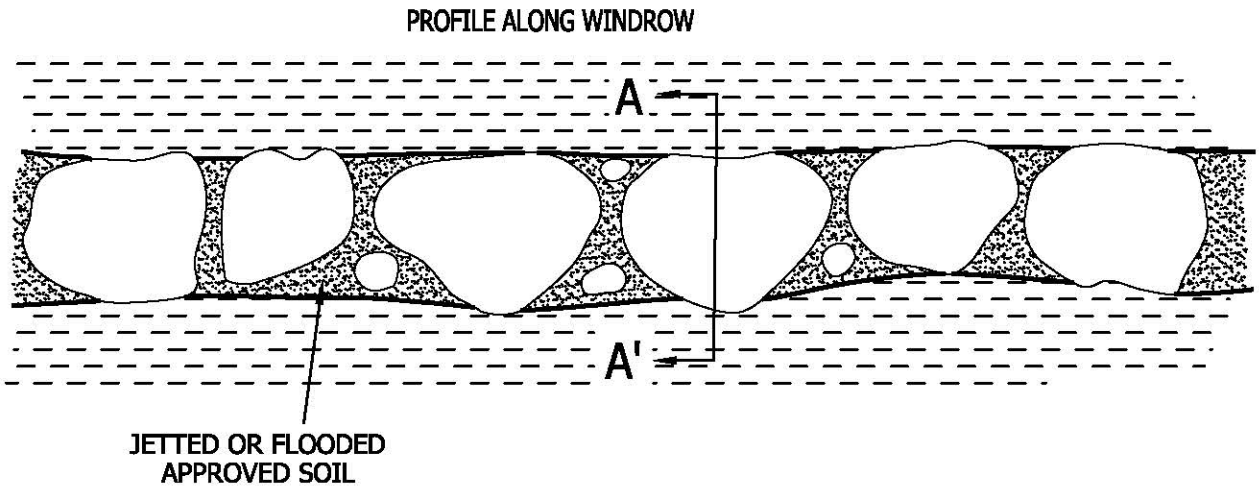
BENCHING SHALL BE DONE WHEN SLOPE'S ANGLE IS EQUAL TO OR GREATER THAN 5:1. MINIMUM BENCH HEIGHT SHALL BE 4 FEET AND MINIMUM FILL WIDTH SHALL BE 9 FEET.

KEYING AND BENCHING	GENERAL EARTHWORK AND GRADING SPECIFICATIONS STANDARD DETAILS A	Leighton





- Oversize rock is larger than 8 inches in largest dimension.
- Backfill with approved soil jetted or flooded in place to fill all the voids.
- Do not bury rock within 10 feet of finish grade.
- Windrow of buried rock shall be parallel to the finished slope face.



OVERSIZE ROCK DISPOSAL

GENERAL EARTHWORK AND GRADING SPECIFICATIONS
STANDARD DETAILS B

Leighton

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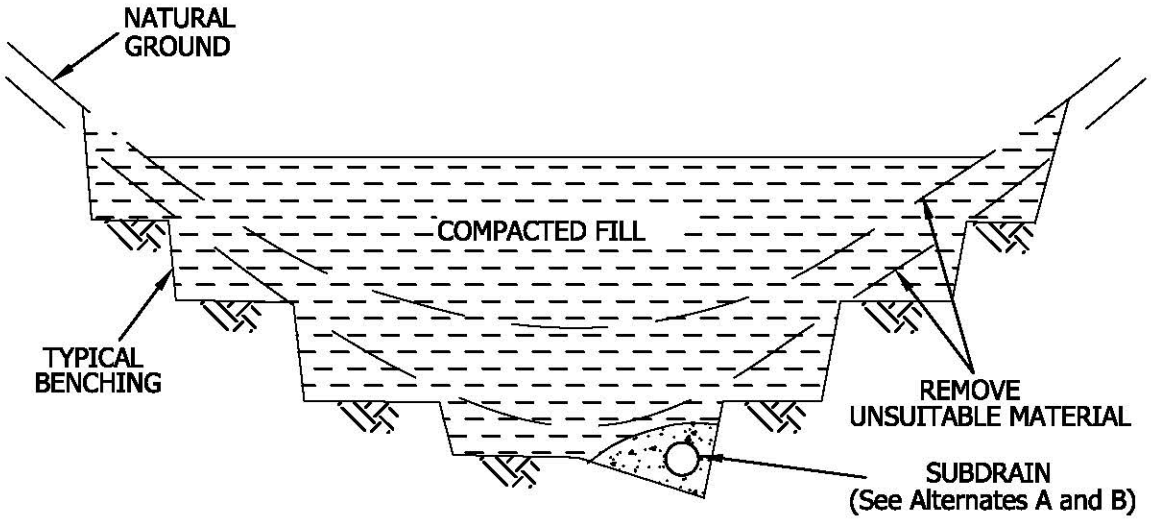
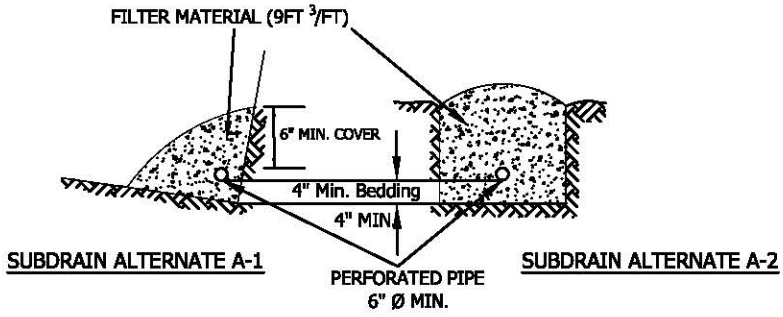


SUBDRAIN ALTERNATE A

PERFORATED PIPE SURROUNDED WITH FILTER MATERIAL

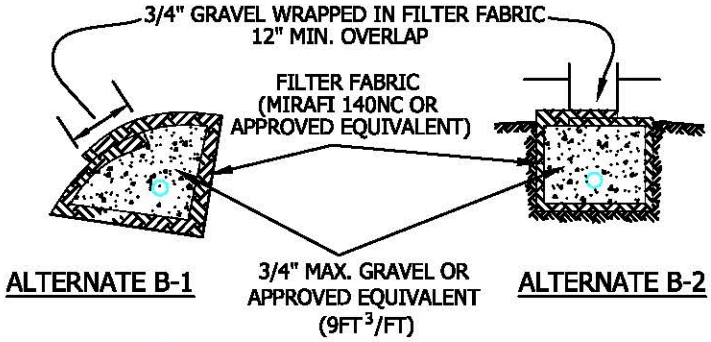


FILTER MATERIAL

FILTER MATERIAL SHALL BE CLASS 2 PERMEABLE MATERIAL PER STATE OF CALIFORNIA STANDARD SPECIFICATION, OR APPROVED ALTERNATE. CLASS 2 GRADING AS FOLLOWS:

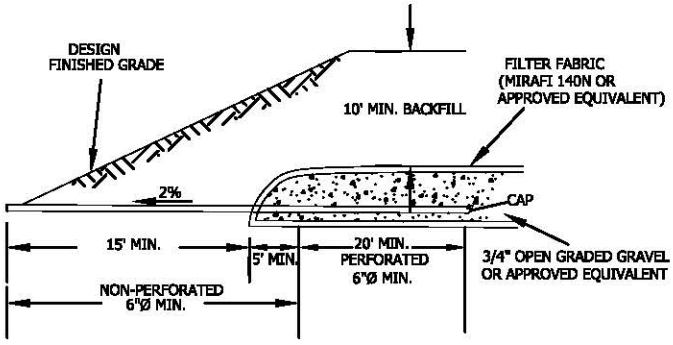
Sieve Size	Percent Passing
1"	100
3/4"	90-100
3/8"	40-100
No. 4	25-40
No. 8	18-33
No. 30	5-15
No. 50	0-7
No. 200	0-3

SUBDRAIN ALTERNATE B



○ PERFORATED PIPE IS OPTIONAL PER GOVERNING AGENCY'S REQUIREMENTS

DETAIL OF CANYON SUBDRAIN TERMINAL



CANYON SUBDRAIN	GENERAL EARTHWORK AND GRADING SPECIFICATIONS STANDARD DETAILS C	Leighton

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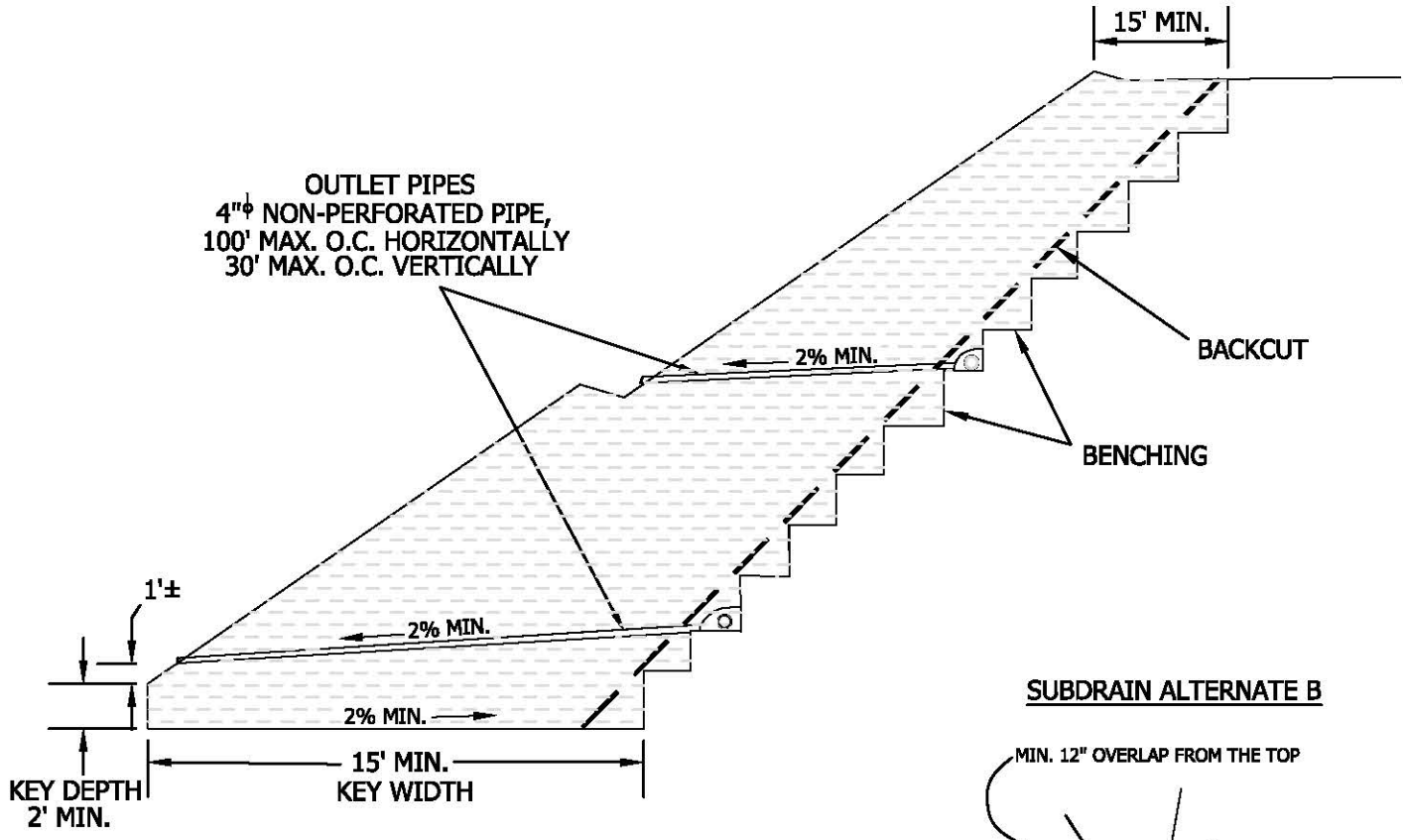
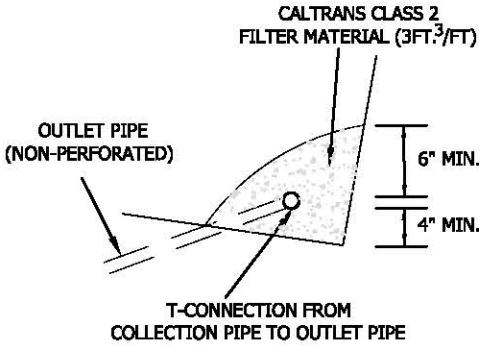
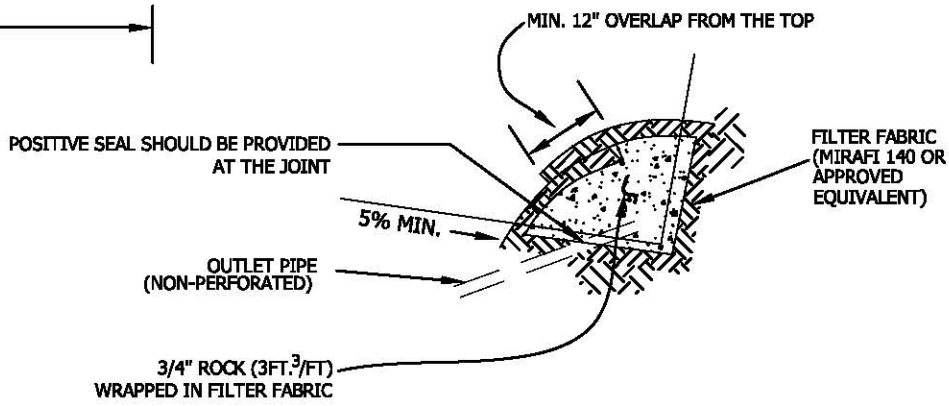


SUBDRAIN ALTERNATE A



SUBDRAIN ALTERNATE B



- SUBDRAIN INSTALLATION - Subdrain collector pipe shall be installed with perforations down or, unless otherwise designated by the geotechnical consultant. Outlet pipes shall be non-perforated pipe. The subdrain pipe shall have at least 8 perforations uniformly spaced per foot. Perforation shall be 1/4" to 1/2" if drilled holes are used. All subdrain pipes shall have a gradient at least 2% towards the outlet.
- SUBDRAIN PIPE - Subdrain pipe shall be ASTM D2751, ASTM D1527 (Schedule 40) or SDR 23.5 ABS pipe or ASTM D3034 (Schedule 40) or SDR 23.5 PVC pipe.
- All outlet pipe shall be placed in a trench and, after fill is placed above it, rodded to verify integrity.

BUTTRESS OR REPLACEMENT FILL SUBDRAINS	GENERAL EARTHWORK AND GRADING SPECIFICATIONS STANDARD DETAILS D	Leighton

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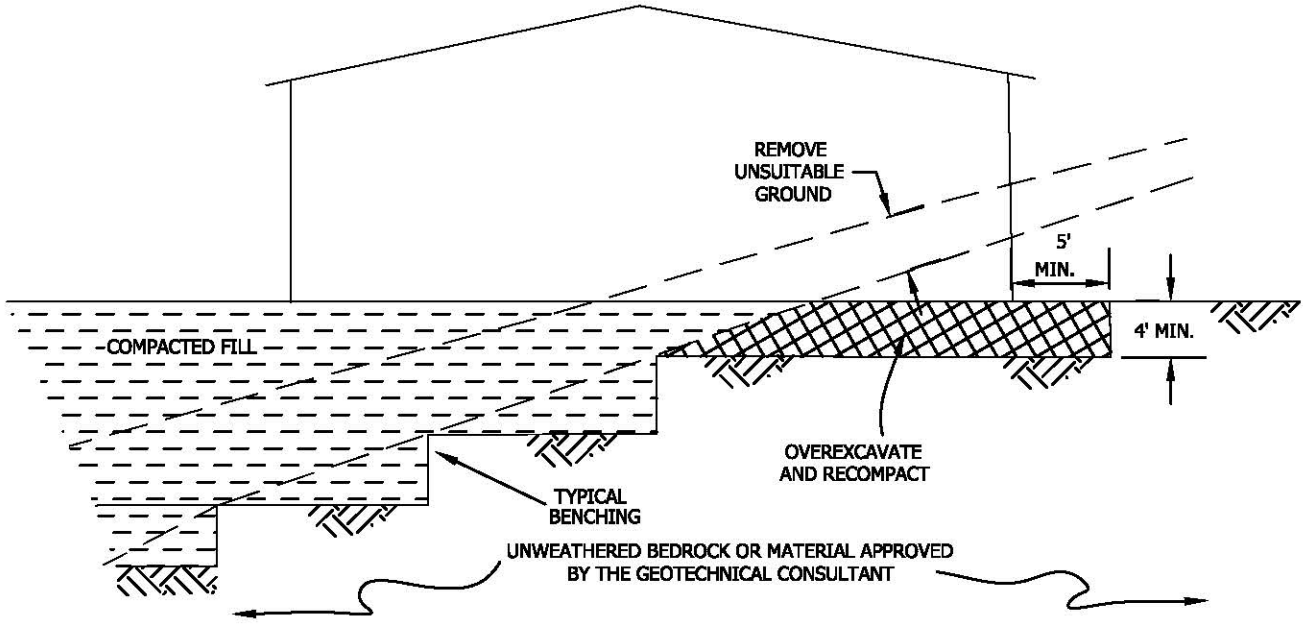
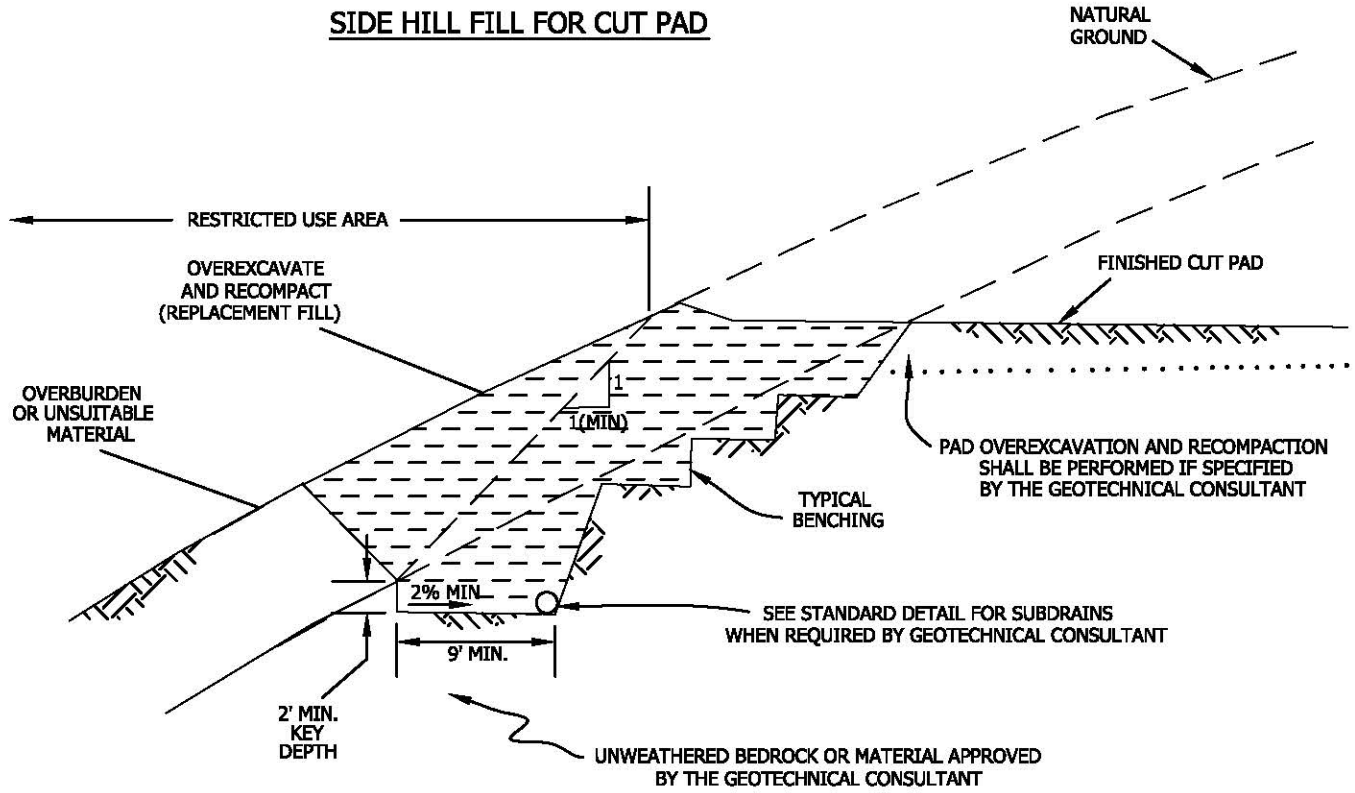
CUT-FILL TRANSITION LOT OVEREXCAVATION



SIDE HILL FILL FOR CUT PAD



TRANSITION LOT FILLS AND SIDE HILL FILLS

GENERAL EARTHWORK AND GRADING
SPECIFICATIONS
STANDARD DETAILS E

Leighton

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APPENDIX F

LPile Plus for Windows, Version 6.0 (6.0.08)

Analysis of Individual Piles and Drilled Shafts
Subjected to Lateral Loading Using the p-y Method

This program is licensed to:

Sreekar Pulijala
Leighton and Associates, INc.

Files Used for Analysis

Path to file locations: P:\Leighton Consulting\603000\603507.002 Ford Theatre\Analyses\LPile\
Name of input data file: 18 inch Dia CIDH.lp6d
Name of output file: 18 inch Dia CIDH.lp6o
Name of plot output file: 18 inch Dia CIDH.lp6p
Name of runtime file: 18 inch Dia CIDH.lp6r

Date and Time of Analysis

Date: July 10, 2013 Time: 15:26:54

Problem Title

Ford Theater Foundation

603507-002

Ford Theater Foundation

SP

Drilled, Cast-in-Place Concrete Caissons - 18-inch Diameter

Program Options

Units Used - US Customary Units: pounds, inches, feet

Basic Program Options:

This analysis computes nonlinear bending stiffness and nominal Moment
Capacity with Pile Response Computed Using Nonlinear EI

Computation Options:
- Only internally-generated p-y curves used in analysis
- Analysis does not use p-y multipliers (individual pile or shaft action only)
- Analysis assumes no shear resistance at pile tip

- Analysis for fixed-length pile or shaft only
- No computation of foundation stiffness matrix elements
- Output pile response for full length of pile
- Analysis assumes no soil movements acting on pile
- No p-y curves to be computed and output for user-specified depths

Solution Control Parameters:

- Number of pile increments	=	100
- Maximum number of iterations allowed	=	1000
- Deflection tolerance for convergence	=	1.0000E-05 in
- Maximum allowable deflection	=	100.0000 in

Pile Response Output Options:
- Values of pile-head deflection, bending moment, shear force, and soil reaction are printed for full length of pile.
- Printing Increment (nodal spacing of output points) = 1

Pile Structural Properties and Geometry

Total Number of Sections	=	1
Total Pile Length	=	25.00 ft
Depth of ground surface below top of pile	=	0.00 ft
Slope angle of ground surface	=	45.00 deg.

Pile dimensions used for p-y curve computations defined using 2 points.
p-y curves are computed using values of pile diameter interpolated over the length of the pile.

Point	Depth X ft	Pile Diameter in
1	0.00000	18.0000000
2	25.000000	18.0000000

Input Structural Properties:

Section No. 1:

Section Type	=	Elastic Pile
Cross-sectional Shape	=	Circular
Section Length	=	25.000 in
Top Width	=	18.000 in
Bottom Width	=	18.000 in
Top Area	=	254.469005 sq. in
Bottom Area	=	254.469005 sq. in
Moment of Inertia at Top	=	5.153E+03 in^4
Moment of Inertia at Bottom	=	5.153E+03 in^4
Elastic Modulus	=	3800000.000 lbs/in

Ground Slope and Pile Batter Angles

Ground Slope Angle	=	45.000 degrees
	=	0.785 radians
Pile Batter Angle	=	0.000 degrees
	=	0.000 radians

Soil and Rock Layering Information

The soil profile is modelled using 2 layers

Layer 1 is stiff clay without free water

Distance from top of pile to top of layer = 0.000 ft
Distance from top of pile to bottom of layer = 5.000 ft

Layer 2 is stiff clay without free water

Distance from top of pile to top of layer = 5.000 ft
Distance from top of pile to bottom of layer = 50.000 ft

(Depth of lowest layer extends 25.00 ft below pile tip)

Effective Unit Weight of Soil vs. Depth

Effective unit weight of soil with depth defined using 4 points

Point No.	Depth X ft	Eff. Unit Weight pcf
1	0.00	120.00000
2	5.00	120.00000
3	5.00	130.00000
4	50.00	130.00000

Summary of Soil Properties

Layer Num.	Soil Type (p-y Curve Criteria)	kpy pci	Rock Emass psi	Depth krm ft	Eff. Unit Wt., pcf	Cohesion Test Prop. psf	Friction Ang., deg.	qu Elas. Subgr. psi	RQD percent	Epsilon 50
1	Stiff Clay w/o Free Water	--	--	0.00	120.000	1500.000	--	--	--	0.00
				5.000	120.000	1500.000	--	--	--	0.00
2	Stiff Clay w/o Free Water	--	--	5.000	130.000	3000.000	--	--	--	0.00
				50.000	130.000	3000.000	--	--	--	0.00

Loading Type

p-y criteria for static loading was used for all analyses.

Pile-head Loading and Pile-head Fixity Conditions

Number of loads specified = 6

Load Load Condition 1 Condition 2 Axial Thrust

18 inch Dia CIDH

No.	Type				Force, lbs
1	5	y =	0.250 in	S = 0.000 in/in	0.000
2	5	y =	0.500 in	S = 0.000 in/in	0.000
3	5	y =	1.000 in	S = 0.000 in/in	0.000
4	4	y =	0.250 in	M = 0.000 in-lbs	0.000
5	4	y =	0.500 in	M = 0.000 in-lbs	0.000
6	4	y =	1.000 in	M = 0.000 in-lbs	0.000

Computations of Nominal Moment Capacity and Nonlinear Bending Stiffness

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Axial thrust values were determined from pile-head loading conditions

Number of Sections = 1

Section No. 1:

Moment-Curvature properties derived from elastic section properties

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Computed Values of Pile Loading and Deflection
for Lateral Loading for Load Case Number 1

Pile-head conditions are Displacement and Slope (BC Type 5)
Displacement of pile head = 0.250000 in
Slope of pile head = 0.000E+00 in/in
Axial load on pile head = 0.000 lbs

Depth X inches	Deflect. y inches	Bending Moment in-lbs	Shear Force lbs	Slope S radians	Total Stress psi*	Bending Stiffness in-lb/rad.	Soil Res. p lb/in	Soil Spr. Es*h lb/inch	Distrib. Lat. Load lb/inch
0.00	0.2500	-1618042.	30784.	0.000	2826.0022	1.958E+10	-132.7302	796.3815	0.000
3.000	0.2496	-1526309.	30372.	-0.000241	2665.7840	1.958E+10	-137.2510	1649.4652	0.000
6.000	0.2486	-1435810.	29954.	-0.000468	2507.7233	1.958E+10	-141.6684	1709.9059	0.000
9.000	0.2468	-1346587.	29522.	-0.000681	2351.8895	1.958E+10	-145.9781	1774.2952	0.000
12.000	0.2445	-1258677.	29078.	-0.000880	2198.3503	1.958E+10	-150.1754	1842.8745	0.000
15.000	0.2415	-1172119.	28621.	-0.001067	2047.1717	1.958E+10	-154.2560	1915.9177	0.000
18.000	0.2381	-1086949.	28153.	-0.001240	1898.4178	1.958E+10	-158.2154	1993.7332	0.000
21.000	0.2341	-1003203.	27672.	-0.001400	1752.1510	1.958E+10	-162.0493	2076.6668	0.000
24.000	0.2297	-920916.	27181.	-0.001547	1608.4314	1.958E+10	-165.7532	2165.1049	0.000
27.000	0.2248	-840120.	26678.	-0.001682	1467.3172	1.958E+10	-169.3227	2259.4784	0.000
30.000	0.2196	-760848.	26165.	-0.001805	1328.8647	1.958E+10	-172.7535	2360.2678	0.000
33.000	0.2140	-683132.	25642.	-0.001915	1193.1277	1.958E+10	-176.0412	2468.0084	0.000
36.000	0.2081	-606999.	25109.	-0.002014	1060.1578	1.958E+10	-179.1814	2583.2973	0.000
39.000	0.2019	-532479.	24567.	-0.002102	930.0046	1.958E+10	-182.1698	2706.8001	0.000
42.000	0.1955	-459599.	24016.	-0.002178	802.7148	1.958E+10	-185.0019	2839.2606	0.000
45.000	0.1888	-388383.	23457.	-0.002242	678.3331	1.958E+10	-187.6733	2981.5098	0.000
48.000	0.1820	-318857.	22890.	-0.002297	556.9014	1.958E+10	-190.1798	3134.4785	0.000
51.000	0.1751	-251042.	22316.	-0.002340	438.4592	1.958E+10	-192.5169	3299.2098	0.000
54.000	0.1680	-184960.	21735.	-0.002374	323.0431	1.958E+10	-194.6803	3476.8751	0.000
57.000	0.1608	-120630.	21148.	-0.002397	210.6873	1.958E+10	-196.6656	3668.7915	0.000
60.000	0.1536	-58070.	20492.	-0.002411	101.4228	1.958E+10	-240.8038	4703.3236	0.000
63.000	0.1464	2322.5748	19647.	-0.002415	4.0565	1.958E+10	-322.8766	6618.5775	0.000
66.000	0.1391	59809.	18672.	-0.002410	104.4605	1.958E+10	-326.5977	7043.5288	0.000
69.000	0.1319	114357.	17688.	-0.002397	199.7307	1.958E+10	-329.9699	7505.6734	0.000
72.000	0.1247	165935.	16693.	-0.002376	289.8141	1.958E+10	-332.9840	8009.3293	0.000
75.000	0.1176	214515.	15690.	-0.002346	374.6633	1.958E+10	-335.6305	8559.4445	0.000
78.000	0.1106	260076.	14680.	-0.002310	454.2368	1.958E+10	-337.9002	9161.7086	0.000
81.000	0.1038	302595.	13663.	-0.002267	528.4988	1.958E+10	-339.7835	9822.6880	0.000
84.000	0.0970	342056.	12642.	-0.002218	597.4197	1.958E+10	-341.2708	10550.	0.000
87.000	0.0905	378445.	11616.	-0.002162	660.9762	1.958E+10	-342.3524	11352.	0.000
90.000	0.0841	411754.	10588.	-0.002102	719.1512	1.958E+10	-343.0184	12240.	0.000
93.000	0.0779	441975.	9558.8683	-0.002036	771.9344	1.958E+10	-343.2584	13226.	0.000

18 inch Dia CIDH

96.000	0.0719	469107.	8529.3876	-0.001967	819.3219	1.958E+10	-343.0620	14324.	0.000
99.000	0.0661	493151.	7501.1670	-0.001893	861.3167	1.958E+10	-342.4184	15550.	0.000
102.000	0.0605	514114.	6475.5653	-0.001816	897.9291	1.958E+10	-341.3161	16926.	0.000
105.000	0.0552	532005.	5453.9760	-0.001736	929.1764	1.958E+10	-339.7434	18476.	0.000
108.000	0.0501	546838.	4437.8290	-0.001653	955.0832	1.958E+10	-337.6879	20229.	0.000
111.000	0.0452	558632.	3428.5925	-0.001568	975.6819	1.958E+10	-335.1365	22220.	0.000
114.000	0.0407	567409.	2427.7751	-0.001482	991.0126	1.958E+10	-332.0751	24495.	0.000
117.000	0.0364	573198.	1436.9290	-0.001395	1001.1233	1.958E+10	-328.4889	27107.	0.000
120.000	0.0323	576031.	457.6532	-0.001307	1006.0706	1.958E+10	-324.3616	30124.	0.000
123.000	0.0285	575944.	-508.4025	-0.001218	1005.9193	1.958E+10	-319.6755	33632.	0.000
126.000	0.0250	572981.	-1459.5323	-0.001130	1000.7429	1.958E+10	-314.4110	37740.	0.000
129.000	0.0217	567187.	-2393.9676	-0.001043	990.6243	1.958E+10	-308.5459	42590.	0.000
132.000	0.0187	558617.	-3309.8696	-0.000957	975.6557	1.958E+10	-302.0554	48368.	0.000
135.000	0.0160	547328.	-4205.3184	-0.000872	955.9391	1.958E+10	-294.9104	55320.	0.000
138.000	0.0135	533385.	-5078.2990	-0.000789	931.5868	1.958E+10	-287.0766	63783.	0.000
141.000	0.0113	516858.	-5926.6826	-0.000709	902.7219	1.958E+10	-278.5125	74222.	0.000
144.000	0.009250	497825.	-6748.2008	-0.000631	869.4790	1.958E+10	-269.1663	87301.	0.000
147.000	0.007471	476369.	-7540.4074	-0.000556	832.0052	1.958E+10	-258.9715	103994.	0.000
150.000	0.005911	452582.	-8300.6231	-0.000485	790.4606	1.958E+10	-247.8390	125789.	0.000
153.000	0.004559	426565.	-9025.8479	-0.000418	745.0202	1.958E+10	-235.6441	155065.	0.000
156.000	0.003403	398427.	-9712.6161	-0.000355	695.8757	1.958E+10	-222.2014	195880.	0.000
159.000	0.002430	368290.	-10357.	-0.000296	643.2384	1.958E+10	-207.2147	255776.	0.000
162.000	0.001627	336287.	-10953.	-0.000242	587.3439	1.958E+10	-190.1619	350638.	0.000
165.000	0.000978	302573.	-11493.	-0.000193	528.4602	1.958E+10	-169.9780	521336.	0.000
168.000	0.000468	267329.	-11964.	-0.000149	466.9047	1.958E+10	-143.8680	921575.	0.000
171.000	8.141E-05	230790.	-12225.	-0.000111	403.0877	1.958E+10	-30.6076	1127941.	0.000
174.000	-0.000199	193976.	-11991.	-7.876E-05	338.7896	1.958E+10	186.9776	2812500.	0.000
177.000	-0.000391	158844.	-11198.	-5.173E-05	277.4306	1.958E+10	341.9392	2622650.	0.000
180.000	-0.000510	126790.	-10135.	-2.985E-05	221.4465	1.958E+10	366.2025	2154873.	0.000
183.000	-0.000570	98032.	-9020.5680	-1.263E-05	171.2188	1.958E+10	376.9882	1983326.	0.000
186.000	-0.000586	72667.	-7885.5114	4.485E-07	126.9169	1.958E+10	379.7162	1945299.	0.000
189.000	-0.000568	50719.	-6750.6038	9.900E-06	88.5838	1.958E+10	376.8889	1992206.	0.000
192.000	-0.000526	32163.	-5630.3969	1.625E-05	56.1751	1.958E+10	369.9157	2109030.	0.000
195.000	-0.000470	16937.	-4535.9836	2.001E-05	29.5810	1.958E+10	359.6932	2295676.	0.000
198.000	-0.000406	4947.4242	-3476.1832	2.169E-05	8.6410	1.958E+10	346.8404	2562073.	0.000
201.000	-0.000340	-3920.3439	-2477.9009	2.177E-05	6.8471	1.958E+10	318.6812	2812500.	0.000
204.000	-0.000276	-9919.9810	-1612.4144	2.071E-05	17.3258	1.958E+10	258.3098	2812500.	0.000
207.000	-0.000216	-13595.	-921.6304	1.890E-05	23.7441	1.958E+10	202.2128	2812500.	0.000
210.000	-0.000162	-15450.	-390.3504	1.668E-05	26.9839	1.958E+10	151.9738	2812500.	0.000
213.000	-0.000116	-15937.	0.1983	1.427E-05	27.8348	1.958E+10	108.3920	2812500.	0.000
216.000	-7.646E-05	-15449.	270.3022	1.187E-05	26.9818	1.958E+10	71.6773	2812500.	0.000
219.000	-4.439E-05	-14315.	440.2471	9.591E-06	25.0022	1.958E+10	41.6193	2812500.	0.000
222.000	-1.891E-05	-12807.	529.2704	7.513E-06	22.3683	1.958E+10	17.7296	2812500.	0.000
225.000	6.844E-07	-11139.	555.3882	5.679E-06	19.4558	1.958E+10	-0.3177	1392653.	0.000
228.000	1.516E-05	-9474.7619	544.2436	4.100E-06	16.5482	1.958E+10	-7.1121	1407361.	0.000
231.000	2.528E-05	-7874.0353	515.5994	2.771E-06	13.7524	1.958E+10	-11.9841	1422069.	0.000
234.000	3.178E-05	-6381.1655	474.7902	1.679E-06	11.1451	1.958E+10	-15.2221	1436777.	0.000
237.000	3.535E-05	-5025.2943	426.2998	8.048E-07	8.7770	1.958E+10	-17.1048	1451486.	0.000
240.000	3.661E-05	-3823.3664	373.8020	1.270E-07	6.6777	1.958E+10	-17.8937	1466194.	0.000
243.000	3.611E-05	-2782.4820	320.2202	-3.791E-07	4.8598	1.958E+10	-17.8275	1480903.	0.000
246.000	3.434E-05	-1902.0451	267.8007	-7.379E-07	3.3220	1.958E+10	-17.1188	1495612.	0.000
249.000	3.169E-05	-1175.6778	218.1935	-9.737E-07	2.0534	1.958E+10	-15.9526	1510321.	0.000
252.000	2.850E-05	-592.8842	172.5359	-1.109E-06	1.0355	1.958E+10	-14.4858	1525030.	0.000
255.000	2.503E-05	-140.4626	131.5356	-1.165E-06	0.2453	1.958E+10	-12.8477	1539739.	0.000
258.000	2.150E-05	196.3295	95.5506	-1.161E-06	0.3429	1.958E+10	-11.1423	1554448.	0.000
261.000	1.807E-05	432.8411	64.6631	-1.113E-06	0.7560	1.958E+10	-9.4494	1569157.	0.000
264.000	1.483E-05	584.3079	38.7471	-1.035E-06	1.0205	1.958E+10	-7.8279	1583867.	0.000
267.000	1.186E-05	665.3236	17.5287	-9.392E-07	1.1620	1.958E+10	-6.3177	1598576.	0.000
270.000	9.191E-06	689.4800	0.6379	-8.354E-07	1.2042	1.958E+10	-4.9428	1613286.	0.000
273.000	6.844E-06	669.1510	-12.3470	-7.314E-07	1.1687	1.958E+10	-3.7138	1627996.	0.000
276.000	4.803E-06	615.3979	-21.8629	-6.330E-07	1.0748	1.958E+10	-2.6301	1642706.	0.000
279.000	3.046E-06	537.9736	-28.3322	-5.446E-07	0.9396	1.958E+10	-1.6827	1657415.	0.000
282.000	1.536E-06	445.4046	-32.1402	-4.693E-07	0.7779	1.958E+10	-0.8559	1672125.	0.000
285.000	2.302E-07	345.1324	-33.6182	-4.087E-07	0.6028	1.958E+10	-0.1294	1686835.	0.000
288.000	-9.167E-07	243.6954	-32.5232	-3.636E-07	0.4256	1.958E+10	0.8594	2812500.	0.000
291.000	-1.952E-06	149.9930	-28.4898	-3.335E-07	0.2620	1.958E+10	1.8296	2812500.	0.000
294.000	-2.917E-06	72.7568	-21.6427	-3.164E-07	0.1271	1.958E+10	2.7351	2812500.	0.000
297.000	-3.850E-06	20.1366	-12.1261	-3.093E-07	0.0352	1.958E+10	3.6093	2812500.	0.000
300.000	-4.773E-06	0.000	0.000	-3.077E-07	0.000	1.958E+10	4.4748	1406250.	0.000

* This analysis makes computations of pile response using nonlinear moment-curvature relationships. The above values of total stress are computed for combined axial stress and do not equal the actual stresses in concrete and steel in the range of nonlinear bending.

Output Verification: Computed forces and moments are within specified convergence limits.

Output Summary for Load Case No. 1:

```
Pile-head deflection             =      0.2500000 inches
Computed slope at pile head      =   -0.000007027 radians
Maximum bending moment           =      -1618042. inch-lbs
Maximum shear force              =         30784. lbs
Depth of maximum bending moment  =       0.000000 inches below pile head
Depth of maximum shear force     =       0.000000 inches below pile head
Number of iterations             =             16
Number of zero deflection points =              3
```

Computed Values of Pile Loading and Deflection
for Lateral Loading for Load Case Number 2

Pile-head conditions are Displacement and Slope (BC Type 5)
Displacement of pile head = 0.500000 in
Slope of pile head = 0.000E+00 in/in
Axial load on pile head = 0.000 lbs

Depth X inches	Deflect. y inches	Bending Moment in-lbs	Shear Force lbs	Slope S radians	Total Stress psi*	Bending Stiffness in-lb/rad.	Soil Res. p lb/in	Soil Spr. Es*h lb/inch	Distrib. Lat. Load lb/inch
0.00	0.5000	-2604361.	44181.	0.000	4548.6631	1.958E+10	-157.8438	473.5313	0.000
3.000	0.4994	-2472554.	43691.	-0.000389	4318.4540	1.958E+10	-163.2317	980.5640	0.000
6.000	0.4977	-2342215.	43193.	-0.000758	4090.8108	1.958E+10	-168.5203	1015.8625	0.000
9.000	0.4949	-2213394.	42680.	-0.001107	3865.8166	1.958E+10	-173.7046	1053.0632	0.000
12.000	0.4910	-2086135.	42151.	-0.001436	3643.5528	1.958E+10	-178.7799	1092.2830	0.000
15.000	0.4862	-1960486.	41607.	-0.001746	3424.0993	1.958E+10	-183.7416	1133.6506	0.000
18.000	0.4805	-1836490.	41049.	-0.002037	3207.5340	1.958E+10	-188.5850	1177.3074	0.000
21.000	0.4740	-1714192.	40476.	-0.002309	2993.9331	1.958E+10	-193.3056	1223.4091	0.000
24.000	0.4667	-1593634.	39889.	-0.002562	2783.3708	1.958E+10	-197.8989	1272.1262	0.000
27.000	0.4586	-1474856.	39289.	-0.002797	2575.9192	1.958E+10	-202.3605	1323.6459	0.000
30.000	0.4499	-1357900.	38675.	-0.003014	2371.6485	1.958E+10	-206.6858	1378.1737	0.000
33.000	0.4406	-1242804.	38049.	-0.003214	2170.6268	1.958E+10	-210.8705	1435.9349	0.000
36.000	0.4306	-1129606.	37410.	-0.003395	1972.9197	1.958E+10	-214.9102	1497.1770	0.000
39.000	0.4202	-1018342.	36760.	-0.003560	1778.5908	1.958E+10	-218.8006	1562.1721	0.000
42.000	0.4093	-909047.	36098.	-0.003707	1587.7012	1.958E+10	-222.5374	1631.2195	0.000
45.000	0.3979	-801755.	35425.	-0.003839	1400.3097	1.958E+10	-226.1162	1704.6485	0.000
48.000	0.3862	-696498.	34741.	-0.003953	1216.4725	1.958E+10	-229.5327	1782.8224	0.000
51.000	0.3742	-593307.	34048.	-0.004052	1036.2433	1.958E+10	-232.7828	1866.1419	0.000
54.000	0.3619	-492210.	33345.	-0.004135	859.6732	1.958E+10	-235.8623	1955.0498	0.000
57.000	0.3494	-393237.	32633.	-0.004203	686.8107	1.958E+10	-238.7668	2050.0357	0.000
60.000	0.3367	-296413.	31835.	-0.004256	517.7013	1.958E+10	-293.0051	2610.6070	0.000
63.000	0.3239	-202225.	30805.	-0.004294	353.1977	1.958E+10	-393.7986	3647.7110	0.000
66.000	0.3109	-111582.	29615.	-0.004318	194.8842	1.958E+10	-399.3364	3852.8098	0.000
69.000	0.2980	-24533.	28410.	-0.004329	42.8479	1.958E+10	-404.5330	4072.9701	0.000
72.000	0.2850	58876.	27189.	-0.004326	102.8296	1.958E+10	-409.3794	4309.6692	0.000
75.000	0.2720	138600.	25954.	-0.004311	242.0720	1.958E+10	-413.8665	4564.5645	0.000
78.000	0.2591	214599.	24706.	-0.004284	374.8088	1.958E+10	-417.9856	4839.5202	0.000
81.000	0.2463	286836.	23447.	-0.004245	500.9754	1.958E+10	-421.7277	5136.6383	0.000
84.000	0.2336	355278.	22176.	-0.004196	620.5128	1.958E+10	-425.0837	5458.2954	0.000
87.000	0.2211	419894.	20897.	-0.004137	733.3683	1.958E+10	-428.0449	5807.1866	0.000
90.000	0.2088	480657.	19609.	-0.004068	839.4953	1.958E+10	-430.6020	6186.3771	0.000
93.000	0.1967	537546.	18314.	-0.003990	938.8538	1.958E+10	-432.7459	6599.3641	0.000
96.000	0.1849	590539.	17013.	-0.003903	1031.4098	1.958E+10	-434.4672	7050.1516	0.000
99.000	0.1733	639622.	15707.	-0.003809	1117.1365	1.958E+10	-435.7565	7543.3390	0.000
102.000	0.1620	684784.	14399.	-0.003708	1196.0136	1.958E+10	-436.6041	8084.2306	0.000
105.000	0.1511	726016.	13089.	-0.003600	1268.0276	1.958E+10	-437.0001	8678.9667	0.000
108.000	0.1404	763315.	11778.	-0.003486	1333.1725	1.958E+10	-436.9342	9334.6858	0.000
111.000	0.1301	796682.	10468.	-0.003366	1391.4492	1.958E+10	-436.3959	10060.	0.000
114.000	0.1202	826121.	9159.9566	-0.003242	1442.8661	1.958E+10	-435.3744	10864.	0.000
117.000	0.1107	851641.	7856.1077	-0.003113	1487.4394	1.958E+10	-433.8582	11759.	0.000
120.000	0.1015	873257.	6557.5669	-0.002981	1525.1929	1.958E+10	-431.8356	12758.	0.000

123.000	0.0928	890987.	5265.8723	-0.002846	1556.1584	1.958E+10	-429.2941	13877.	0.000
126.000	0.0845	904852.	3982.6005	-0.002708	1580.3758	1.958E+10	-426.2205	15137.	0.000
129.000	0.0766	914882.	2709.3685	-0.002569	1597.8934	1.958E+10	-422.6008	16561.	0.000
132.000	0.0691	921109.	1447.8371	-0.002428	1608.7682	1.958E+10	-418.4201	18177.	0.000
135.000	0.0620	923569.	199.7136	-0.002287	1613.0658	1.958E+10	-413.6622	20021.	0.000
138.000	0.0553	922307.	-1033.2442	-0.002146	1610.8610	1.958E+10	-408.3096	22136.	0.000
141.000	0.0491	917370.	-2249.2230	-0.002005	1602.2381	1.958E+10	-402.3429	24578.	0.000
144.000	0.0433	908812.	-3446.3483	-0.001865	1587.2907	1.958E+10	-395.7406	27414.	0.000
147.000	0.0379	896692.	-4622.6772	-0.001727	1566.1226	1.958E+10	-388.4786	30733.	0.000
150.000	0.0329	881076.	-5776.1890	-0.001590	1538.8481	1.958E+10	-380.5292	34648.	0.000
153.000	0.0284	862035.	-6904.7735	-0.001457	1505.5920	1.958E+10	-371.8604	39309.	0.000
156.000	0.0242	839647.	-8006.2154	-0.001326	1466.4906	1.958E+10	-362.4342	44916.	0.000
159.000	0.0204	813997.	-9078.1735	-0.001200	1421.6922	1.958E+10	-352.2046	51741.	0.000
162.000	0.0170	785178.	-10118.	-0.001077	1371.3574	1.958E+10	-341.1146	60165.	0.000
165.000	0.0140	753288.	-11123.	-0.000959	1315.6606	1.958E+10	-329.0915	70734.	0.000
168.000	0.0113	718437.	-12091.	-0.000847	1254.7909	1.958E+10	-316.0391	84259.	0.000
171.000	0.008878	680741.	-13018.	-0.000739	1188.9533	1.958E+10	-301.8249	101996.	0.000
174.000	0.006816	640329.	-13900.	-0.000638	1118.3713	1.958E+10	-286.2576	126002.	0.000
177.000	0.005048	597341.	-14733.	-0.000543	1043.2897	1.958E+10	-269.0430	159896.	0.000
180.000	0.003555	551931.	-15511.	-0.000455	963.9790	1.958E+10	-249.6909	210729.	0.000
183.000	0.002315	504274.	-16227.	-0.000375	880.7433	1.958E+10	-227.2856	294514.	0.000
186.000	0.001307	454572.	-16867.	-0.000301	793.9350	1.958E+10	-199.7787	458387.	0.000
189.000	0.000509	403071.	-17408.	-0.000235	703.9864	1.958E+10	-160.5900	947037.	0.000
192.000	-0.000105	350125.	-17501.	-0.000178	611.5134	1.958E+10	98.2531	2812500.	0.000
195.000	-0.000557	298064.	-16793.	-0.000128	520.5849	1.958E+10	373.6339	2010964.	0.000
198.000	-0.000873	249365.	-15604.	-8.610E-05	435.5295	1.958E+10	419.2193	1440631.	0.000
201.000	-0.001074	204439.	-14312.	-5.133E-05	357.0638	1.958E+10	441.9704	1234584.	0.000
204.000	-0.001181	163491.	-12970.	-2.315E-05	285.5455	1.958E+10	452.8184	1150266.	0.000
207.000	-0.001213	126618.	-11607.	-9.257E-07	221.1450	1.958E+10	455.9637	1127816.	0.000
210.000	-0.001187	93849.	-10243.	1.596E-05	163.9119	1.958E+10	453.5318	1146685.	0.000
213.000	-0.001117	65161.	-8892.3010	2.814E-05	113.8077	1.958E+10	446.7702	1199822.	0.000
216.000	-0.001018	40495.	-7567.4208	3.624E-05	70.7264	1.958E+10	436.4833	1286693.	0.000
219.000	-0.000900	19757.	-6277.8612	4.085E-05	34.5062	1.958E+10	423.2231	1411263.	0.000
222.000	-0.000773	2827.6197	-5031.9508	4.258E-05	4.9386	1.958E+10	407.3838	1581928.	0.000
225.000	-0.000644	-10435.	-3837.0004	4.200E-05	18.2253	1.958E+10	389.2498	1812787.	0.000
228.000	-0.000521	-20194.	-2699.6011	3.965E-05	35.2706	1.958E+10	369.0164	2126601.	0.000
231.000	-0.000406	-26633.	-1625.8981	3.607E-05	46.5154	1.958E+10	346.7856	2560862.	0.000
234.000	-0.000304	-29950.	-677.9751	3.173E-05	52.3090	1.958E+10	285.1630	2812500.	0.000
237.000	-0.000216	-30700.	53.3235	2.709E-05	53.6201	1.958E+10	202.3694	2812500.	0.000
240.000	-0.000142	-29630.	556.0842	2.246E-05	51.7502	1.958E+10	132.8044	2812500.	0.000
243.000	-8.107E-05	-27364.	869.3010	1.810E-05	47.7927	1.958E+10	76.0068	2812500.	0.000
246.000	-3.307E-05	-24414.	1029.8113	1.413E-05	42.6405	1.958E+10	31.0001	2812500.	0.000
249.000	3.719E-06	-21185.	1073.5028	1.064E-05	37.0010	1.958E+10	-1.8724	1510321.	0.000
252.000	3.077E-05	-17973.	1047.2330	7.640E-06	31.3909	1.958E+10	-15.6408	1525030.	0.000
255.000	4.956E-05	-14902.	985.6200	5.121E-06	26.0266	1.958E+10	-25.4346	1539739.	0.000
258.000	6.150E-05	-12059.	899.6726	3.056E-06	21.0622	1.958E+10	-31.8637	1554448.	0.000
261.000	6.789E-05	-9503.6558	798.6108	1.404E-06	16.5987	1.958E+10	-35.5109	1569157.	0.000
264.000	6.992E-05	-7267.6223	689.9727	1.194E-07	12.6933	1.958E+10	-36.9146	1583867.	0.000
267.000	6.861E-05	-5363.8199	579.7635	-8.483E-07	9.3682	1.958E+10	-36.5582	1598576.	0.000
270.000	6.483E-05	-3789.0414	472.6312	-1.549E-06	6.6178	1.958E+10	-34.8633	1613286.	0.000
273.000	5.931E-05	-2528.0324	372.0570	-2.033E-06	4.4154	1.958E+10	-32.1862	1627996.	0.000
276.000	5.263E-05	-1556.6993	280.5495	-2.346E-06	2.7189	1.958E+10	-28.8188	1642706.	0.000
279.000	4.523E-05	-844.7354	199.8354	-2.530E-06	1.4754	1.958E+10	-24.9906	1657415.	0.000
282.000	3.745E-05	-357.6867	131.0394	-2.622E-06	0.6247	1.958E+10	-20.8734	1672125.	0.000
285.000	2.950E-05	-58.4988	74.8481	-2.654E-06	0.1022	1.958E+10	-16.5875	1686835.	0.000
288.000	2.152E-05	91.4017	31.6543	-2.652E-06	0.1596	1.958E+10	-12.2084	1701545.	0.000
291.000	1.359E-05	131.4271	1.6792	-2.635E-06	0.2295	1.958E+10	-7.7750	1716256.	0.000
294.000	5.717E-06	101.4772	-14.9314	-2.617E-06	0.1772	1.958E+10	-3.2988	1730966.	0.000
297.000	-2.110E-06	41.8385	-16.9129	-2.606E-06	0.0731	1.958E+10	1.9778	2812500.	0.000
300.000	-9.917E-06	0.000	0.000	-2.603E-06	0.000	1.958E+10	9.2974	1406250.	0.000

* This analysis makes computations of pile response using nonlinear moment-curvature relationships.
  The above values of total stress are computed for combined axial stress and do not equal the
  actual stresses in concrete and steel in the range of nonlinear bending.

Output Verification: Computed forces and moments are within specified convergence limits.

Output Summary for Load Case No. 2:

Pile-head deflection = 0.5000000 inches
Computed slope at pile head = -0.0000101 radians

18 inch Dia CIDH

Maximum bending moment = -2604361. inch-lbs
Maximum shear force = 44181. lbs
Depth of maximum bending moment = 0.000000 inches below pile head
Depth of maximum shear force = 0.000000 inches below pile head
Number of iterations = 18
Number of zero deflection points = 3

Computed Values of Pile Loading and Deflection
for Lateral Loading for Load Case Number 3

Pile-head conditions are Displacement and Slope (BC Type 5)
Displacement of pile head = 1.000000 in
Slope of pile head = 0.000E+00 in/in
Axial load on pile head = 0.000 lbs

Depth X inches	Deflect. y inches	Bending Moment in-lbs	Shear Force lbs	Slope S radians	Total Stress psi*	Bending Stiffness in-lb/rad.	Soil Res. p lb/in	Soil Spr. Es*h lb/inch	Distrib. Lat. Load lb/inch
0.00	1.0000	-4189377.	63438.	0.000	7316.9821	1.958E+10	-187.7089	281.5634	0.000
3.000	0.9990	-3999937.	62855.	-0.000627	6986.1155	1.958E+10	-194.1277	582.9443	0.000
6.000	0.9962	-3812245.	62263.	-0.001226	6658.3003	1.958E+10	-200.4509	603.6247	0.000
9.000	0.9917	-3626357.	61653.	-0.001796	6333.6360	1.958E+10	-206.6735	625.2207	0.000
12.000	0.9855	-3442328.	61024.	-0.002337	6012.2204	1.958E+10	-212.7906	647.7890	0.000
15.000	0.9777	-3260215.	60376.	-0.002851	5694.1497	1.958E+10	-218.7973	671.3905	0.000
18.000	0.9684	-3080071.	59711.	-0.003336	5379.5183	1.958E+10	-224.6888	696.0911	0.000
21.000	0.9576	-2901950.	59028.	-0.003794	5068.4187	1.958E+10	-230.4605	721.9618	0.000
24.000	0.9456	-2725902.	58328.	-0.004226	4760.9418	1.958E+10	-236.1079	749.0789	0.000
27.000	0.9323	-2551980.	57612.	-0.004630	4457.1762	1.958E+10	-241.6262	777.5252	0.000
30.000	0.9178	-2380232.	56879.	-0.005008	4157.2087	1.958E+10	-247.0112	807.3900	0.000
33.000	0.9022	-2210707.	56130.	-0.005359	3861.1241	1.958E+10	-252.2583	838.7699	0.000
36.000	0.8857	-2043452.	55365.	-0.005685	3569.0046	1.958E+10	-257.3631	871.7696	0.000
39.000	0.8681	-1878514.	54586.	-0.005986	3280.9307	1.958E+10	-262.3213	906.5026	0.000
42.000	0.8497	-1715937.	53792.	-0.006261	2996.9802	1.958E+10	-267.1287	943.0920	0.000
45.000	0.8306	-1555764.	52983.	-0.006512	2717.2287	1.958E+10	-271.7810	981.6716	0.000
48.000	0.8107	-1398036.	52161.	-0.006738	2441.7493	1.958E+10	-276.2739	1022.3867	0.000
51.000	0.7901	-1242796.	51326.	-0.006940	2170.6127	1.958E+10	-280.6033	1065.3956	0.000
54.000	0.7690	-1090080.	50478.	-0.007119	1903.8869	1.958E+10	-284.7651	1110.8708	0.000
57.000	0.7474	-939928.	49618.	-0.007274	1641.6373	1.958E+10	-288.7552	1159.0003	0.000
60.000	0.7254	-792374.	48652.	-0.007407	1383.9266	1.958E+10	-354.9774	1468.0912	0.000
63.000	0.7030	-648016.	47403.	-0.007517	1131.7959	1.958E+10	-477.9838	2039.8122	0.000
66.000	0.6803	-507959.	45957.	-0.007606	887.1786	1.958E+10	-485.6648	2141.7546	0.000
69.000	0.6573	-372273.	44489.	-0.007673	650.1954	1.958E+10	-493.0118	2250.0109	0.000
72.000	0.6342	-241024.	43000.	-0.007720	420.9619	1.958E+10	-500.0161	2365.1113	0.000
75.000	0.6110	-114275.	41490.	-0.007748	199.5882	1.958E+10	-506.6687	2487.6402	0.000
78.000	0.5878	7913.4346	39960.	-0.007756	13.8213	1.958E+10	-512.9612	2618.2438	0.000
81.000	0.5645	125485.	38412.	-0.007746	219.1674	1.958E+10	-518.8849	2757.6371	0.000
84.000	0.5413	238388.	36847.	-0.007718	416.3573	1.958E+10	-524.4312	2906.6132	0.000
87.000	0.5182	346570.	35266.	-0.007673	605.3035	1.958E+10	-529.5916	3066.0535	0.000
90.000	0.4952	449986.	33670.	-0.007612	785.9252	1.958E+10	-534.3576	3236.9397	0.000
93.000	0.4725	548592.	32061.	-0.007535	958.1472	1.958E+10	-538.7206	3420.3676	0.000
96.000	0.4500	642350.	30439.	-0.007444	1121.9011	1.958E+10	-542.6719	3617.5632	0.000
99.000	0.4278	731225.	28805.	-0.007339	1277.1248	1.958E+10	-546.2029	3829.9015	0.000
102.000	0.4060	815183.	27162.	-0.007220	1423.7627	1.958E+10	-549.3049	4058.9286	0.000
105.000	0.3845	894197.	25510.	-0.007090	1561.7660	1.958E+10	-551.9689	4306.3875	0.000
108.000	0.3635	968244.	23851.	-0.006947	1691.0930	1.958E+10	-554.1860	4574.2488	0.000
111.000	0.3428	1037303.	22186.	-0.006793	1811.7087	1.958E+10	-555.9469	4864.7467	0.000
114.000	0.3227	1101359.	20516.	-0.006629	1923.5854	1.958E+10	-557.2424	5180.4221	0.000
117.000	0.3031	1160399.	18843.	-0.006456	2026.7029	1.958E+10	-558.0629	5524.1743	0.000
120.000	0.2840	1214417.	17168.	-0.006274	2121.0481	1.958E+10	-558.3987	5899.3222	0.000
123.000	0.2654	1263410.	15493.	-0.006084	2206.6159	1.958E+10	-558.2396	6309.6793	0.000
126.000	0.2475	1307378.	13820.	-0.005887	2283.4088	1.958E+10	-557.5753	6759.6436	0.000
129.000	0.2301	1346328.	12149.	-0.005684	2351.4371	1.958E+10	-556.3950	7254.3077	0.000
132.000	0.2134	1380270.	10482.	-0.005475	2410.7194	1.958E+10	-554.6877	7799.5937	0.000
135.000	0.1972	1409220.	8821.4092	-0.005262	2461.2826	1.958E+10	-552.4416	8402.4198	0.000
138.000	0.1818	1433199.	7168.2801	-0.005044	2503.1619	1.958E+10	-549.6445	9070.9068	0.000
141.000	0.1670	1452230.	5524.3877	-0.004823	2536.4014	1.958E+10	-546.2837	9814.6367	0.000
144.000	0.1528	1466345.	3891.4440	-0.004599	2561.0538	1.958E+10	-542.3455	10645.	0.000
147.000	0.1394	1475579.	2271.2027	-0.004374	2577.1811	1.958E+10	-537.8154	11576.	0.000

150.000	0.1266	1479972.	665.4627	-0.004148	2584.8545	1.958E+10	-532.6779	12623.	0.000
153.000	0.1145	1479571.	-923.9287	-0.003921	2584.1548	1.958E+10	-526.9163	13806.	0.000
156.000	0.1031	1474428.	-2495.0718	-0.003695	2575.1724	1.958E+10	-520.5124	15149.	0.000
159.000	0.0923	1464601.	-4046.0094	-0.003469	2558.0081	1.958E+10	-513.4460	16683.	0.000
162.000	0.0823	1450152.	-5574.7208	-0.003246	2532.7729	1.958E+10	-505.6950	18442.	0.000
165.000	0.0729	1431153.	-7079.1147	-0.003025	2499.5887	1.958E+10	-497.2343	20475.	0.000
168.000	0.0641	1407678.	-8557.0197	-0.002808	2458.5884	1.958E+10	-488.0357	22838.	0.000
171.000	0.0560	1379811.	-10006.	-0.002594	2409.9168	1.958E+10	-478.0664	25607.	0.000
174.000	0.0485	1347641.	-11424.	-0.002385	2353.7304	1.958E+10	-467.2880	28880.	0.000
177.000	0.0417	1311265.	-12809.	-0.002182	2290.1987	1.958E+10	-455.6548	32785.	0.000
180.000	0.0355	1270789.	-14157.	-0.001984	2219.5045	1.958E+10	-443.1109	37498.	0.000
183.000	0.0298	1226325.	-15466.	-0.001793	2141.8451	1.958E+10	-429.5866	43260.	0.000
186.000	0.0247	1177994.	-16733.	-0.001609	2057.4331	1.958E+10	-414.9926	50415.	0.000
189.000	0.0201	1125929.	-17954.	-0.001432	1966.4977	1.958E+10	-399.2104	59466.	0.000
192.000	0.0161	1070270.	-19126.	-0.001264	1869.2872	1.958E+10	-382.0774	71184.	0.000
195.000	0.0126	1011173.	-20244.	-0.001104	1766.0707	1.958E+10	-363.3593	86811.	0.000
198.000	0.009476	948806.	-21303.	-0.000954	1657.1427	1.958E+10	-342.6997	108492.	0.000
201.000	0.006832	883354.	-22296.	-0.000814	1542.8277	1.958E+10	-319.5140	140309.	0.000
204.000	0.004593	815027.	-23215.	-0.000684	1423.4903	1.958E+10	-292.7377	191205.	0.000
207.000	0.002729	744065.	-24044.	-0.000564	1299.5513	1.958E+10	-260.0865	285911.	0.000
210.000	0.001207	670762.	-24757.	-0.000456	1171.5241	1.958E+10	-214.8584	534023.	0.000
213.000	-6.705E-06	595526.	-25069.	-0.000359	1040.1195	1.958E+10	6.2856	2812500.	0.000
216.000	-0.000947	520346.	-24418.	-0.000273	908.8137	1.958E+10	428.1303	1356688.	0.000
219.000	-0.001648	449019.	-23037.	-0.000199	784.2376	1.958E+10	492.5446	896865.	0.000
222.000	-0.002142	382126.	-21509.	-0.000136	667.4039	1.958E+10	526.2174	736992.	0.000
225.000	-0.002461	319968.	-19902.	-8.177E-05	558.8418	1.958E+10	544.9159	664301.	0.000
228.000	-0.002633	262714.	-18253.	-3.713E-05	458.8452	1.958E+10	554.2452	631589.	0.000
231.000	-0.002684	210449.	-16586.	-8.859E-07	367.5609	1.958E+10	556.9357	622589.	0.000
234.000	-0.002638	163196.	-14919.	2.774E-05	285.0310	1.958E+10	554.5509	630664.	0.000
237.000	-0.002517	120934.	-13265.	4.950E-05	211.2180	1.958E+10	548.0801	653196.	0.000
240.000	-0.002341	83605.	-11636.	6.517E-05	146.0204	1.958E+10	538.1929	689718.	0.000
243.000	-0.002126	51119.	-10040.	7.549E-05	89.2826	1.958E+10	525.3631	741269.	0.000
246.000	-0.001888	23362.	-8487.5132	8.120E-05	40.8030	1.958E+10	509.9354	810286.	0.000
249.000	-0.001639	194.1492	-6984.3665	8.300E-05	0.3391	1.958E+10	492.1624	900831.	0.000
252.000	-0.001390	-18544.	-5537.7873	8.159E-05	32.3885	1.958E+10	472.2237	1019202.	0.000
255.000	-0.001149	-33033.	-4154.1022	7.764E-05	57.6933	1.958E+10	450.2330	1175075.	0.000
258.000	-0.000924	-43469.	-2839.4062	7.178E-05	75.9208	1.958E+10	426.2310	1383690.	0.000
261.000	-0.000719	-50069.	-1599.8231	6.462E-05	87.4483	1.958E+10	400.1577	1670209.	0.000
264.000	-0.000536	-53068.	-441.9085	5.672E-05	92.6859	1.958E+10	371.7854	2079306.	0.000
267.000	-0.000378	-52720.	626.5994	4.861E-05	92.0793	1.958E+10	340.5532	2699588.	0.000
270.000	-0.000245	-49308.	1481.5725	4.080E-05	86.1195	1.958E+10	229.4288	2812500.	0.000
273.000	-0.000134	-43831.	2013.6765	3.366E-05	76.5534	1.958E+10	125.3071	2812500.	0.000
276.000	-4.274E-05	-37226.	2261.7450	2.745E-05	65.0175	1.958E+10	40.0719	2812500.	0.000
279.000	3.106E-05	-30261.	2296.1097	2.228E-05	52.8518	1.958E+10	-17.1621	1657415.	0.000
282.000	9.096E-05	-23449.	2194.3152	1.817E-05	40.9558	1.958E+10	-50.7008	1672125.	0.000
285.000	0.000140	-17095.	2000.1138	1.506E-05	29.8568	1.958E+10	-78.7668	1686835.	0.000
288.000	0.000181	-11449.	1727.6763	1.288E-05	19.9959	1.958E+10	-102.8581	1701545.	0.000
291.000	0.000217	-6728.6076	1386.8735	1.149E-05	11.7519	1.958E+10	-124.3438	1716256.	0.000
294.000	0.000250	-3127.5340	983.7608	1.073E-05	5.4624	1.958E+10	-144.3981	1730966.	0.000
297.000	0.000282	-826.0430	521.2557	1.043E-05	1.4427	1.958E+10	-163.9387	1745676.	0.000
300.000	0.000313	0.000	0.000	1.036E-05	0.000	1.958E+10	-183.5651	880193.	0.000

* This analysis makes computations of pile response using nonlinear moment-curvature relationships.
  The above values of total stress are computed for combined axial stress and do not equal the
  actual stresses in concrete and steel in the range of nonlinear bending.

Output Verification: Computed forces and moments are within specified convergence limits.

Output Summary for Load Case No. 3:

```
Pile-head deflection             =      1.0000000 inches
Computed slope at pile head      =     -0.0000145 radians
Maximum bending moment           =      -4189377. inch-lbs
Maximum shear force              =         63438. lbs
Depth of maximum bending moment  =       0.000000 inches below pile head
Depth of maximum shear force     =       0.000000 inches below pile head
Number of iterations             =             20
Number of zero deflection points =              2
```

18 inch Dia CIDH

Computed Values of Pile Loading and Deflection
for Lateral Loading for Load Case Number 4

Pile-head conditions are Displacement and Moment (BC Type 4)
Deflection at pile head = 0.250000 in
Moment at pile head = 0.000 in-lbs
Axial load at pile head = 0.000 lbs

Depth X inches	Deflect. y inches	Bending Moment in-lbs	Shear Force lbs	Slope S radians	Total Stress psi*	Bending Stiffness in-lb/rad.	Soil Res. p lb/in	Soil Spr. Es*h lb/inch	Distrib. Lat. Load lb/inch
0.00	0.2500	0.000	14356.	-0.003230	0.000	1.958E+10	-132.7302	796.3815	0.000
3.000	0.2403	42470.	13953.	-0.003227	74.1767	1.958E+10	-135.9520	1697.2085	0.000
6.000	0.2306	83717.	13540.	-0.003217	146.2163	1.958E+10	-139.0440	1808.5894	0.000
9.000	0.2210	123712.	13119.	-0.003201	216.0703	1.958E+10	-142.0024	1927.5695	0.000
12.000	0.2114	162429.	12689.	-0.003179	283.6921	1.958E+10	-144.8233	2054.8891	0.000
15.000	0.2019	199843.	12250.	-0.003152	349.0375	1.958E+10	-147.5028	2191.3757	0.000
18.000	0.1925	235930.	11804.	-0.003118	412.0643	1.958E+10	-150.0369	2337.9575	0.000
21.000	0.1832	270666.	11350.	-0.003079	472.7327	1.958E+10	-152.4217	2495.6776	0.000
24.000	0.1740	304030.	10889.	-0.003035	531.0051	1.958E+10	-154.6531	2665.7118	0.000
27.000	0.1650	336002.	10422.	-0.002986	586.8465	1.958E+10	-156.7268	2849.3897	0.000
30.000	0.1561	366564.	9949.2984	-0.002932	640.2244	1.958E+10	-158.6388	3048.2188	0.000
33.000	0.1474	395698.	9470.7635	-0.002874	691.1086	1.958E+10	-160.3845	3263.9139	0.000
36.000	0.1389	423388.	8987.2471	-0.002811	739.4717	1.958E+10	-161.9597	3498.4317	0.000
39.000	0.1305	449621.	8499.2679	-0.002744	785.2890	1.958E+10	-163.3598	3754.0125	0.000
42.000	0.1224	474384.	8007.3580	-0.002674	828.5384	1.958E+10	-164.5801	4033.2301	0.000
45.000	0.1145	497665.	7512.0640	-0.002599	869.2008	1.958E+10	-165.6159	4339.0521	0.000
48.000	0.1068	519456.	7013.9464	-0.002521	907.2599	1.958E+10	-166.4624	4674.9129	0.000
51.000	0.0994	539749.	6513.5808	-0.002440	942.7023	1.958E+10	-167.1146	5044.8023	0.000
54.000	0.0922	558538.	6011.5579	-0.002356	975.5179	1.958E+10	-167.5674	5453.3738	0.000
57.000	0.0852	575819.	5508.4836	-0.002269	1005.6995	1.958E+10	-167.8155	5906.0770	0.000
60.000	0.0786	591589.	4951.2724	-0.002180	1033.2431	1.958E+10	-203.6586	7776.4879	0.000
63.000	0.0722	605526.	4239.9150	-0.002088	1057.5855	1.958E+10	-270.5797	11249.	0.000
66.000	0.0660	617028.	3427.3696	-0.001994	1077.6747	1.958E+10	-271.1173	12316.	0.000
69.000	0.0602	626090.	2613.8360	-0.001899	1093.5021	1.958E+10	-271.2385	13517.	0.000
72.000	0.0546	632711.	1800.5809	-0.001803	1105.0659	1.958E+10	-270.9315	14874.	0.000
75.000	0.0494	636894.	988.9074	-0.001705	1112.3710	1.958E+10	-270.1842	16414.	0.000
78.000	0.0444	638645.	180.1559	-0.001608	1115.4290	1.958E+10	-268.9835	18170.	0.000
81.000	0.0397	637975.	-624.2933	-0.001510	1114.2589	1.958E+10	-267.3159	20182.	0.000
84.000	0.0354	634899.	-1423.0174	-0.001412	1108.8868	1.958E+10	-265.1668	22502.	0.000
87.000	0.0313	629437.	-2214.5480	-0.001316	1099.3466	1.958E+10	-262.5203	25193.	0.000
90.000	0.0275	621612.	-2997.3670	-0.001220	1085.6798	1.958E+10	-259.3591	28336.	0.000
93.000	0.0239	611452.	-3769.9020	-0.001125	1067.9362	1.958E+10	-255.6642	32035.	0.000
96.000	0.0207	598992.	-4530.5195	-0.001033	1046.1738	1.958E+10	-251.4141	36425.	0.000
99.000	0.0177	584269.	-5277.5174	-0.000942	1020.4593	1.958E+10	-246.5845	41684.	0.000
102.000	0.0151	567327.	-6009.1143	-0.000854	990.8689	1.958E+10	-241.1467	48052.	0.000
105.000	0.0126	548215.	-6723.4352	-0.000768	957.4878	1.958E+10	-235.0672	55859.	0.000
108.000	0.0104	526987.	-7418.4929	-0.000686	920.4117	1.958E+10	-228.3046	65568.	0.000
111.000	0.008509	503704.	-8092.1605	-0.000607	879.7469	1.958E+10	-220.8072	77846.	0.000
114.000	0.006804	478434.	-8742.1322	-0.000532	835.6112	1.958E+10	-212.5074	93694.	0.000
117.000	0.005319	451251.	-9365.8633	-0.000460	788.1352	1.958E+10	-203.3134	114668.	0.000
120.000	0.004041	422238.	-9960.4739	-0.000394	737.4632	1.958E+10	-193.0937	143335.	0.000
123.000	0.002958	391488.	-10523.	-0.000331	683.7560	1.958E+10	-181.6471	184239.	0.000
126.000	0.002054	359103.	-11048.	-0.000274	627.1935	1.958E+10	-168.6390	246301.	0.000
129.000	0.001315	325200.	-11531.	-0.000221	567.9801	1.958E+10	-153.4428	349957.	0.000
132.000	0.000726	289916.	-11963.	-0.000174	506.3548	1.958E+10	-134.6445	556245.	0.000
135.000	0.000270	253420.	-12294.	-0.000133	442.6130	1.958E+10	-85.7079	951526.	0.000
138.000	-6.926E-05	216153.	-12325.	-9.660E-05	377.5240	1.958E+10	64.9280	2812500.	0.000
141.000	-0.000309	179471.	-11792.	-6.630E-05	313.4555	1.958E+10	290.0507	2812500.	0.000
144.000	-0.000467	145398.	-10820.	-4.141E-05	253.9464	1.958E+10	358.1070	2300326.	0.000
147.000	-0.000558	114549.	-9720.8413	-2.150E-05	200.0663	1.958E+10	374.8398	2015829.	0.000
150.000	-0.000596	87073.	-8586.6097	-6.052E-06	152.0784	1.958E+10	381.3146	1919337.	0.000
153.000	-0.000594	63029.	-7442.9404	5.447E-06	110.0844	1.958E+10	381.1315	1924405.	0.000
156.000	-0.000563	42416.	-6307.0219	1.352E-05	74.0813	1.958E+10	376.1475	2003163.	0.000
159.000	-0.000513	25187.	-5191.5823	1.870E-05	43.9909	1.958E+10	367.4789	2148955.	0.000
162.000	-0.000451	11266.	-4106.5627	2.150E-05	19.6770	1.958E+10	355.8675	2366590.	0.000
165.000	-0.000384	547.8688	-3060.0052	2.240E-05	0.9569	1.958E+10	341.8375	2670329.	0.000
168.000	-0.000317	-7093.8780	-2101.8705	2.190E-05	12.3899	1.958E+10	296.9189	2812500.	0.000
171.000	-0.000253	-12063.	-1301.2062	2.043E-05	21.0693	1.958E+10	236.8573	2812500.	0.000
174.000	-0.000194	-14901.	-672.9299	1.837E-05	26.0256	1.958E+10	181.9936	2812500.	0.000

177.000	-0.000142	-16101.	-199.6134	1.599E-05	28.1212	1.958E+10	133.5508	2812500.	0.000
180.000	-9.818E-05	-16099.	138.7814	1.352E-05	28.1175	1.958E+10	92.0457	2812500.	0.000
183.000	-6.131E-05	-15268.	363.0662	1.112E-05	26.6669	1.958E+10	57.4775	2812500.	0.000
186.000	-3.145E-05	-13920.	493.5150	8.885E-06	24.3128	1.958E+10	29.4883	2812500.	0.000
189.000	-7.997E-06	-12307.	548.9936	6.876E-06	21.4951	1.958E+10	7.4974	2812500.	0.000
192.000	9.803E-06	-10626.	554.2063	5.119E-06	18.5597	1.958E+10	-4.0222	1230876.	0.000
195.000	2.272E-05	-8981.9177	534.0235	3.617E-06	15.6874	1.958E+10	-9.4330	1245582.	0.000
198.000	3.151E-05	-7422.2957	500.0197	2.361E-06	12.9635	1.958E+10	-13.2362	1260288.	0.000
201.000	3.688E-05	-5981.7996	456.6518	1.334E-06	10.4475	1.958E+10	-15.6757	1274994.	0.000
204.000	3.951E-05	-4682.3848	407.6593	5.171E-07	8.1780	1.958E+10	-16.9860	1289701.	0.000
207.000	3.999E-05	-3535.8438	356.1010	-1.125E-07	6.1756	1.958E+10	-17.3863	1304408.	0.000
210.000	3.884E-05	-2545.7790	304.4067	-5.784E-07	4.4463	1.958E+10	-17.0766	1319115.	0.000
213.000	3.652E-05	-1709.4036	254.4386	-9.043E-07	2.9856	1.958E+10	-16.2355	1333822.	0.000
216.000	3.341E-05	-1019.1474	207.5578	-1.113E-06	1.7800	1.958E+10	-15.0184	1348529.	0.000
219.000	2.984E-05	-464.0569	164.6932	-1.227E-06	0.8105	1.958E+10	-13.5580	1363237.	0.000
222.000	2.605E-05	-30.9885	126.4091	-1.265E-06	0.0541	1.958E+10	-11.9647	1377945.	0.000
225.000	2.225E-05	294.3979	92.9709	-1.245E-06	0.5142	1.958E+10	-10.3275	1392653.	0.000
228.000	1.858E-05	526.8367	64.4047	-1.182E-06	0.9201	1.958E+10	-8.7166	1407361.	0.000
231.000	1.516E-05	680.8261	40.5530	-1.089E-06	1.1891	1.958E+10	-7.1845	1422069.	0.000
234.000	1.205E-05	770.1550	21.1232	-9.781E-07	1.3451	1.958E+10	-5.7687	1436777.	0.000
237.000	9.288E-06	807.5656	5.7297	-8.573E-07	1.4105	1.958E+10	-4.4937	1451486.	0.000
240.000	6.901E-06	804.5333	-6.0702	-7.338E-07	1.4052	1.958E+10	-3.3730	1466194.	0.000
243.000	4.885E-06	771.1444	-14.7468	-6.131E-07	1.3468	1.958E+10	-2.4114	1480903.	0.000
246.000	3.223E-06	716.0526	-20.7741	-4.991E-07	1.2506	1.958E+10	-1.6068	1495612.	0.000
249.000	1.890E-06	646.4995	-24.6117	-3.948E-07	1.1291	1.958E+10	-0.9516	1510321.	0.000
252.000	8.544E-07	568.3822	-26.6906	-3.017E-07	0.9927	1.958E+10	-0.4343	1525030.	0.000
255.000	7.991E-08	486.3559	-27.4036	-2.209E-07	0.8494	1.958E+10	-0.0410	1539739.	0.000
258.000	-4.711E-07	403.9605	-26.8027	-1.527E-07	0.7055	1.958E+10	0.4416	2812500.	0.000
261.000	-8.364E-07	325.5396	-24.9642	-9.683E-08	0.5686	1.958E+10	0.7841	2812500.	0.000
264.000	-1.052E-06	254.1755	-22.3086	-5.242E-08	0.4439	1.958E+10	0.9863	2812500.	0.000
267.000	-1.151E-06	191.6878	-19.2108	-1.827E-08	0.3348	1.958E+10	1.0789	2812500.	0.000
270.000	-1.162E-06	138.9106	-15.9589	7.060E-09	0.2426	1.958E+10	1.0890	2812500.	0.000
273.000	-1.109E-06	95.9346	-12.7665	2.505E-08	0.1676	1.958E+10	1.0392	2812500.	0.000
276.000	-1.011E-06	62.3117	-9.7855	3.717E-08	0.1088	1.958E+10	0.9481	2812500.	0.000
279.000	-8.855E-07	37.2218	-7.1181	4.480E-08	0.0650	1.958E+10	0.8301	2812500.	0.000
282.000	-7.425E-07	19.6032	-4.8287	4.915E-08	0.0342	1.958E+10	0.6961	2812500.	0.000
285.000	-5.906E-07	8.2498	-2.9539	5.128E-08	0.0144	1.958E+10	0.5537	2812500.	0.000
288.000	-4.348E-07	1.8795	-1.5119	5.206E-08	0.003283	1.958E+10	0.4077	2812500.	0.000
291.000	-2.782E-07	-0.8217	-0.5091	5.214E-08	0.001435	1.958E+10	0.2608	2812500.	0.000
294.000	-1.220E-07	-1.1753	0.0537	5.199E-08	0.002053	1.958E+10	0.1144	2812500.	0.000
297.000	3.368E-08	-0.4994	0.1959	5.186E-08	0.000872	1.958E+10	-0.0196	1745676.	0.000
300.000	1.891E-07	0.000	0.000	5.182E-08	0.000	1.958E+10	-0.1110	880193.	0.000

* This analysis makes computations of pile response using nonlinear moment-curvature relationships.
  The above values of total stress are computed for combined axial stress and do not equal the
  actual stresses in concrete and steel in the range of nonlinear bending.

Output Verification: Computed forces and moments are within specified convergence limits.

Output Summary for Load Case No. 4:

```
Pile-head deflection             =      0.2500000 inches
Computed slope at pile head      =     -0.0032300 radians
Maximum bending moment           =        638645. inch-lbs
Maximum shear force              =         14356. lbs
Depth of maximum bending moment  =     78.0000000 inches below pile head
Depth of maximum shear force     =       0.000000 inches below pile head
Number of iterations             =             15
Number of zero deflection points =              4
```

Computed Values of Pile Loading and Deflection
for Lateral Loading for Load Case Number 5

```
Pile-head conditions are Displacement and Moment (BC Type 4)
Deflection at pile head   =        0.500000 in
Moment at pile head       =           0.000 in-lbs
Axial load at pile head   =           0.000 lbs
```

Depth X inches	Deflect. y inches	Bending Moment in-lbs	Shear Force lbs	Slope S radians	Total Stress psi*	Bending Stiffness in-lb/rad.	Soil Res. p lb/in	Soil Spr. Es*h lb/inch	Distrib. Lat. Load lb/inch
0.00	0.5000	0.000	20468.	-0.005798	0.000	1.958E+10	-157.8438	473.5313	0.000
3.000	0.4826	60695.	19989.	-0.005793	106.0073	1.958E+10	-161.8418	1006.0482	0.000
6.000	0.4652	119933.	19498.	-0.005779	209.4705	1.958E+10	-165.7057	1068.5159	0.000
9.000	0.4479	177681.	18995.	-0.005757	310.3290	1.958E+10	-169.4318	1134.7653	0.000
12.000	0.4307	233903.	18481.	-0.005725	408.5243	1.958E+10	-173.0165	1205.1268	0.000
15.000	0.4136	288568.	17957.	-0.005685	503.9999	1.958E+10	-176.4559	1279.9653	0.000
18.000	0.3966	341645.	17423.	-0.005637	596.7017	1.958E+10	-179.7462	1359.6849	0.000
21.000	0.3798	393104.	16879.	-0.005580	686.5782	1.958E+10	-182.8837	1444.7340	0.000
24.000	0.3631	442917.	16326.	-0.005516	773.5799	1.958E+10	-185.8643	1535.6113	0.000
27.000	0.3467	491058.	15764.	-0.005445	857.6599	1.958E+10	-188.6842	1632.8726	0.000
30.000	0.3304	537500.	15194.	-0.005366	938.7741	1.958E+10	-191.3393	1737.1386	0.000
33.000	0.3145	582220.	14616.	-0.005280	1016.8806	1.958E+10	-193.8256	1849.1045	0.000
36.000	0.2988	625196.	14031.	-0.005188	1091.9404	1.958E+10	-196.1389	1969.5508	0.000
39.000	0.2833	666407.	13439.	-0.005089	1163.9170	1.958E+10	-198.2751	2099.3557	0.000
42.000	0.2682	705833.	12842.	-0.004984	1232.7770	1.958E+10	-200.2297	2239.5100	0.000
45.000	0.2534	743457.	12238.	-0.004873	1298.4895	1.958E+10	-201.9986	2391.1347	0.000
48.000	0.2390	779263.	11630.	-0.004756	1361.0268	1.958E+10	-203.5772	2555.5012	0.000
51.000	0.2249	813237.	11017.	-0.004634	1420.3641	1.958E+10	-204.9610	2734.0559	0.000
54.000	0.2112	845366.	10401.	-0.004507	1476.4796	1.958E+10	-206.1455	2928.4487	0.000
57.000	0.1979	875640.	9780.6180	-0.004375	1529.3547	1.958E+10	-207.1261	3140.5672	0.000
60.000	0.1849	904050.	9091.5621	-0.004239	1578.9740	1.958E+10	-252.2445	4091.9791	0.000
63.000	0.1724	930189.	8208.6169	-0.004098	1624.6283	1.958E+10	-336.3856	5852.8296	0.000
66.000	0.1603	953302.	7196.4285	-0.003954	1664.9949	1.958E+10	-338.4067	6331.6445	0.000
69.000	0.1487	973368.	6178.7942	-0.003807	1700.0421	1.958E+10	-340.0162	6859.8942	0.000
72.000	0.1375	990374.	5156.9642	-0.003656	1729.7446	1.958E+10	-341.2039	7444.3635	0.000
75.000	0.1268	1004310.	4132.2196	-0.003503	1754.0837	1.958E+10	-341.9592	8093.0126	0.000
78.000	0.1165	1015168.	3105.8739	-0.003349	1773.0475	1.958E+10	-342.2713	8815.2265	0.000
81.000	0.1067	1022945.	2079.2736	-0.003192	1786.6312	1.958E+10	-342.1289	9622.1298	0.000
84.000	0.0973	1027643.	1053.8000	-0.003035	1794.8369	1.958E+10	-341.5202	10527.	0.000
87.000	0.0885	1029268.	30.8702	-0.002878	1797.6743	1.958E+10	-340.4330	11546.	0.000
90.000	0.0801	1027829.	-988.0604	-0.002720	1795.1604	1.958E+10	-338.8541	12697.	0.000
93.000	0.0721	1023340.	-2001.4963	-0.002563	1787.3201	1.958E+10	-336.7698	14006.	0.000
96.000	0.0647	1015820.	-3007.8987	-0.002407	1774.1860	1.958E+10	-334.1651	15499.	0.000
99.000	0.0577	1005292.	-4005.6826	-0.002252	1755.7993	1.958E+10	-331.0241	17213.	0.000
102.000	0.0512	991785.	-4993.2124	-0.002099	1732.2091	1.958E+10	-327.3291	19191.	0.000
105.000	0.0451	975333.	-5968.7972	-0.001948	1703.4737	1.958E+10	-323.0608	21490.	0.000
108.000	0.0395	955973.	-6930.6844	-0.001800	1669.6601	1.958E+10	-318.1974	24180.	0.000
111.000	0.0343	933749.	-7877.0521	-0.001656	1630.8447	1.958E+10	-312.7144	27354.	0.000
114.000	0.0295	908710.	-8805.9988	-0.001515	1587.1138	1.958E+10	-306.5834	31131.	0.000
117.000	0.0252	880913.	-9715.5307	-0.001377	1538.5637	1.958E+10	-299.7711	35673.	0.000
120.000	0.0213	850417.	-10604.	-0.001245	1485.3015	1.958E+10	-292.2375	41200.	0.000
123.000	0.0177	817291.	-11468.	-0.001117	1427.4456	1.958E+10	-283.9334	48014.	0.000
126.000	0.0146	781610.	-12306.	-0.000995	1365.1265	1.958E+10	-274.7964	56554.	0.000
129.000	0.0118	743456.	-13115.	-0.000878	1298.4880	1.958E+10	-264.7448	67463.	0.000
132.000	0.009310	702919.	-13893.	-0.000767	1227.6879	1.958E+10	-253.6673	81737.	0.000
135.000	0.007171	660099.	-14635.	-0.000663	1152.9004	1.958E+10	-241.4045	100993.	0.000
138.000	0.005335	615107.	-15339.	-0.000565	1074.3182	1.958E+10	-227.7139	128051.	0.000
141.000	0.003782	568065.	-15999.	-0.000474	992.1566	1.958E+10	-212.1970	168340.	0.000
144.000	0.002489	519113.	-16608.	-0.000391	906.6595	1.958E+10	-194.1220	233943.	0.000
147.000	0.001436	468414.	-17157.	-0.000315	818.1110	1.958E+10	-171.8944	359183.	0.000
150.000	0.000597	416168.	-17626.	-0.000248	726.8605	1.958E+10	-140.6766	706478.	0.000
153.000	-4.969E-05	362656.	-17767.	-0.000188	633.3987	1.958E+10	46.5856	2812500.	0.000
156.000	-0.000530	309563.	-17144.	-0.000136	540.6692	1.958E+10	368.8378	2087485.	0.000
159.000	-0.000868	259790.	-15963.	-9.280E-05	453.7374	1.958E+10	418.6179	1446557.	0.000
162.000	-0.001087	213784.	-14670.	-5.652E-05	373.3859	1.958E+10	443.2855	1223576.	0.000
165.000	-0.001207	171768.	-13322.	-2.699E-05	300.0024	1.958E+10	455.3158	1131413.	0.000
168.000	-0.001249	133850.	-11950.	-3.575E-06	233.7760	1.958E+10	459.2972	1103391.	0.000
171.000	-0.001229	100065.	-10575.	1.434E-05	174.7693	1.958E+10	457.5039	1117003.	0.000
174.000	-0.001163	70398.	-9212.1392	2.740E-05	122.9541	1.958E+10	451.2535	1164307.	0.000
177.000	-0.001064	44792.	-7873.1765	3.623E-05	78.2322	1.958E+10	441.3883	1244124.	0.000
180.000	-0.000945	23159.	-6568.3704	4.143E-05	40.4485	1.958E+10	428.4824	1359736.	0.000
183.000	-0.000816	5382.0386	-5306.2320	4.362E-05	9.4000	1.958E+10	412.9433	1518639.	0.000
186.000	-0.000684	-8678.4127	-4094.2204	4.336E-05	15.1573	1.958E+10	395.0644	1733596.	0.000
189.000	-0.000556	-19183.	-2939.0516	4.123E-05	33.5047	1.958E+10	375.0481	2025235.	0.000
192.000	-0.000436	-26313.	-1846.9717	3.775E-05	45.9567	1.958E+10	353.0051	2427377.	0.000
195.000	-0.000329	-30265.	-854.6797	3.341E-05	52.8597	1.958E+10	308.5229	2812500.	0.000
198.000	-0.000236	-31441.	-60.2835	2.868E-05	54.9131	1.958E+10	221.0745	2812500.	0.000
201.000	-0.000157	-30627.	492.0891	2.393E-05	53.4915	1.958E+10	147.1739	2812500.	0.000

204.000	-9.223E-05	-28488.	842.5549	1.940E-05	49.7564	1.958E+10	86.4701	2812500.	0.000
207.000	-4.058E-05	-25571.	1029.3226	1.526E-05	44.6620	1.958E+10	38.0417	2812500.	0.000
210.000	-6.741E-07	-22312.	1087.3330	1.159E-05	38.9697	1.958E+10	0.6319	2812500.	0.000
213.000	2.897E-05	-19047.	1068.9575	8.424E-06	33.2675	1.958E+10	-12.8823	1333822.	0.000
216.000	4.987E-05	-15899.	1016.0095	5.747E-06	27.7678	1.958E+10	-22.4164	1348529.	0.000
219.000	6.346E-05	-12951.	939.1328	3.537E-06	22.6204	1.958E+10	-28.8348	1363237.	0.000
222.000	7.109E-05	-10264.	846.9022	1.758E-06	17.9263	1.958E+10	-32.6522	1377945.	0.000
225.000	7.401E-05	-7870.0174	746.3919	3.693E-07	13.7454	1.958E+10	-34.3546	1392653.	0.000
228.000	7.330E-05	-5785.4377	643.2768	-6.768E-07	10.1046	1.958E+10	-34.3887	1407361.	0.000
231.000	6.994E-05	-4010.3567	541.9605	-1.427E-06	7.0043	1.958E+10	-33.1555	1422069.	0.000
234.000	6.474E-05	-2533.6749	445.7175	-1.928E-06	4.4252	1.958E+10	-31.0065	1436777.	0.000
237.000	5.837E-05	-1336.0517	356.8431	-2.225E-06	2.3335	1.958E+10	-28.2431	1451486.	0.000
240.000	5.139E-05	-392.6163	276.8028	-2.357E-06	0.6857	1.958E+10	-25.1171	1466194.	0.000
243.000	4.423E-05	324.7652	206.3768	-2.363E-06	0.5672	1.958E+10	-21.8336	1480903.	0.000
246.000	3.722E-05	845.6444	145.7950	-2.273E-06	1.4770	1.958E+10	-18.5543	1495612.	0.000
249.000	3.059E-05	1199.5351	94.8608	-2.116E-06	2.0951	1.958E+10	-15.4018	1510321.	0.000
252.000	2.452E-05	1414.8092	53.0609	-1.916E-06	2.4710	1.958E+10	-12.4647	1525030.	0.000
255.000	1.910E-05	1517.9006	19.6611	-1.691E-06	2.6511	1.958E+10	-9.8018	1539739.	0.000
258.000	1.437E-05	1532.7755	-6.2125	-1.458E-06	2.6771	1.958E+10	-7.4472	1554448.	0.000
261.000	1.035E-05	1480.6253	-25.5056	-1.227E-06	2.5860	1.958E+10	-5.4148	1569157.	0.000
264.000	7.012E-06	1379.7418	-39.1812	-1.008E-06	2.4098	1.958E+10	-3.7022	1583867.	0.000
267.000	4.307E-06	1245.5383	-48.1767	-8.065E-07	2.1754	1.958E+10	-2.2948	1598576.	0.000
270.000	2.173E-06	1090.6815	-53.3720	-6.275E-07	1.9049	1.958E+10	-1.1687	1613286.	0.000
273.000	5.413E-07	925.3061	-55.5658	-4.731E-07	1.6161	1.958E+10	-0.2938	1627996.	0.000
276.000	-6.654E-07	757.2869	-55.0707	-3.442E-07	1.3226	1.958E+10	0.6238	2812500.	0.000
279.000	-1.524E-06	594.8820	-51.9918	-2.406E-07	1.0390	1.958E+10	1.4288	2812500.	0.000
282.000	-2.109E-06	445.3361	-46.8825	-1.610E-07	0.7778	1.958E+10	1.9774	2812500.	0.000
285.000	-2.490E-06	313.5871	-40.4150	-1.028E-07	0.5477	1.958E+10	2.3342	2812500.	0.000
288.000	-2.726E-06	202.8459	-33.0800	-6.326E-08	0.3543	1.958E+10	2.5558	2812500.	0.000
291.000	-2.869E-06	115.1071	-25.2112	-3.891E-08	0.2010	1.958E+10	2.6901	2812500.	0.000
294.000	-2.960E-06	51.5787	-17.0141	-2.614E-08	0.0901	1.958E+10	2.7747	2812500.	0.000
297.000	-3.026E-06	13.0225	-8.5964	-2.119E-08	0.0227	1.958E+10	2.8371	2812500.	0.000
300.000	-3.087E-06	0.000	0.000	-2.019E-08	0.000	1.958E+10	2.8939	1406250.	0.000

* This analysis makes computations of pile response using nonlinear moment-curvature relationships.
  The above values of total stress are computed for combined axial stress and do not equal the
  actual stresses in concrete and steel in the range of nonlinear bending.

Output Verification: Computed forces and moments are within specified convergence limits.

Output Summary for Load Case No. 5:

```
Pile-head deflection             =      0.5000000 inches
Computed slope at pile head      =     -0.0057979 radians
Maximum bending moment           =       1029268. inch-lbs
Maximum shear force              =         20468. lbs
Depth of maximum bending moment  =     87.0000000 inches below pile head
Depth of maximum shear force     =      0.000000 inches below pile head
Number of iterations             =             17
Number of zero deflection points =              3
```

Computed Values of Pile Loading and Deflection
for Lateral Loading for Load Case Number 6

```
Pile-head conditions are Displacement and Moment (BC Type 4)
Deflection at pile head   =        1.000000 in
Moment at pile head       =           0.000 in-lbs
Axial load at pile head   =           0.000 lbs
```

Depth X inches	Deflect. y inches	Bending Moment in-lbs	Shear Force lbs	Slope S radians	Total Stress psi*	Bending Stiffness in-lb/rad.	Soil Res. p lb/in	Soil Spr. Es*h lb/inch	Distrib. Lat. Load lb/inch
0.00	1.0000	0.000	29237.	-0.0104	0.000	1.958E+10	-187.7089	281.5634	0.000
3.000	0.9688	86867.	28667.	-0.0104	151.7186	1.958E+10	-192.6414	596.5419	0.000
6.000	0.9376	172001.	28082.	-0.0104	300.4092	1.958E+10	-197.4352	631.7108	0.000
9.000	0.9065	255357.	27482.	-0.0103	445.9962	1.958E+10	-202.0867	668.7691	0.000

18 inch Dia CIDH

12.000	0.8756	336895.	26869.	-0.0103	588.4066	1.958E+10	-206.5923	707.8648	0.000
15.000	0.8447	416574.	26243.	-0.0102	727.5696	1.958E+10	-210.9484	749.1596	0.000
18.000	0.8141	494354.	25604.	-0.0102	863.4167	1.958E+10	-215.1514	792.8307	0.000
21.000	0.7837	570197.	24952.	-0.0101	995.8818	1.958E+10	-219.1976	839.0724	0.000
24.000	0.7536	644068.	24289.	-0.009996	1124.9014	1.958E+10	-223.0834	888.0981	0.000
27.000	0.7237	715931.	23614.	-0.009892	1250.4143	1.958E+10	-226.8049	940.1427	0.000
30.000	0.6942	785753.	22928.	-0.009777	1372.3621	1.958E+10	-230.3584	995.4651	0.000
33.000	0.6651	853502.	22232.	-0.009652	1490.6888	1.958E+10	-233.7400	1054.3516	0.000
36.000	0.6363	919147.	21526.	-0.009516	1605.3414	1.958E+10	-236.9459	1117.1186	0.000
39.000	0.6080	982659.	20811.	-0.009370	1716.2695	1.958E+10	-239.9721	1184.1173	0.000
42.000	0.5801	1044012.	20087.	-0.009215	1823.4254	1.958E+10	-242.8146	1255.7377	0.000
45.000	0.5527	1103179.	19354.	-0.009050	1926.7645	1.958E+10	-245.4695	1332.4138	0.000
48.000	0.5258	1160137.	18614.	-0.008877	2026.2451	1.958E+10	-247.9327	1414.6300	0.000
51.000	0.4994	1214864.	17867.	-0.008695	2121.8285	1.958E+10	-250.2000	1502.9274	0.000
54.000	0.4736	1267339.	17113.	-0.008505	2213.4789	1.958E+10	-252.2672	1597.9121	0.000
57.000	0.4484	1317544.	16354.	-0.008307	2301.1639	1.958E+10	-254.1302	1700.2645	0.000
60.000	0.4238	1365461.	15507.	-0.008101	2384.8543	1.958E+10	-310.3461	2196.9994	0.000
63.000	0.3998	1410585.	14419.	-0.007889	2463.6663	1.958E+10	-415.0858	3114.8051	0.000
66.000	0.3764	1451974.	13168.	-0.007670	2535.9536	1.958E+10	-418.8841	3338.2146	0.000
69.000	0.3538	1489592.	11906.	-0.007444	2601.6565	1.958E+10	-422.2732	3580.9166	0.000
72.000	0.3318	1523410.	10635.	-0.007213	2660.7216	1.958E+10	-425.2436	3845.1178	0.000
75.000	0.3105	1553401.	9355.2757	-0.006978	2713.1024	1.958E+10	-427.7862	4133.3409	0.000
78.000	0.2899	1579542.	8068.7596	-0.006738	2758.7587	1.958E+10	-429.8912	4448.4795	0.000
81.000	0.2701	1601814.	6776.5994	-0.006494	2797.6576	1.958E+10	-431.5490	4793.8646	0.000
84.000	0.2509	1620201.	5480.1517	-0.006247	2829.7730	1.958E+10	-432.7495	5173.3458	0.000
87.000	0.2326	1634694.	4180.8038	-0.005998	2855.0860	1.958E+10	-433.4824	5591.3895	0.000
90.000	0.2150	1645286.	2879.9745	-0.005747	2873.5851	1.958E+10	-433.7371	6053.2009	0.000
93.000	0.1981	1651974.	1579.1151	-0.005494	2885.2662	1.958E+10	-433.5025	6564.8735	0.000
96.000	0.1820	1654761.	279.7108	-0.005241	2890.1331	1.958E+10	-432.7670	7133.5769	0.000
99.000	0.1667	1653653.	-1016.7175	-0.004987	2888.1974	1.958E+10	-431.5185	7767.7907	0.000
102.000	0.1521	1648661.	-2308.6114	-0.004734	2879.4786	1.958E+10	-429.7441	8477.6013	0.000
105.000	0.1383	1639801.	-3594.3730	-0.004482	2864.0047	1.958E+10	-427.4303	9275.0805	0.000
108.000	0.1252	1627094.	-4872.3621	-0.004232	2841.8120	1.958E+10	-424.5624	10175.	0.000
111.000	0.1129	1610567.	-6140.8931	-0.003984	2812.9455	1.958E+10	-421.1249	11194.	0.000
114.000	0.1013	1590249.	-7398.2313	-0.003739	2777.4595	1.958E+10	-417.1006	12355.	0.000
117.000	0.0904	1566177.	-8642.5884	-0.003497	2735.4170	1.958E+10	-412.4709	13684.	0.000
120.000	0.0803	1538393.	-9872.1173	-0.003259	2686.8909	1.958E+10	-407.2150	15215.	0.000
123.000	0.0709	1506945.	-11085.	-0.003026	2631.9637	1.958E+10	-401.3099	16988.	0.000
126.000	0.0621	1471884.	-12279.	-0.002798	2570.7284	1.958E+10	-394.7292	19058.	0.000
129.000	0.0541	1433271.	-13452.	-0.002575	2503.2883	1.958E+10	-387.4424	21492.	0.000
132.000	0.0467	1391171.	-14603.	-0.002359	2429.7580	1.958E+10	-379.4141	24381.	0.000
135.000	0.0399	1345656.	-15728.	-0.002149	2350.2637	1.958E+10	-370.6016	27845.	0.000
138.000	0.0338	1296806.	-16825.	-0.001947	2264.9439	1.958E+10	-360.9529	32046.	0.000
141.000	0.0282	1244707.	-17892.	-0.001752	2173.9503	1.958E+10	-350.4030	37214.	0.000
144.000	0.0233	1189454.	-18926.	-0.001566	2077.4487	1.958E+10	-338.8679	43673.	0.000
147.000	0.0189	1131152.	-19923.	-0.001388	1975.6205	1.958E+10	-326.2355	51911.	0.000
150.000	0.0149	1069913.	-20881.	-0.001219	1868.6641	1.958E+10	-312.3503	62679.	0.000
153.000	0.0115	1005864.	-21795.	-0.001060	1756.7979	1.958E+10	-296.9856	77221.	0.000
156.000	0.008588	939141.	-22661.	-0.000911	1640.2634	1.958E+10	-279.7896	97737.	0.000
159.000	0.006070	869901.	-23470.	-0.000773	1519.3309	1.958E+10	-260.1693	128585.	0.000
162.000	0.003952	798319.	-24216.	-0.000645	1394.3087	1.958E+10	-236.9984	179922.	0.000
165.000	0.002200	724604.	-24883.	-0.000528	1265.5612	1.958E+10	-207.6736	283148.	0.000
168.000	0.000782	649020.	-25439.	-0.000423	1133.5493	1.958E+10	-163.0396	625451.	0.000
171.000	-0.000338	571968.	-25209.	-0.000330	998.9745	1.958E+10	316.8611	2812500.	0.000
174.000	-0.001195	497768.	-24052.	-0.000248	869.3805	1.958E+10	454.0908	1139874.	0.000
177.000	-0.001823	427655.	-22613.	-0.000177	746.9244	1.958E+10	505.2706	831290.	0.000
180.000	-0.002255	362090.	-21056.	-0.000116	632.4106	1.958E+10	533.0787	709125.	0.000
183.000	-0.002521	301322.	-19434.	-6.537E-05	526.2762	1.958E+10	548.2312	652506.	0.000
186.000	-0.002647	245489.	-17779.	-2.348E-05	428.7595	1.958E+10	555.0679	628986.	0.000
189.000	-0.002661	194650.	-16112.	1.023E-05	339.9680	1.958E+10	555.8362	626536.	0.000
192.000	-0.002586	148815.	-14451.	3.654E-05	259.9136	1.958E+10	551.8700	640211.	0.000
195.000	-0.002442	107946.	-12807.	5.621E-05	188.5341	1.958E+10	544.0322	668288.	0.000
198.000	-0.002249	71974.	-11191.	7.000E-05	125.7062	1.958E+10	532.9143	710945.	0.000
201.000	-0.002022	40798.	-9613.6628	7.863E-05	71.2552	1.958E+10	518.9373	769849.	0.000
204.000	-0.001777	14292.	-8081.6475	8.285E-05	24.9614	1.958E+10	502.4062	848205.	0.000
207.000	-0.001525	-7692.3517	-6602.7269	8.336E-05	13.4351	1.958E+10	483.5408	951164.	0.000
210.000	-0.001277	-25325.	-5183.6793	8.083E-05	44.2308	1.958E+10	462.4909	1086689.	0.000
213.000	-0.001040	-38794.	-3830.9332	7.592E-05	67.7567	1.958E+10	439.3398	1267184.	0.000
216.000	-0.000821	-48310.	-2550.7837	6.925E-05	84.3765	1.958E+10	414.0932	1512625.	0.000
219.000	-0.000625	-54099.	-1349.6738	6.140E-05	94.4872	1.958E+10	386.6467	1856985.	0.000
222.000	-0.000453	-56408.	-234.6485	5.294E-05	98.5202	1.958E+10	356.7035	2362988.	0.000
225.000	-0.000307	-55507.	732.1494	4.436E-05	96.9461	1.958E+10	287.8283	2812500.	0.000
228.000	-0.000187	-52015.	1426.4142	3.613E-05	90.8477	1.958E+10	175.0149	2812500.	0.000

231.000	-9.026E-05	-46949.	1815.8582	2.855E-05	81.9983	1.958E+10	84.6145	2812500.	0.000
234.000	-1.541E-05	-41120.	1964.4459	2.180E-05	71.8187	1.958E+10	14.4440	2812500.	0.000
237.000	4.054E-05	-35162.	1956.6888	1.596E-05	61.4122	1.958E+10	-19.6154	1451486.	0.000
240.000	8.033E-05	-29380.	1868.3761	1.101E-05	51.3139	1.958E+10	-39.2597	1466194.	0.000
243.000	0.000107	-23952.	1730.5441	6.927E-06	41.8328	1.958E+10	-52.6283	1480903.	0.000
246.000	0.000122	-18997.	1560.4520	3.637E-06	33.1790	1.958E+10	-60.7664	1495612.	0.000
249.000	0.000128	-14589.	1372.3143	1.064E-06	25.4803	1.958E+10	-64.6587	1510321.	0.000
252.000	0.000128	-10763.	1177.5165	-8.782E-07	18.7980	1.958E+10	-65.2065	1525030.	0.000
255.000	0.000123	-7523.7917	984.8862	-2.279E-06	13.1407	1.958E+10	-63.2137	1539739.	0.000
258.000	0.000115	-4853.5949	800.9969	-3.227E-06	8.4771	1.958E+10	-59.3791	1554448.	0.000
261.000	0.000104	-2717.8100	630.4878	-3.807E-06	4.7468	1.958E+10	-54.2937	1569157.	0.000
264.000	9.176E-05	-1070.6682	476.3830	-4.097E-06	1.8700	1.958E+10	-48.4428	1583867.	0.000
267.000	7.922E-05	140.4883	340.4013	-4.169E-06	0.2454	1.958E+10	-42.2117	1598576.	0.000
270.000	6.674E-05	971.7397	223.2454	-4.083E-06	1.6972	1.958E+10	-35.8923	1613286.	0.000
273.000	5.472E-05	1479.9609	124.8677	-3.896E-06	2.5848	1.958E+10	-29.6929	1627996.	0.000
276.000	4.337E-05	1720.9459	44.7062	-3.650E-06	3.0057	1.958E+10	-23.7481	1642706.	0.000
279.000	3.281E-05	1748.1981	-18.1094	-3.385E-06	3.0533	1.958E+10	-18.1290	1657415.	0.000
282.000	2.306E-05	1612.2895	-64.5842	-3.127E-06	2.8160	1.958E+10	-12.8542	1672125.	0.000
285.000	1.405E-05	1360.6928	-95.7163	-2.900E-06	2.3765	1.958E+10	-7.9005	1686835.	0.000
288.000	5.665E-06	1037.9916	-112.3867	-2.716E-06	1.8129	1.958E+10	-3.2131	1701545.	0.000
291.000	-2.244E-06	686.3723	-114.0513	-2.584E-06	1.1988	1.958E+10	2.1034	2812500.	0.000
294.000	-9.837E-06	353.6838	-97.0630	-2.504E-06	0.6177	1.958E+10	9.2221	2812500.	0.000
297.000	-1.727E-05	103.9942	-58.9473	-2.469E-06	0.1816	1.958E+10	16.1884	2812500.	0.000
300.000	-2.465E-05	0.000	0.000	-2.461E-06	0.000	1.958E+10	23.1098	1406250.	0.000

* This analysis makes computations of pile response using nonlinear moment-curvature relationships.
  The above values of total stress are computed for combined axial stress and do not equal the
  actual stresses in concrete and steel in the range of nonlinear bending.

Output Verification: Computed forces and moments are within specified convergence limits.

Output Summary for Load Case No. 6:

```
Pile-head deflection             =      1.0000000 inches
Computed slope at pile head      =     -0.0104031 radians
Maximum bending moment           =       1654761. inch-lbs
Maximum shear force              =         29237. lbs
Depth of maximum bending moment  =     96.0000000 inches below pile head
Depth of maximum shear force     =       0.000000 inches below pile head
Number of iterations             =             21
Number of zero deflection points =              3
```

Summary of Pile Response(s)

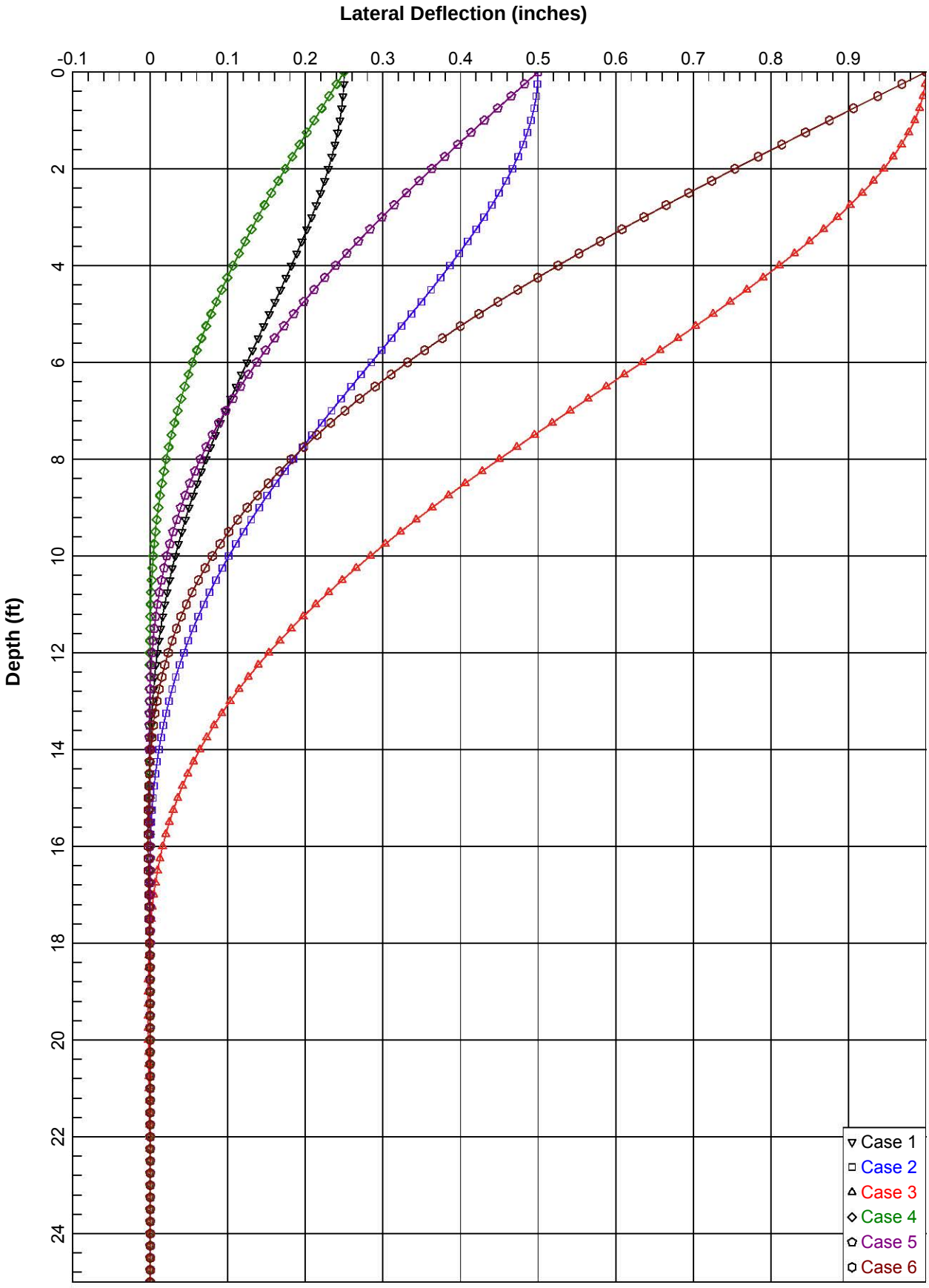
Definitions of Pile-Head Loading Conditions:

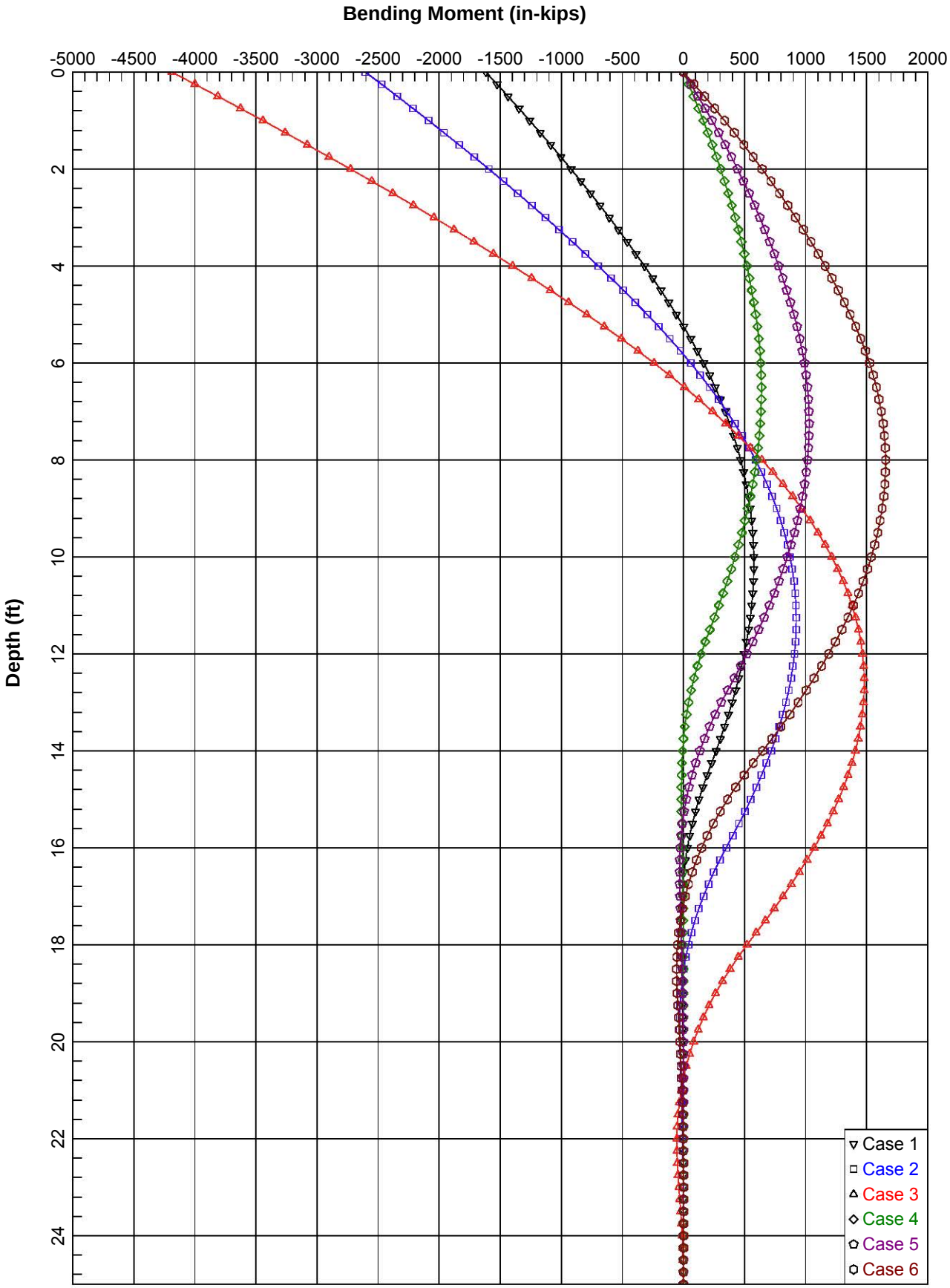
Load Type 1: Load 1 = Shear, lbs, and Load 2 = Moment, in-lbs
Load Type 2: Load 1 = Shear, lbs, and Load 2 = Slope, radians
Load Type 3: Load 1 = Shear, lbs, and Load 2 = Rotational Stiffness, in-lbs/radian
Load Type 4: Load 1 = Top Deflection, inches, and Load 2 = Moment, in-lbs
Load Type 5: Load 1 = Top Deflection, inches, and Load 2 = Slope, radians

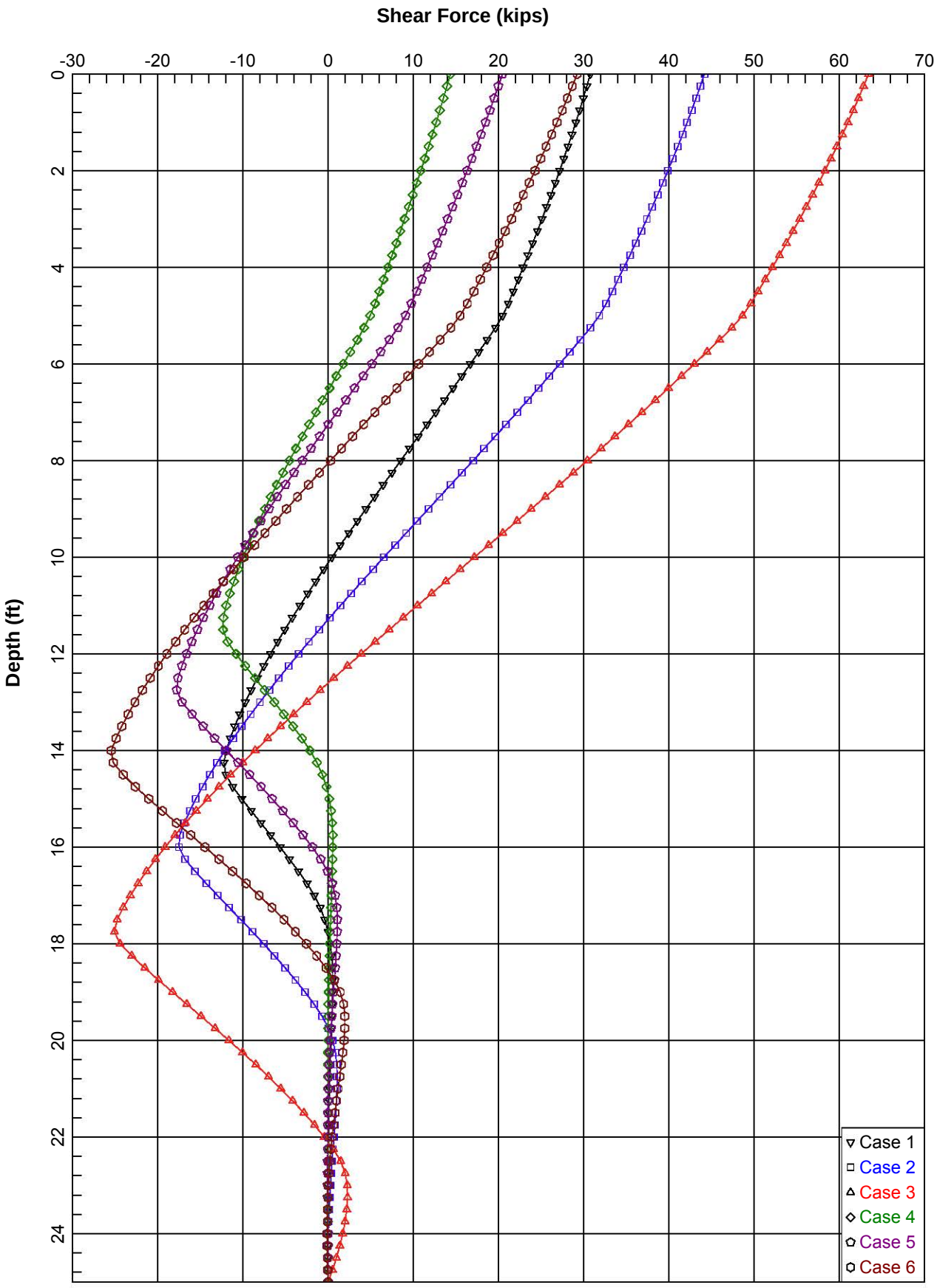
Load Case	Load Type	Condition 1 V(lbs) or y(inches)	Condition 2 in-lb, rad., or in-lb/rad.	Axial Load lbs	Pile-Head Deflection inches	Maximum Moment in-lbs	Maximum Shear lbs	Pile-Head Rotation radians
1	5	y = 0.2500	S = 0.000	0.0000000	0.25000000	-1618042.	30784.	0.00000000
2	5	y = 0.5000	S = 0.000	0.0000000	0.50000000	-2604361.	44181.	0.00000000

```
  3    5   y =     1.0000  S =      0.000      0.0000000     1.00000000      -4189377.         63438.
0.00000000
  4     4   y =     0.2500  M =      0.000      0.0000000     0.25000000        638645.         14356.
0.00000000
  5     4   y =     0.5000  M =      0.000      0.0000000     0.50000000       1029268.         20468.
0.00000000
  6     4   y =     1.0000  M =      0.000      0.0000000     1.00000000       1654761.         29237.
0.00000000
```

The analysis ended normally.


Lateral Deflection (inches)
-0.1
0
0.1
0.2
0.3
0.4
0.5
0.6
0.7
0.8
0.9
Depth (ft)
0
2
4
6
8
10
12
14
16
18
20
22
24
Case 1
Case 2
Case 3
Case 4
Case 5
Case 6


Bending Moment (in-kips)
-5000
-4500
-4000
-3500
-3000
-2500
-2000
-1500
-1000
-500
0
500
1000
1500
2000
Depth (ft)
0
2
4
6
8
10
12
14
16
18
20
22
24
Case 1
Case 2
Case 3
Case 4
Case 5
Case 6


Shear Force (kips)
-30
-20
-10
0
10
20
30
40
50
60
70
Depth (ft)
0
2
4
6
8
10
12
14
16
18
20
22
24
Case 1
Case 2
Case 3
Case 4
Case 5
Case 6

LPile Plus for Windows, Version 6.0 (6.0.08)

Analysis of Individual Piles and Drilled Shafts
Subjected to Lateral Loading Using the p-y Method

This program is licensed to:

Sreekar Pulijala
Leighton and Associates, INc.

Files Used for Analysis

Path to file locations: P:\Leighton Consulting\603000\603507.002 Ford Theatre\Analyses\LPile\
Name of input data file: 24 inch Dia CIDH.lp6d
Name of output file: 24 inch Dia CIDH.lp6o
Name of plot output file: 24 inch Dia CIDH.lp6p
Name of runtime file: 24 inch Dia CIDH.lp6r

Date and Time of Analysis

Date: July 10, 2013 Time: 15:24:54

Problem Title

Ford Theater Foundation

603507-002

Ford Theater Foundation

SP

Drilled, Cast-in-Place Concrete Caissons - 24-inch Diameter

Program Options

Units Used - US Customary Units: pounds, inches, feet

Basic Program Options:

This analysis computes nonlinear bending stiffness and nominal Moment
Capacity with Pile Response Computed Using Nonlinear EI

Computation Options:
- Only internally-generated p-y curves used in analysis
- Analysis does not use p-y multipliers (individual pile or shaft action only)
- Analysis assumes no shear resistance at pile tip

- Analysis for fixed-length pile or shaft only
- No computation of foundation stiffness matrix elements
- Output pile response for full length of pile
- Analysis assumes no soil movements acting on pile
- No p-y curves to be computed and output for user-specified depths

Solution Control Parameters:

- Number of pile increments	=	100
- Maximum number of iterations allowed	=	1000
- Deflection tolerance for convergence	=	1.0000E-05 in
- Maximum allowable deflection	=	100.0000 in

Pile Response Output Options:
- Values of pile-head deflection, bending moment, shear force, and soil reaction are printed for full length of pile.
- Printing Increment (nodal spacing of output points) = 1

Pile Structural Properties and Geometry

Total Number of Sections	=	1
Total Pile Length	=	25.00 ft
Depth of ground surface below top of pile	=	0.00 ft
Slope angle of ground surface	=	45.00 deg.

Pile dimensions used for p-y curve computations defined using 2 points.
p-y curves are computed using values of pile diameter interpolated over the length of the pile.

Point	Depth X ft	Pile Diameter in
1	0.00000	24.0000000
2	25.000000	24.0000000

Input Structural Properties:

Section No. 1:

Section Type	=	Elastic Pile
Cross-sectional Shape	=	Circular
Section Length	=	25.000 in
Top Width	=	24.000 in
Bottom Width	=	24.000 in
Top Area	=	452.389342 sq. in
Bottom Area	=	452.389342 sq. in
Moment of Inertia at Top	=	1.629E+04 in^4
Moment of Inertia at Bottom	=	1.629E+04 in^4
Elastic Modulus	=	3800000.000 lbs/in

Ground Slope and Pile Batter Angles

Ground Slope Angle	=	45.000 degrees
	=	0.785 radians
Pile Batter Angle	=	0.000 degrees
	=	0.000 radians

Soil and Rock Layering Information

The soil profile is modelled using 2 layers

Layer 1 is stiff clay without free water

Distance from top of pile to top of layer = 0.000 ft
Distance from top of pile to bottom of layer = 5.000 ft

Layer 2 is stiff clay without free water

Distance from top of pile to top of layer = 5.000 ft
Distance from top of pile to bottom of layer = 50.000 ft

(Depth of lowest layer extends 25.00 ft below pile tip)

Effective Unit Weight of Soil vs. Depth

Effective unit weight of soil with depth defined using 4 points

Point No.	Depth X ft	Eff. Unit Weight pcf
1	0.00	120.00000
2	5.00	120.00000
3	5.00	130.00000
4	50.00	130.00000

Summary of Soil Properties

Layer Num.	Soil Type (p-y Curve Criteria)	Depth ft	Eff. Unit Wt., pcf	Cohesion Test Prop. psf	Friction Ang., deg.	qu Subgr. psi
		kpy pci	Rock Emass psi	krm	Test Type	RQD percent	Epsilon 50	
1	Stiff Clay w/o Free Water	0.00	120.000	1500.000	--	--
--	0.00	--	--	--	--	--	--	
				5.000	120.000	1500.000	--	--
--	0.00	--	--	--	--	--	--	
2	Stiff Clay w/o Free Water	5.000	130.000	3000.000	--	--
--	0.00	--	--	--	--	--	--	
				50.000	130.000	3000.000	--	--
--	0.00	--	--	--	--	--	--	

Loading Type

p-y criteria for static loading was used for all analyses.

Pile-head Loading and Pile-head Fixity Conditions

Number of loads specified = 6

Load	Load	Condition 1	Condition 2	Axial Thrust

24 inch Dia CIDH

No.	Type				Force, lbs
1	5	y =	0.250 in	S = 0.000 in/in	0.000
2	5	y =	0.500 in	S = 0.000 in/in	0.000
3	5	y =	1.000 in	S = 0.000 in/in	0.000
4	4	y =	0.250 in	M = 0.000 in-lbs	0.000
5	4	y =	0.500 in	M = 0.000 in-lbs	0.000
6	4	y =	1.000 in	M = 0.000 in-lbs	0.000

Computations of Nominal Moment Capacity and Nonlinear Bending Stiffness

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Axial thrust values were determined from pile-head loading conditions

Number of Sections = 1

Section No. 1:

Moment-Curvature properties derived from elastic section properties

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Computed Values of Pile Loading and Deflection
for Lateral Loading for Load Case Number 1

Pile-head conditions are Displacement and Slope (BC Type 5)
Displacement of pile head = 0.250000 in
Slope of pile head = 0.000E+00 in/in
Axial load on pile head = 0.000 lbs

Depth X inches	Deflect. y inches	Bending Moment in-lbs	Shear Force lbs	Slope S radians	Total Stress psi*	Bending Stiffness in-lb/rad.	Soil Res. p lb/in	Soil Spr. Es*h lb/inch	Distrib. Lat. Load lb/inch
0.00	0.2500	-3325652.	50912.	0.000	2450.4352	6.189E+10	-164.6925	988.1553	0.000
3.000	0.2498	-3173677.	50405.	-0.000158	2338.4558	6.189E+10	-169.1807	2032.1336	0.000
6.000	0.2491	-3023225.	49890.	-0.000308	2227.5983	6.189E+10	-173.5862	2090.9395	0.000
9.000	0.2479	-2874335.	49363.	-0.000451	2117.8919	6.189E+10	-177.9063	2152.8574	0.000
12.000	0.2464	-2727046.	48823.	-0.000586	2009.3654	6.189E+10	-182.1380	2218.0322	0.000
15.000	0.2444	-2581397.	48270.	-0.000715	1902.0467	6.189E+10	-186.2785	2286.6252	0.000
18.000	0.2421	-2437424.	47706.	-0.000837	1795.9632	6.189E+10	-190.3251	2358.8152	0.000
21.000	0.2394	-2295164.	47129.	-0.000951	1691.1419	6.189E+10	-194.2748	2434.7985	0.000
24.000	0.2364	-2154652.	46540.	-0.001059	1587.6089	6.189E+10	-198.1248	2514.7907	0.000
27.000	0.2330	-2015924.	45940.	-0.001160	1485.3898	6.189E+10	-201.8724	2599.0277	0.000
30.000	0.2294	-1879012.	45329.	-0.001255	1384.5094	6.189E+10	-205.5148	2687.7671	0.000
33.000	0.2255	-1743950.	44707.	-0.001343	1284.9919	6.189E+10	-209.0492	2781.2898	0.000
36.000	0.2213	-1610769.	44075.	-0.001424	1186.8606	6.189E+10	-212.4729	2879.9023	0.000
39.000	0.2169	-1479501.	43432.	-0.001499	1090.1384	6.189E+10	-215.7831	2983.9386	0.000
42.000	0.2123	-1350175.	42780.	-0.001567	994.8471	6.189E+10	-218.9770	3093.7625	0.000
45.000	0.2075	-1222819.	42119.	-0.001630	901.0079	6.189E+10	-222.0520	3209.7707	0.000
48.000	0.2026	-1097462.	41448.	-0.001686	808.6413	6.189E+10	-225.0054	3332.3956	0.000
51.000	0.1974	-974130.	40769.	-0.001736	717.7668	6.189E+10	-227.8345	3462.1087	0.000
54.000	0.1921	-852849.	40081.	-0.001781	628.4032	6.189E+10	-230.5366	3599.4245	0.000
57.000	0.1867	-733642.	39386.	-0.001819	540.5683	6.189E+10	-233.1091	3744.9046	0.000
60.000	0.1812	-616533.	38592.	-0.001852	454.2793	6.189E+10	-296.4587	4907.4231	0.000
63.000	0.1756	-502093.	37551.	-0.001879	369.9563	6.189E+10	-397.3339	6786.9689	0.000
66.000	0.1700	-391228.	36352.	-0.001900	288.2682	6.189E+10	-401.9910	7095.7105	0.000
69.000	0.1642	-283982.	35139.	-0.001917	209.2458	6.189E+10	-406.4011	7423.8351	0.000
72.000	0.1585	-180393.	33914.	-0.001928	132.9185	6.189E+10	-410.5585	7772.9247	0.000
75.000	0.1527	-80499.	32676.	-0.001934	59.3138	6.189E+10	-414.4575	8144.7252	0.000
78.000	0.1469	15665.	31427.	-0.001936	11.5425	6.189E+10	-418.0924	8541.1659	0.000
81.000	0.1410	108066.	30168.	-0.001933	79.6262	6.189E+10	-421.4576	8964.3826	0.000
84.000	0.1353	196674.	28899.	-0.001926	144.9150	6.189E+10	-424.5477	9416.7436	0.000
87.000	0.1295	281461.	27621.	-0.001914	207.3884	6.189E+10	-427.3570	9900.8807	0.000
90.000	0.1238	362402.	26335.	-0.001898	267.0279	6.189E+10	-429.8799	10420.	0.000
93.000	0.1181	439474.	25042.	-0.001879	323.8166	6.189E+10	-432.1109	10977.	0.000

96.000	0.1125	512656.	23743.	-0.001856	377.7398	6.189E+10	-434.0443	11575.	0.000
99.000	0.1070	581933.	22439.	-0.001829	428.7847	6.189E+10	-435.6744	12219.	0.000
102.000	0.1015	647288.	21130.	-0.001800	476.9404	6.189E+10	-436.9954	12914.	0.000
105.000	0.0962	708711.	19817.	-0.001767	522.1981	6.189E+10	-438.0014	13664.	0.000
108.000	0.0909	766191.	18502.	-0.001731	564.5513	6.189E+10	-438.6866	14475.	0.000
111.000	0.0858	819723.	17186.	-0.001692	603.9954	6.189E+10	-439.0448	15354.	0.000
114.000	0.0808	869304.	15868.	-0.001652	640.5279	6.189E+10	-439.0699	16309.	0.000
117.000	0.0759	914933.	14552.	-0.001608	674.1488	6.189E+10	-438.7554	17348.	0.000
120.000	0.0711	956614.	13236.	-0.001563	704.8601	6.189E+10	-438.0949	18481.	0.000
123.000	0.0665	994351.	11924.	-0.001516	732.6662	6.189E+10	-437.0816	19719.	0.000
126.000	0.0620	1028155.	10614.	-0.001467	757.5738	6.189E+10	-435.7085	21076.	0.000
129.000	0.0577	1058037.	9309.8559	-0.001416	779.5920	6.189E+10	-433.9685	22565.	0.000
132.000	0.0535	1084014.	8011.1223	-0.001364	798.7324	6.189E+10	-431.8539	24205.	0.000
135.000	0.0495	1106104.	6719.3058	-0.001311	815.0090	6.189E+10	-429.3570	26016.	0.000
138.000	0.0457	1124330.	5435.5661	-0.001257	828.4383	6.189E+10	-426.4695	28022.	0.000
141.000	0.0420	1138718.	4161.0879	-0.001202	839.0395	6.189E+10	-423.1826	30250.	0.000
144.000	0.0384	1149296.	2897.0831	-0.001147	846.8343	6.189E+10	-419.4872	32734.	0.000
147.000	0.0351	1156100.	1644.7924	-0.001091	851.8474	6.189E+10	-415.3733	35514.	0.000
150.000	0.0319	1159165.	405.4868	-0.001035	854.1059	6.189E+10	-410.8304	38636.	0.000
153.000	0.0289	1158533.	-819.5295	-0.000979	853.6400	6.189E+10	-405.8471	42159.	0.000
156.000	0.0260	1154248.	-2028.9165	-0.000922	850.4828	6.189E+10	-400.4109	46150.	0.000
159.000	0.0233	1146359.	-3221.2949	-0.000867	844.6702	6.189E+10	-394.5081	50697.	0.000
162.000	0.0208	1134920.	-4395.2422	-0.000811	836.2415	6.189E+10	-388.1235	55903.	0.000
165.000	0.0185	1119988.	-5549.2874	-0.000757	825.2390	6.189E+10	-381.2400	61901.	0.000
168.000	0.0163	1101625.	-6681.9051	-0.000703	811.7083	6.189E+10	-373.8384	68856.	0.000
171.000	0.0143	1079897.	-7791.5074	-0.000650	795.6985	6.189E+10	-365.8964	76982.	0.000
174.000	0.0124	1054876.	-8876.4338	-0.000598	777.2623	6.189E+10	-357.3879	86552.	0.000
177.000	0.0107	1026638.	-9934.9384	-0.000548	756.4560	6.189E+10	-348.2819	97930.	0.000
180.000	0.009100	995266.	-10965.	-0.000499	733.3402	6.189E+10	-338.5408	111602.	0.000
183.000	0.007676	960847.	-11965.	-0.000451	707.9793	6.189E+10	-328.1179	128234.	0.000
186.000	0.006392	923475.	-12933.	-0.000406	680.4426	6.189E+10	-316.9538	148762.	0.000
189.000	0.005242	883250.	-13866.	-0.000362	650.8040	6.189E+10	-304.9706	174545.	0.000
192.000	0.004220	840281.	-14761.	-0.000320	619.1429	6.189E+10	-292.0623	207627.	0.000
195.000	0.003321	794683.	-15616.	-0.000281	585.5451	6.189E+10	-278.0786	251236.	0.000
198.000	0.002537	746582.	-16428.	-0.000243	550.1032	6.189E+10	-262.7956	310804.	0.000
201.000	0.001861	696117.	-17191.	-0.000208	512.9186	6.189E+10	-245.8558	396273.	0.000
204.000	0.001287	643438.	-17899.	-0.000176	474.1036	6.189E+10	-226.6344	528223.	0.000
207.000	0.000807	588720.	-18545.	-0.000146	433.7857	6.189E+10	-203.8796	758277.	0.000
210.000	0.000412	532167.	-19083.	-0.000119	392.1158	6.189E+10	-154.8237	1128189.	0.000
213.000	9.417E-05	474221.	-19369.	-9.435E-05	349.4192	6.189E+10	-35.7721	1139641.	0.000
216.000	-0.000154	415952.	-19206.	-7.277E-05	306.4853	6.189E+10	144.7483	2812500.	0.000
219.000	-0.000342	358986.	-18507.	-5.399E-05	264.5114	6.189E+10	321.0681	2812500.	0.000
222.000	-0.000478	304910.	-17353.	-3.790E-05	224.6665	6.189E+10	448.4446	2812500.	0.000
225.000	-0.000570	254870.	-15977.	-2.433E-05	187.7956	6.189E+10	468.7863	2467872.	0.000
228.000	-0.000624	209049.	-14554.	-1.309E-05	154.0333	6.189E+10	479.7553	2305303.	0.000
231.000	-0.000648	167546.	-13108.	-3.959E-06	123.4526	6.189E+10	484.4056	2241276.	0.000
234.000	-0.000648	130402.	-11655.	3.263E-06	96.0841	6.189E+10	484.4115	2242360.	0.000
237.000	-0.000629	97618.	-10207.	8.789E-06	71.9281	6.189E+10	480.8148	2293917.	0.000
240.000	-0.000595	69162.	-8774.0332	1.283E-05	50.9605	6.189E+10	474.3198	2390135.	0.000
243.000	-0.000552	44974.	-7364.4085	1.560E-05	33.1383	6.189E+10	465.4301	2530324.	0.000
246.000	-0.000502	24975.	-5984.4862	1.729E-05	18.4026	6.189E+10	454.5181	2717552.	0.000
249.000	-0.000448	9067.3367	-4672.6223	1.812E-05	6.6811	6.189E+10	420.0579	2812500.	0.000
252.000	-0.000393	-3060.2697	-3489.8138	1.826E-05	2.2549	6.189E+10	368.4811	2812500.	0.000
255.000	-0.000338	-11872.	-2461.1096	1.790E-05	8.7473	6.189E+10	317.3216	2812500.	0.000
258.000	-0.000286	-17827.	-1583.4563	1.718E-05	13.1354	6.189E+10	267.7806	2812500.	0.000
261.000	-0.000235	-21372.	-850.7801	1.623E-05	15.7477	6.189E+10	220.6701	2812500.	0.000
264.000	-0.000188	-22932.	-255.0647	1.516E-05	16.8967	6.189E+10	176.4735	2812500.	0.000
267.000	-0.000144	-22903.	212.7504	1.405E-05	16.8753	6.189E+10	135.4033	2812500.	0.000
270.000	-0.000104	-21655.	562.0386	1.297E-05	15.9561	6.189E+10	97.4555	2812500.	0.000
273.000	-6.662E-05	-19530.	801.9122	1.197E-05	14.3906	6.189E+10	62.4602	2812500.	0.000
276.000	-3.214E-05	-16844.	940.7940	1.109E-05	12.4109	6.189E+10	30.1276	2812500.	0.000
279.000	-9.754E-08	-13886.	986.1226	1.034E-05	10.2314	6.189E+10	0.0914	2812500.	0.000
282.000	2.992E-05	-10927.	965.2686	9.742E-06	8.0512	6.189E+10	-13.9941	1403073.	0.000
285.000	5.835E-05	-8094.0641	903.0073	9.281E-06	5.9639	6.189E+10	-27.5134	1414528.	0.000
288.000	8.560E-05	-5508.8528	800.7015	8.951E-06	4.0591	6.189E+10	-40.6904	1425983.	0.000
291.000	0.000112	-3289.8550	659.1285	8.738E-06	2.4241	6.189E+10	-53.6916	1437437.	0.000
294.000	0.000138	-1554.0815	478.5955	8.620E-06	1.1451	6.189E+10	-66.6637	1448892.	0.000
297.000	0.000164	-418.2817	259.0136	8.572E-06	0.3082	6.189E+10	-79.7242	1460347.	0.000
300.000	0.000189	0.000	0.000	8.562E-06	0.000	6.189E+10	-92.9515	735901.	0.000

* This analysis makes computations of pile response using nonlinear moment-curvature relationships. The above values of total stress are computed for combined axial stress and do not equal the actual stresses in concrete and steel in the range of nonlinear bending.

Output Verification: Computed forces and moments are within specified convergence limits.

Output Summary for Load Case No. 1:

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Pile-head deflection             =      0.2500000 inches
Computed slope at pile head      =   -0.000003684 radians
Maximum bending moment           =      -3325652. inch-lbs
Maximum shear force              =         50912. lbs
Depth of maximum bending moment  =       0.000000 inches below pile head
Depth of maximum shear force     =       0.000000 inches below pile head
Number of iterations             =             16
Number of zero deflection points =              2
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Computed Values of Pile Loading and Deflection
for Lateral Loading for Load Case Number 2

Pile-head conditions are Displacement and Slope (BC Type 5)
Displacement of pile head = 0.500000 in
Slope of pile head = 0.000E+00 in/in
Axial load on pile head = 0.000 lbs

Depth X inches	Deflect. y inches	Bending Moment in-lbs	Shear Force lbs	Slope S radians	Total Stress psi*	Bending Stiffness in-lb/rad.	Soil Res. p lb/in	Soil Spr. Es*h lb/inch	Distrib. Lat. Load lb/inch
0.00	0.5000	-5331546.	72832.	0.000	3928.4351	6.189E+10	-195.8535	587.5606	0.000
3.000	0.4996	-5113956.	72228.	-0.000253	3768.1082	6.189E+10	-201.2005	1208.1398	0.000
6.000	0.4985	-4898176.	71617.	-0.000496	3609.1155	6.189E+10	-206.4684	1242.5854	0.000
9.000	0.4966	-4684255.	70990.	-0.000728	3451.4921	6.189E+10	-211.6541	1278.5234	0.000
12.000	0.4941	-4472238.	70347.	-0.000950	3295.2722	6.189E+10	-216.7547	1316.0246	0.000
15.000	0.4909	-4262172.	69689.	-0.001162	3140.4897	6.189E+10	-221.7670	1355.1657	0.000
18.000	0.4871	-4054102.	69017.	-0.001363	2987.1778	6.189E+10	-226.6882	1396.0299	0.000
21.000	0.4828	-3848073.	68329.	-0.001555	2835.3693	6.189E+10	-231.5153	1438.7068	0.000
24.000	0.4778	-3644126.	67628.	-0.001736	2685.0960	6.189E+10	-236.2455	1483.2932	0.000
27.000	0.4723	-3442307.	66912.	-0.001908	2536.3893	6.189E+10	-240.8759	1529.8932	0.000
30.000	0.4664	-3242654.	66183.	-0.002070	2389.2801	6.189E+10	-245.4035	1578.6191	0.000
33.000	0.4599	-3045211.	65440.	-0.002223	2243.7982	6.189E+10	-249.8258	1629.5917	0.000
36.000	0.4530	-2850016.	64684.	-0.002366	2099.9730	6.189E+10	-254.1397	1682.9409	0.000
39.000	0.4457	-2657108.	63915.	-0.002499	1957.8331	6.189E+10	-258.3427	1738.8067	0.000
42.000	0.4380	-2466526.	63134.	-0.002623	1817.4064	6.189E+10	-262.4319	1797.3397	0.000
45.000	0.4300	-2278305.	62341.	-0.002738	1678.7200	6.189E+10	-266.4047	1858.7021	0.000
48.000	0.4216	-2092482.	61536.	-0.002844	1541.8003	6.189E+10	-270.2584	1923.0689	0.000
51.000	0.4129	-1909091.	60719.	-0.002941	1406.6728	6.189E+10	-273.9903	1990.6281	0.000
54.000	0.4040	-1728166.	59892.	-0.003029	1273.3622	6.189E+10	-277.5978	2061.5829	0.000
57.000	0.3947	-1549740.	59054.	-0.003109	1141.8925	6.189E+10	-281.0783	2136.1522	0.000
60.000	0.3853	-1373843.	58095.	-0.003180	1012.2868	6.189E+10	-357.9781	2787.2251	0.000
63.000	0.3757	-1201168.	56838.	-0.003242	885.0550	6.189E+10	-480.5127	3837.2733	0.000
66.000	0.3659	-1032818.	55386.	-0.003296	761.0097	6.189E+10	-486.9186	3992.7291	0.000
69.000	0.3559	-868850.	53916.	-0.003342	640.1933	6.189E+10	-493.0834	4156.4763	0.000
72.000	0.3458	-709320.	52428.	-0.003380	522.6468	6.189E+10	-499.0013	4329.0964	0.000
75.000	0.3356	-554280.	50923.	-0.003411	408.4095	6.189E+10	-504.6667	4511.2224	0.000
78.000	0.3253	-403783.	49401.	-0.003434	297.5188	6.189E+10	-510.0741	4703.5439	0.000
81.000	0.3150	-257876.	47863.	-0.003450	190.0106	6.189E+10	-515.2179	4906.8133	0.000
84.000	0.3046	-116607.	46310.	-0.003459	85.9191	6.189E+10	-520.0928	5121.8518	0.000
87.000	0.2942	19982.	44743.	-0.003462	14.7235	6.189E+10	-524.6934	5349.5578	0.000
90.000	0.2839	151849.	43162.	-0.003458	111.8865	6.189E+10	-529.0142	5590.9150	0.000
93.000	0.2735	278954.	41569.	-0.003447	205.5414	6.189E+10	-533.0500	5847.0019	0.000
96.000	0.2632	401262.	39964.	-0.003431	295.6615	6.189E+10	-536.7955	6119.0034	0.000
99.000	0.2529	518739.	38349.	-0.003408	382.2218	6.189E+10	-540.2452	6408.2231	0.000
102.000	0.2427	631354.	36723.	-0.003381	465.1995	6.189E+10	-543.3939	6716.0973	0.000
105.000	0.2326	739078.	35089.	-0.003347	544.5736	6.189E+10	-546.2361	7044.2119	0.000
108.000	0.2226	841886.	33446.	-0.003309	620.3255	6.189E+10	-548.7664	7394.3209	0.000
111.000	0.2128	939755.	31797.	-0.003266	692.4382	6.189E+10	-550.9793	7768.3681	0.000
114.000	0.2030	1032665.	30141.	-0.003218	760.8972	6.189E+10	-552.8692	8168.5118	0.000
117.000	0.1935	1120600.	28480.	-0.003166	825.6898	6.189E+10	-554.4305	8597.1535	0.000
120.000	0.1841	1203544.	26815.	-0.003109	886.8057	6.189E+10	-555.6576	9056.9714	0.000

123.000	0.1748	1281488.	25146.	-0.003049	944.2368	6.189E+10	-556.5446	9550.9588	0.000
126.000	0.1658	1354423.	23476.	-0.002985	997.9772	6.189E+10	-557.0856	10082.	0.000
129.000	0.1569	1422344.	21804.	-0.002918	1048.0233	6.189E+10	-557.2746	10655.	0.000
132.000	0.1483	1485249.	20133.	-0.002848	1094.3739	6.189E+10	-557.1054	11274.	0.000
135.000	0.1398	1543141.	18462.	-0.002774	1137.0301	6.189E+10	-556.5716	11942.	0.000
138.000	0.1316	1596023.	16794.	-0.002698	1175.9953	6.189E+10	-555.6668	12667.	0.000
141.000	0.1236	1643905.	15129.	-0.002620	1211.2757	6.189E+10	-554.3843	13453.	0.000
144.000	0.1159	1686797.	13468.	-0.002539	1242.8797	6.189E+10	-552.7170	14308.	0.000
147.000	0.1084	1724714.	11813.	-0.002456	1270.8184	6.189E+10	-550.6579	15240.	0.000
150.000	0.1012	1757676.	10165.	-0.002372	1295.1055	6.189E+10	-548.1994	16259.	0.000
153.000	0.0942	1785704.	8524.5988	-0.002286	1315.7572	6.189E+10	-545.3336	17374.	0.000
156.000	0.0874	1808823.	6893.5198	-0.002199	1332.7925	6.189E+10	-542.0524	18598.	0.000
159.000	0.0810	1827065.	5272.9204	-0.002111	1346.2332	6.189E+10	-538.3472	19946.	0.000
162.000	0.0748	1840461.	3664.0865	-0.002022	1356.1039	6.189E+10	-534.2088	21433.	0.000
165.000	0.0688	1849049.	2068.3320	-0.001932	1362.4320	6.189E+10	-529.6275	23080.	0.000
168.000	0.0632	1852871.	487.0013	-0.001843	1365.2479	6.189E+10	-524.5930	24910.	0.000
171.000	0.0578	1851971.	-1078.5294	-0.001753	1364.5850	6.189E+10	-519.0941	26949.	0.000
174.000	0.0527	1846400.	-2626.8489	-0.001663	1360.4798	6.189E+10	-513.1188	29231.	0.000
177.000	0.0478	1836210.	-4156.5082	-0.001574	1352.9718	6.189E+10	-506.6540	31794.	0.000
180.000	0.0432	1821461.	-5666.0171	-0.001485	1342.1040	6.189E+10	-499.6852	34685.	0.000
183.000	0.0389	1802214.	-7153.8396	-0.001397	1327.9225	6.189E+10	-492.1965	37963.	0.000
186.000	0.0348	1778538.	-8618.3891	-0.001311	1310.4771	6.189E+10	-484.1699	41697.	0.000
189.000	0.0310	1750504.	-10058.	-0.001225	1289.8209	6.189E+10	-475.5852	45977.	0.000
192.000	0.0275	1718189.	-11471.	-0.001141	1266.0109	6.189E+10	-466.4193	50911.	0.000
195.000	0.0242	1681677.	-12856.	-0.001059	1239.1078	6.189E+10	-456.6452	56641.	0.000
198.000	0.0211	1641056.	-14210.	-0.000978	1209.1765	6.189E+10	-446.2313	63346.	0.000
201.000	0.0183	1596418.	-15532.	-0.000900	1176.2861	6.189E+10	-435.1397	71264.	0.000
204.000	0.0157	1547864.	-16820.	-0.000823	1140.5100	6.189E+10	-423.3242	80708.	0.000
207.000	0.0134	1495500.	-18071.	-0.000750	1101.9267	6.189E+10	-410.7269	92105.	0.000
210.000	0.0112	1439439.	-19283.	-0.000678	1060.6197	6.189E+10	-397.2746	106054.	0.000
213.000	0.009307	1379803.	-20453.	-0.000610	1016.6781	6.189E+10	-382.8705	123411.	0.000
216.000	0.007577	1316721.	-21578.	-0.000545	970.1976	6.189E+10	-367.3839	145457.	0.000
219.000	0.006039	1250333.	-22655.	-0.000483	921.2808	6.189E+10	-350.6305	174195.	0.000
222.000	0.004682	1180789.	-23680.	-0.000424	870.0388	6.189E+10	-332.3378	212953.	0.000
225.000	0.003497	1108254.	-24646.	-0.000368	816.5929	6.189E+10	-312.0767	267736.	0.000
228.000	0.002473	1032910.	-25548.	-0.000316	761.0775	6.189E+10	-289.1127	350723.	0.000
231.000	0.001599	954964.	-26375.	-0.000268	703.6448	6.189E+10	-262.0186	491480.	0.000
234.000	0.000865	874660.	-27109.	-0.000224	644.4746	6.189E+10	-227.3607	788890.	0.000
237.000	0.000257	792310.	-27608.	-0.000183	583.7967	6.189E+10	-105.5003	1231262.	0.000
240.000	-0.000235	709011.	-27436.	-0.000147	522.4191	6.189E+10	220.5742	2812500.	0.000
243.000	-0.000625	627696.	-26389.	-0.000115	462.5043	6.189E+10	477.2808	2292770.	0.000
246.000	-0.000922	550677.	-24882.	-8.597E-05	405.7545	6.189E+10	527.4240	1715305.	0.000
249.000	-0.001140	478405.	-23256.	-6.102E-05	352.5023	6.189E+10	556.6870	1464579.	0.000
252.000	-0.001289	411143.	-21559.	-3.946E-05	302.9418	6.189E+10	574.2660	1336969.	0.000
255.000	-0.001377	349049.	-19822.	-2.104E-05	257.1894	6.189E+10	584.0638	1272398.	0.000
258.000	-0.001415	292212.	-18063.	-5.495E-06	215.3103	6.189E+10	588.1397	1247106.	0.000
261.000	-0.001410	240669.	-16300.	7.421E-06	177.3314	6.189E+10	587.7181	1250422.	0.000
264.000	-0.001370	194414.	-14543.	1.797E-05	143.2499	6.189E+10	583.5768	1277640.	0.000
267.000	-0.001302	153412.	-12803.	2.640E-05	113.0384	6.189E+10	576.2217	1327446.	0.000
270.000	-0.001212	117596.	-11090.	3.297E-05	86.6481	6.189E+10	565.9706	1401030.	0.000
273.000	-0.001104	86874.	-9411.3052	3.792E-05	64.0110	6.189E+10	552.9901	1502072.	0.000
276.000	-0.000984	61128.	-7775.8679	4.151E-05	45.0410	6.189E+10	537.3015	1637493.	0.000
279.000	-0.000855	40218.	-6191.7809	4.397E-05	29.6341	6.189E+10	518.7565	1819343.	0.000
282.000	-0.000721	23978.	-4668.1907	4.552E-05	17.6673	6.189E+10	496.9703	2069036.	0.000
285.000	-0.000582	12209.	-3215.9852	4.640E-05	8.9962	6.189E+10	471.1668	2427546.	0.000
288.000	-0.000442	4681.5980	-1887.4014	4.681E-05	3.4495	6.189E+10	414.5558	2812500.	0.000
291.000	-0.000301	884.8948	-841.6825	4.694E-05	0.6520	6.189E+10	282.5901	2812500.	0.000
294.000	-0.000161	-368.4971	-192.0415	4.696E-05	0.2715	6.189E+10	150.5039	2812500.	0.000
297.000	-1.970E-05	-267.3540	61.4162	4.694E-05	0.1970	6.189E+10	18.4679	2812500.	0.000
300.000	0.000121	0.000	0.000	4.693E-05	0.000	6.189E+10	-59.4120	735901.	0.000

* This analysis makes computations of pile response using nonlinear moment-curvature relationships.
  The above values of total stress are computed for combined axial stress and do not equal the
  actual stresses in concrete and steel in the range of nonlinear bending.

Output Verification: Computed forces and moments are within specified convergence limits.

Output Summary for Load Case No. 2:

Pile-head deflection = 0.5000000 inches
Computed slope at pile head = -0.000005274 radians

24 inch Dia CIDH

Maximum bending moment = -5331546. inch-lbs
Maximum shear force = 72832. lbs
Depth of maximum bending moment = 0.000000 inches below pile head
Depth of maximum shear force = 0.000000 inches below pile head
Number of iterations = 18
Number of zero deflection points = 2

Computed Values of Pile Loading and Deflection
for Lateral Loading for Load Case Number 3

Pile-head conditions are Displacement and Slope (BC Type 5)
Displacement of pile head = 1.000000 in
Slope of pile head = 0.000E+00 in/in
Axial load on pile head = 0.000 lbs

Depth X inches	Deflect. y inches	Bending Moment in-lbs	Shear Force lbs	Slope S radians	Total Stress psi*	Bending Stiffness in-lb/rad.	Soil Res. p lb/in	Soil Spr. Es*h lb/inch	Distrib. Lat. Load lb/inch
0.00	1.0000	-8354772.	102050.	0.000	6156.0339	6.189E+10	-232.9104	349.3657	0.000
3.000	0.9994	-8049698.	101333.	-0.000398	5931.2465	6.189E+10	-239.2791	718.2737	0.000
6.000	0.9976	-7746777.	100605.	-0.000780	5708.0458	6.189E+10	-245.5738	738.4833	0.000
9.000	0.9947	-7446067.	99859.	-0.001149	5486.4737	6.189E+10	-251.7914	759.3918	0.000
12.000	0.9907	-7147622.	99095.	-0.001502	5266.5713	6.189E+10	-257.9288	781.0329	0.000
15.000	0.9857	-6851499.	98312.	-0.001842	5048.3793	6.189E+10	-263.9830	803.4424	0.000
18.000	0.9797	-6557752.	97511.	-0.002167	4831.9379	6.189E+10	-269.9511	826.6579	0.000
21.000	0.9727	-6266434.	96692.	-0.002478	4617.2867	6.189E+10	-275.8300	850.7194	0.000
24.000	0.9648	-5977599.	95856.	-0.002774	4404.4647	6.189E+10	-281.6170	875.6693	0.000
27.000	0.9560	-5691298.	95003.	-0.003057	4193.5102	6.189E+10	-287.3092	901.5525	0.000
30.000	0.9465	-5407583.	94132.	-0.003326	3984.4610	6.189E+10	-292.9039	928.4165	0.000
33.000	0.9361	-5126504.	93245.	-0.003582	3777.3541	6.189E+10	-298.3984	956.3119	0.000
36.000	0.9250	-4848111.	92342.	-0.003823	3572.2261	6.189E+10	-303.7898	985.2921	0.000
39.000	0.9132	-4572452.	91423.	-0.004052	3369.1126	6.189E+10	-309.0756	1015.4142	0.000
42.000	0.9007	-4299574.	90488.	-0.004267	3168.0488	6.189E+10	-314.2533	1046.7384	0.000
45.000	0.8876	-4029525.	89537.	-0.004469	2969.0689	6.189E+10	-319.3201	1079.3291	0.000
48.000	0.8739	-3762350.	88572.	-0.004657	2772.2065	6.189E+10	-324.2735	1113.2543	0.000
51.000	0.8596	-3498093.	87592.	-0.004833	2577.4946	6.189E+10	-329.1111	1148.5867	0.000
54.000	0.8449	-3236798.	86598.	-0.004997	2384.9652	6.189E+10	-333.8305	1185.4035	0.000
57.000	0.8296	-2978508.	85589.	-0.005147	2194.6495	6.189E+10	-338.4291	1223.7868	0.000
60.000	0.8140	-2723264.	84434.	-0.005285	2006.5781	6.189E+10	-431.5743	1590.6288	0.000
63.000	0.7979	-2471903.	82917.	-0.005411	1821.3687	6.189E+10	-580.0848	2181.0027	0.000
66.000	0.7815	-2225764.	81164.	-0.005525	1640.0061	6.189E+10	-588.6539	2259.7047	0.000
69.000	0.7648	-1984922.	79385.	-0.005627	1462.5471	6.189E+10	-596.9956	2341.8829	0.000
72.000	0.7477	-1749454.	77582.	-0.005718	1289.0471	6.189E+10	-605.1045	2427.7420	0.000
75.000	0.7305	-1519431.	75755.	-0.005797	1119.5598	6.189E+10	-612.9753	2517.5014	0.000
78.000	0.7130	-1294925.	73904.	-0.005865	954.1374	6.189E+10	-620.6030	2611.3969	0.000
81.000	0.6953	-1076004.	72032.	-0.005923	792.8305	6.189E+10	-627.9825	2709.6814	0.000
84.000	0.6774	-862736.	70137.	-0.005970	635.6881	6.189E+10	-635.1089	2812.6271	0.000
87.000	0.6594	-655183.	68221.	-0.006006	482.7573	6.189E+10	-641.9775	2920.5264	0.000
90.000	0.6414	-453408.	66285.	-0.006033	334.0838	6.189E+10	-648.5836	3033.6943	0.000
93.000	0.6232	-257470.	64330.	-0.006051	189.7114	6.189E+10	-654.9224	3152.4702	0.000
96.000	0.6051	-67427.	62356.	-0.006058	49.6820	6.189E+10	-660.9895	3277.2199	0.000
99.000	0.5869	116668.	60365.	-0.006057	85.9640	6.189E+10	-666.7802	3408.3386	0.000
102.000	0.5687	294761.	58356.	-0.006047	217.1883	6.189E+10	-672.2902	3546.2531	0.000
105.000	0.5506	466804.	56331.	-0.006029	343.9544	6.189E+10	-677.5148	3691.4255	0.000
108.000	0.5326	632749.	54291.	-0.006002	466.2275	6.189E+10	-682.4498	3844.3561	0.000
111.000	0.5146	792552.	52237.	-0.005968	583.9750	6.189E+10	-687.0906	4005.5872	0.000
114.000	0.4968	946172.	50169.	-0.005926	697.1661	6.189E+10	-691.4330	4175.7079	0.000
117.000	0.4790	1093568.	48089.	-0.005876	805.7720	6.189E+10	-695.4726	4355.3585	0.000
120.000	0.4615	1234705.	45997.	-0.005820	909.7659	6.189E+10	-699.2050	4545.2357	0.000
123.000	0.4441	1369549.	43894.	-0.005757	1009.1230	6.189E+10	-702.6258	4746.0993	0.000
126.000	0.4270	1498070.	41782.	-0.005687	1103.8207	6.189E+10	-705.7307	4958.7781	0.000
129.000	0.4100	1620239.	39660.	-0.005611	1193.8384	6.189E+10	-708.5154	5184.1783	0.000
132.000	0.3933	1736032.	37531.	-0.005530	1279.1576	6.189E+10	-710.9753	5423.2920	0.000
135.000	0.3768	1845426.	35395.	-0.005443	1359.7620	6.189E+10	-713.1062	5677.2067	0.000
138.000	0.3606	1948401.	33253.	-0.005351	1435.6375	6.189E+10	-714.9035	5947.1169	0.000
141.000	0.3447	2044943.	31106.	-0.005255	1506.7721	6.189E+10	-716.3628	6234.3368	0.000
144.000	0.3291	2135037.	28955.	-0.005153	1573.1562	6.189E+10	-717.4794	6540.3147	0.000
147.000	0.3138	2218674.	26802.	-0.005048	1634.7823	6.189E+10	-718.2487	6866.6500	0.000

24 inch Dia CIDH

150.000	0.2988	2295847.	24646.	-0.004938	1691.6455	6.189E+10	-718.6661	7215.1122	0.000
153.000	0.2842	2366552.	22490.	-0.004825	1743.7428	6.189E+10	-718.7266	7587.6634	0.000
156.000	0.2699	2430788.	20334.	-0.004709	1791.0739	6.189E+10	-718.4254	7986.4837	0.000
159.000	0.2559	2488559.	18180.	-0.004590	1833.6408	6.189E+10	-717.7572	8414.0017	0.000
162.000	0.2423	2539869.	16028.	-0.004468	1871.4479	6.189E+10	-716.7167	8872.9292	0.000
165.000	0.2291	2584729.	13880.	-0.004344	1904.5022	6.189E+10	-715.2984	9366.3024	0.000
168.000	0.2163	2623152.	11737.	-0.004217	1932.8130	6.189E+10	-713.4965	9897.5304	0.000
171.000	0.2038	2655153.	9600.0509	-0.004089	1956.3922	6.189E+10	-711.3048	10470.	0.000
174.000	0.1917	2680752.	7470.0188	-0.003960	1975.2545	6.189E+10	-708.7167	11089.	0.000
177.000	0.1800	2699973.	5348.3559	-0.003830	1989.4170	6.189E+10	-705.7252	11759.	0.000
180.000	0.1687	2712842.	3236.2841	-0.003699	1998.8994	6.189E+10	-702.3227	12486.	0.000
183.000	0.1579	2719391.	1135.0487	-0.003567	2003.7245	6.189E+10	-698.5009	13275.	0.000
186.000	0.1473	2719653.	-954.0785	-0.003435	2003.9174	6.189E+10	-694.2506	14135.	0.000
189.000	0.1372	2713666.	-3029.7968	-0.003303	1999.5065	6.189E+10	-689.5616	15073.	0.000
192.000	0.1275	2701474.	-5090.7729	-0.003172	1990.5228	6.189E+10	-684.4225	16101.	0.000
195.000	0.1182	2683122.	-7135.6371	-0.003042	1977.0004	6.189E+10	-678.8203	17228.	0.000
198.000	0.1093	2658660.	-9162.9777	-0.002912	1958.9764	6.189E+10	-672.7401	18469.	0.000
201.000	0.1007	2628144.	-11171.	-0.002784	1936.4911	6.189E+10	-666.1646	19839.	0.000
204.000	0.0926	2591632.	-13159.	-0.002657	1909.5882	6.189E+10	-659.0736	21358.	0.000
207.000	0.0848	2549189.	-15125.	-0.002533	1878.3147	6.189E+10	-651.4433	23049.	0.000
210.000	0.0774	2500882.	-17067.	-0.002410	1842.7212	6.189E+10	-643.2452	24939.	0.000
213.000	0.0703	2446787.	-18984.	-0.002291	1802.8620	6.189E+10	-634.4449	27064.	0.000
216.000	0.0636	2386981.	-20873.	-0.002173	1758.7955	6.189E+10	-625.0003	29466.	0.000
219.000	0.0573	2321550.	-22732.	-0.002059	1710.5844	6.189E+10	-614.8594	32199.	0.000
222.000	0.0513	2250586.	-24561.	-0.001948	1658.2958	6.189E+10	-603.9575	35334.	0.000
225.000	0.0456	2174186.	-26355.	-0.001841	1602.0022	6.189E+10	-592.2120	38964.	0.000
228.000	0.0402	2092456.	-28113.	-0.001738	1541.7813	6.189E+10	-579.5169	43214.	0.000
231.000	0.0352	2005511.	-29830.	-0.001638	1477.7173	6.189E+10	-565.7329	48258.	0.000
234.000	0.0304	1913474.	-31505.	-0.001543	1409.9018	6.189E+10	-550.6731	54343.	0.000
237.000	0.0259	1816480.	-33132.	-0.001453	1338.4345	6.189E+10	-534.0806	61842.	0.000
240.000	0.0217	1714681.	-34707.	-0.001367	1263.4254	6.189E+10	-515.5891	71340.	0.000
243.000	0.0177	1608240.	-36222.	-0.001287	1184.9972	6.189E+10	-494.6541	83822.	0.000
246.000	0.0140	1497348.	-37670.	-0.001212	1103.2888	6.189E+10	-470.4161	101093.	0.000
249.000	0.0104	1382222.	-39037.	-0.001142	1018.4608	6.189E+10	-441.3968	126914.	0.000
252.000	0.007109	1263124.	-40307.	-0.001078	930.7057	6.189E+10	-404.6928	170788.	0.000
255.000	0.003967	1140383.	-41443.	-0.001020	840.2669	6.189E+10	-353.0584	266981.	0.000
258.000	0.000992	1014465.	-42352.	-0.000967	747.4868	6.189E+10	-252.6371	764299.	0.000
261.000	-0.001836	886273.	-41789.	-0.000921	653.0314	6.189E+10	627.9628	1025848.	0.000
264.000	-0.004536	763733.	-39664.	-0.000881	562.7402	6.189E+10	788.2887	521401.	0.000
267.000	-0.007124	648287.	-37158.	-0.000847	477.6766	6.189E+10	882.7725	371761.	0.000
270.000	-0.009618	540787.	-34406.	-0.000818	398.4670	6.189E+10	951.7104	296867.	0.000
273.000	-0.0120	441851.	-31468.	-0.000794	325.5687	6.189E+10	1006.6264	250972.	0.000
276.000	-0.0144	351976.	-28380.	-0.000775	259.3458	6.189E+10	1052.6157	219544.	0.000
279.000	-0.0167	271574.	-25162.	-0.000760	200.1032	6.189E+10	1092.4249	196439.	0.000
282.000	-0.0189	201003.	-21832.	-0.000749	148.1050	6.189E+10	1127.7163	178590.	0.000
285.000	-0.0212	140583.	-18401.	-0.000740	103.5852	6.189E+10	1159.5745	164287.	0.000
288.000	-0.0234	90598.	-14878.	-0.000735	66.7551	6.189E+10	1188.7444	152499.	0.000
291.000	-0.0256	51312.	-11272.	-0.000731	37.8081	6.189E+10	1215.7559	142568.	0.000
294.000	-0.0278	22968.	-7586.5645	-0.000729	16.9233	6.189E+10	1240.9949	134053.	0.000
297.000	-0.0300	5792.4991	-3827.9526	-0.000729	4.2681	6.189E+10	1264.7464	126647.	0.000
300.000	-0.0321	0.000	0.000	-0.000729	0.000	6.189E+10	1287.2220	60067.	0.000

* This analysis makes computations of pile response using nonlinear moment-curvature relationships.
  The above values of total stress are computed for combined axial stress and do not equal the
  actual stresses in concrete and steel in the range of nonlinear bending.

Output Verification: Computed forces and moments are within specified convergence limits.

Output Summary for Load Case No. 3:

```
Pile-head deflection             =      1.0000000 inches
Computed slope at pile head      =   -0.000007394 radians
Maximum bending moment           =      -8354772. inch-lbs
Maximum shear force              =        102050. lbs
Depth of maximum bending moment  =       0.000000 inches below pile head
Depth of maximum shear force     =       0.000000 inches below pile head
Number of iterations             =             21
Number of zero deflection points =              1
```

Computed Values of Pile Loading and Deflection
for Lateral Loading for Load Case Number 4

Pile-head conditions are Displacement and Moment (BC Type 4)
Deflection at pile head = 0.250000 in
Moment at pile head = 0.000 in-lbs
Axial load at pile head = 0.000 lbs

Depth X inches	Deflect. y inches	Bending Moment in-lbs	Shear Force lbs	Slope S radians	Total Stress psi*	Bending Stiffness in-lb/rad.	Soil Res. p lb/in	Soil Spr. Es*h lb/inch	Distrib. Lat. Load lb/inch
0.00	0.2500	0.000	23723.	-0.002614	0.000	6.189E+10	-164.6925	988.1553	0.000
3.000	0.2422	70427.	23224.	-0.002612	51.8928	6.189E+10	-167.8790	2079.7784	0.000
6.000	0.2343	139344.	22716.	-0.002607	102.6723	6.189E+10	-170.9615	2188.7453	0.000
9.000	0.2265	206721.	22198.	-0.002599	152.3180	6.189E+10	-173.9376	2303.6316	0.000
12.000	0.2187	272533.	21672.	-0.002587	200.8104	6.189E+10	-176.8048	2424.8967	0.000
15.000	0.2110	336754.	21138.	-0.002572	248.1302	6.189E+10	-179.5606	2553.0422	0.000
18.000	0.2033	399359.	20595.	-0.002554	294.2593	6.189E+10	-182.2023	2688.6182	0.000
21.000	0.1957	460324.	20045.	-0.002533	339.1801	6.189E+10	-184.7275	2832.2274	0.000
24.000	0.1881	519627.	19487.	-0.002510	382.8759	6.189E+10	-187.1335	2984.5328	0.000
27.000	0.1806	577245.	18922.	-0.002483	425.3308	6.189E+10	-189.4176	3146.2636	0.000
30.000	0.1732	633159.	18351.	-0.002454	466.5295	6.189E+10	-191.5772	3318.2244	0.000
33.000	0.1659	687348.	17773.	-0.002422	506.4578	6.189E+10	-193.6096	3501.3039	0.000
36.000	0.1587	739795.	17189.	-0.002387	545.1022	6.189E+10	-195.5120	3696.4857	0.000
39.000	0.1516	790483.	16600.	-0.002350	582.4500	6.189E+10	-197.2816	3904.8604	0.000
42.000	0.1446	839394.	16006.	-0.002311	618.4896	6.189E+10	-198.9156	4127.6399	0.000
45.000	0.1377	886516.	15407.	-0.002269	653.2101	6.189E+10	-200.4111	4366.1732	0.000
48.000	0.1310	931834.	14803.	-0.002225	686.6016	6.189E+10	-201.7654	4621.9648	0.000
51.000	0.1244	975336.	14196.	-0.002178	718.6550	6.189E+10	-202.9754	4896.6964	0.000
54.000	0.1179	1017011.	13586.	-0.002130	749.3625	6.189E+10	-204.0382	5192.2513	0.000
57.000	0.1116	1056850.	12972.	-0.002080	778.7169	6.189E+10	-204.9509	5510.7429	0.000
60.000	0.1054	1094844.	12276.	-0.002028	806.7121	6.189E+10	-258.9039	7368.4403	0.000
63.000	0.0994	1130508.	11371.	-0.001974	832.9905	6.189E+10	-344.6448	10401.	0.000
66.000	0.0936	1163070.	10335.	-0.001918	856.9833	6.189E+10	-346.2787	11103.	0.000
69.000	0.0879	1192516.	9293.8468	-0.001861	878.6798	6.189E+10	-347.6176	11864.	0.000
72.000	0.0824	1218833.	8249.4376	-0.001803	898.0711	6.189E+10	-348.6551	12694.	0.000
75.000	0.0771	1242013.	7202.3781	-0.001743	915.1504	6.189E+10	-349.3845	13598.	0.000
78.000	0.0719	1262048.	6153.6026	-0.001682	929.9126	6.189E+10	-349.7992	14587.	0.000
81.000	0.0670	1278934.	5104.0656	-0.001621	942.3553	6.189E+10	-349.8922	15670.	0.000
84.000	0.0622	1292672.	4054.7426	-0.001558	952.4776	6.189E+10	-349.6565	16860.	0.000
87.000	0.0576	1303263.	3006.6306	-0.001496	960.2812	6.189E+10	-349.0848	18170.	0.000
90.000	0.0532	1310712.	1960.7488	-0.001432	965.7698	6.189E+10	-348.1697	19617.	0.000
93.000	0.0490	1315027.	918.1395	-0.001369	968.9496	6.189E+10	-346.9032	21220.	0.000
96.000	0.0450	1316221.	-120.1312	-0.001305	969.8289	6.189E+10	-345.2772	23001.	0.000
99.000	0.0412	1314307.	-1152.9714	-0.001241	968.4185	6.189E+10	-343.2830	24987.	0.000
102.000	0.0376	1309303.	-2179.2628	-0.001177	964.7316	6.189E+10	-340.9113	27209.	0.000
105.000	0.0342	1301231.	-3197.8586	-0.001114	958.7840	6.189E+10	-338.1525	29705.	0.000
108.000	0.0309	1290116.	-4207.5816	-0.001051	950.5940	6.189E+10	-334.9961	32520.	0.000
111.000	0.0278	1275986.	-5207.2216	-0.000989	940.1824	6.189E+10	-331.4306	35710.	0.000
114.000	0.0250	1258872.	-6195.5331	-0.000928	927.5730	6.189E+10	-327.4437	39342.	0.000
117.000	0.0223	1238812.	-7171.2314	-0.000867	912.7921	6.189E+10	-323.0218	43500.	0.000
120.000	0.0198	1215845.	-8132.9882	-0.000808	895.8692	6.189E+10	-318.1495	48287.	0.000
123.000	0.0174	1190014.	-9079.4272	-0.000749	876.8364	6.189E+10	-312.8098	53835.	0.000
126.000	0.0153	1161368.	-10009.	-0.000692	855.7293	6.189E+10	-306.9831	60310.	0.000
129.000	0.0133	1129960.	-10921.	-0.000637	832.5864	6.189E+10	-300.6468	67929.	0.000
132.000	0.0114	1095845.	-11812.	-0.000583	807.4498	6.189E+10	-293.7739	76975.	0.000
135.000	0.009781	1059087.	-12682.	-0.000531	780.3651	6.189E+10	-286.3325	87827.	0.000
138.000	0.008266	1019751.	-13529.	-0.000480	751.3815	6.189E+10	-278.2828	101001.	0.000
141.000	0.006899	977911.	-14351.	-0.000432	720.5526	6.189E+10	-269.5751	117221.	0.000
144.000	0.005675	933645.	-15146.	-0.000385	687.9359	6.189E+10	-260.1447	137525.	0.000
147.000	0.004586	887037.	-15911.	-0.000341	653.5941	6.189E+10	-249.9047	163468.	0.000
150.000	0.003627	838180.	-16644.	-0.000300	617.5951	6.189E+10	-238.7339	197476.	0.000
153.000	0.002789	787175.	-17341.	-0.000260	580.0129	6.189E+10	-226.4539	243575.	0.000
156.000	0.002066	734132.	-18000.	-0.000223	540.9290	6.189E+10	-212.7857	308988.	0.000
159.000	0.001450	679173.	-18615.	-0.000189	500.4341	6.189E+10	-197.2537	408237.	0.000
162.000	0.000932	622439.	-19180.	-0.000157	458.6310	6.189E+10	-178.9404	576040.	0.000
165.000	0.000505	564095.	-19682.	-0.000129	415.6413	6.189E+10	-155.6656	925116.	0.000
168.000	0.000160	504350.	-19992.	-0.000103	371.6193	6.189E+10	-51.5283	967887.	0.000
171.000	-0.000112	444141.	-19912.	-7.981E-05	327.2557	6.189E+10	105.0229	2812500.	0.000
174.000	-0.000319	384877.	-19306.	-5.972E-05	283.5884	6.189E+10	299.2245	2812500.	0.000

177.000	-0.000470	328306.	-18195.	-4.243E-05	241.9055	6.189E+10	440.9528	2812500.	0.000
180.000	-0.000574	275704.	-16830.	-2.780E-05	203.1467	6.189E+10	469.2357	2453383.	0.000
183.000	-0.000637	227325.	-15404.	-1.560E-05	167.4997	6.189E+10	481.8967	2269103.	0.000
186.000	-0.000667	183283.	-13949.	-5.650E-06	135.0483	6.189E+10	487.6540	2192038.	0.000
189.000	-0.000671	143630.	-12485.	2.273E-06	105.8308	6.189E+10	488.4007	2183537.	0.000
192.000	-0.000654	108373.	-11025.	8.381E-06	79.8520	6.189E+10	485.2885	2226914.	0.000
195.000	-0.000621	77483.	-9578.0031	1.289E-05	57.0915	6.189E+10	479.0847	2315405.	0.000
198.000	-0.000576	50905.	-8153.8737	1.600E-05	37.5080	6.189E+10	470.3350	2447776.	0.000
201.000	-0.000525	28559.	-6759.2021	1.792E-05	21.0435	6.189E+10	459.4461	2626662.	0.000
204.000	-0.000469	10349.	-5410.6408	1.887E-05	7.6257	6.189E+10	439.5948	2812500.	0.000
207.000	-0.000412	-3904.3455	-4172.5090	1.902E-05	2.8768	6.189E+10	385.8264	2812500.	0.000
210.000	-0.000355	-14686.	-3094.8842	1.857E-05	10.8208	6.189E+10	332.5902	2812500.	0.000
213.000	-0.000300	-22474.	-2173.9644	1.767E-05	16.5592	6.189E+10	281.3563	2812500.	0.000
216.000	-0.000249	-27729.	-1402.1505	1.645E-05	20.4318	6.189E+10	233.1863	2812500.	0.000
219.000	-0.000201	-30887.	-769.1755	1.503E-05	22.7581	6.189E+10	188.7970	2812500.	0.000
222.000	-0.000159	-32344.	-263.0522	1.350E-05	23.8323	6.189E+10	148.6186	2812500.	0.000
225.000	-0.000120	-32465.	129.1507	1.193E-05	23.9210	6.189E+10	112.8500	2812500.	0.000
228.000	-8.694E-05	-31570.	420.6871	1.038E-05	23.2614	6.189E+10	81.5076	2812500.	0.000
231.000	-5.810E-05	-29941.	624.6523	8.888E-06	22.0612	6.189E+10	54.4693	2812500.	0.000
234.000	-3.361E-05	-27822.	753.6257	7.488E-06	20.4998	6.189E+10	31.5130	2812500.	0.000
237.000	-1.317E-05	-25419.	819.4200	6.197E-06	18.7294	6.189E+10	12.3499	2812500.	0.000
240.000	3.571E-06	-22905.	835.7260	5.026E-06	16.8772	6.189E+10	-1.4792	1242716.	0.000
243.000	1.698E-05	-20405.	822.8569	3.976E-06	15.0347	6.189E+10	-7.1002	1254169.	0.000
246.000	2.743E-05	-17968.	794.8488	3.046E-06	13.2393	6.189E+10	-11.5718	1265623.	0.000
249.000	3.526E-05	-15636.	754.9747	2.232E-06	11.5207	6.189E+10	-15.0109	1277076.	0.000
252.000	4.082E-05	-13438.	706.1589	1.527E-06	9.9016	6.189E+10	-17.5330	1288530.	0.000
255.000	4.443E-05	-11399.	650.9830	9.252E-07	8.3988	6.189E+10	-19.2509	1299984.	0.000
258.000	4.637E-05	-9532.2673	591.6994	4.179E-07	7.0236	6.189E+10	-20.2715	1311438.	0.000
261.000	4.693E-05	-7848.3910	530.2484	-3.346E-09	5.7829	6.189E+10	-20.6958	1322892.	0.000
264.000	4.635E-05	-6350.7770	468.2796	-3.475E-07	4.6794	6.189E+10	-20.6167	1334346.	0.000
267.000	4.485E-05	-5038.7135	407.1762	-6.236E-07	3.7127	6.189E+10	-20.1189	1345800.	0.000
270.000	4.261E-05	-3907.7198	348.0809	-8.404E-07	2.8793	6.189E+10	-19.2780	1357255.	0.000
273.000	3.981E-05	-2950.2284	291.9226	-1.007E-06	2.1738	6.189E+10	-18.1608	1368709.	0.000
276.000	3.657E-05	-2156.1843	239.4442	-1.130E-06	1.5887	6.189E+10	-16.8248	1380164.	0.000
279.000	3.302E-05	-1513.5634	191.2290	-1.219E-06	1.1152	6.189E+10	-15.3186	1391618.	0.000
282.000	2.926E-05	-1008.8104	147.7273	-1.280E-06	0.7433	6.189E+10	-13.6824	1403073.	0.000
285.000	2.534E-05	-627.1995	109.2812	-1.320E-06	0.4621	6.189E+10	-11.9483	1414528.	0.000
288.000	2.133E-05	-353.1232	76.1474	-1.344E-06	0.2602	6.189E+10	-10.1409	1425983.	0.000
291.000	1.728E-05	-170.3151	48.5186	-1.357E-06	0.1255	6.189E+10	-8.2783	1437437.	0.000
294.000	1.320E-05	-62.0118	26.5420	-1.362E-06	0.0457	6.189E+10	-6.3728	1448892.	0.000
297.000	9.104E-06	-11.0634	10.3353	-1.364E-06	0.008152	6.189E+10	-4.4317	1460347.	0.000
300.000	5.011E-06	0.000	0.000	-1.364E-06	0.000	6.189E+10	-2.4585	735901.	0.000

* This analysis makes computations of pile response using nonlinear moment-curvature relationships.
  The above values of total stress are computed for combined axial stress and do not equal the
  actual stresses in concrete and steel in the range of nonlinear bending.

Output Verification: Computed forces and moments are within specified convergence limits.

Output Summary for Load Case No. 4:

```
Pile-head deflection             =      0.2500000 inches
Computed slope at pile head      =     -0.0026137 radians
Maximum bending moment           =      1316221. inch-lbs
Maximum shear force              =        23723. lbs
Depth of maximum bending moment  =     96.0000000 inches below pile head
Depth of maximum shear force     =       0.000000 inches below pile head
Number of iterations             =             15
Number of zero deflection points =              2
```

Computed Values of Pile Loading and Deflection
for Lateral Loading for Load Case Number 5

```
Pile-head conditions are Displacement and Moment (BC Type 4)
Deflection at pile head   =        0.500000 in
Moment at pile head       =           0.000 in-lbs
Axial load at pile head   =           0.000 lbs
```

Depth X inches	Deflect. y inches	Bending Moment in-lbs	Shear Force lbs	Slope S radians	Total Stress psi*	Bending Stiffness in-lb/rad.	Soil Res. p lb/in	Soil Spr. Es*h lb/inch	Distrib. Lat. Load lb/inch
0.00	0.5000	0.000	33825.	-0.004683	0.000	6.189E+10	-195.8535	587.5606	0.000
3.000	0.4860	100593.	33231.	-0.004681	74.1196	6.189E+10	-199.8109	1233.5246	0.000
6.000	0.4719	199387.	32626.	-0.004673	146.9142	6.189E+10	-203.6612	1294.6845	0.000
9.000	0.4579	296349.	32009.	-0.004661	218.3581	6.189E+10	-207.4021	1358.7906	0.000
12.000	0.4439	391444.	31382.	-0.004645	288.4268	6.189E+10	-211.0311	1426.0474	0.000
15.000	0.4300	484639.	30743.	-0.004623	357.0959	6.189E+10	-214.5458	1496.6765	0.000
18.000	0.4162	575904.	30095.	-0.004598	424.3423	6.189E+10	-217.9439	1570.9183	0.000
21.000	0.4025	665207.	29436.	-0.004568	490.1435	6.189E+10	-221.2227	1649.0337	0.000
24.000	0.3888	752519.	28767.	-0.004533	554.4776	6.189E+10	-224.3799	1731.3062	0.000
27.000	0.3753	837812.	28090.	-0.004495	617.3237	6.189E+10	-227.4130	1818.0444	0.000
30.000	0.3618	921058.	27403.	-0.004452	678.6618	6.189E+10	-230.3194	1909.5848	0.000
33.000	0.3485	1002231.	26708.	-0.004405	738.4725	6.189E+10	-233.0966	2006.2946	0.000
36.000	0.3354	1081307.	26005.	-0.004355	796.7374	6.189E+10	-235.7420	2108.5753	0.000
39.000	0.3224	1158260.	25294.	-0.004301	853.4391	6.189E+10	-238.2530	2216.8662	0.000
42.000	0.3096	1233070.	24576.	-0.004243	908.5607	6.189E+10	-240.6271	2331.6490	0.000
45.000	0.2970	1305713.	23850.	-0.004181	962.0867	6.189E+10	-242.8615	2453.4526	0.000
48.000	0.2845	1376171.	23119.	-0.004116	1014.0021	6.189E+10	-244.9536	2582.8583	0.000
51.000	0.2723	1444425.	22381.	-0.004048	1064.2931	6.189E+10	-246.9008	2720.5063	0.000
54.000	0.2602	1510456.	21637.	-0.003976	1112.9468	6.189E+10	-248.7003	2867.1024	0.000
57.000	0.2484	1574249.	20889.	-0.003901	1159.9513	6.189E+10	-250.3495	3023.4263	0.000
60.000	0.2368	1635789.	20038.	-0.003824	1205.2956	6.189E+10	-316.9689	4015.3112	0.000
63.000	0.2255	1694476.	18928.	-0.003743	1248.5379	6.189E+10	-422.9441	5627.5371	0.000
66.000	0.2144	1749356.	17655.	-0.003659	1288.9755	6.189E+10	-426.0153	5962.0562	0.000
69.000	0.2035	1800403.	16372.	-0.003573	1326.5880	6.189E+10	-428.7932	6320.8899	0.000
72.000	0.1929	1847590.	15082.	-0.003485	1361.3570	6.189E+10	-431.2719	6706.3691	0.000
75.000	0.1826	1890896.	13785.	-0.003394	1393.2660	6.189E+10	-433.4452	7121.1046	0.000
78.000	0.1726	1930301.	12482.	-0.003302	1422.3006	6.189E+10	-435.3072	7568.0268	0.000
81.000	0.1628	1965788.	11174.	-0.003207	1448.4485	6.189E+10	-436.8518	8050.4334	0.000
84.000	0.1533	1997343.	9861.3717	-0.003111	1471.6995	6.189E+10	-438.0726	8572.0451	0.000
87.000	0.1441	2024956.	8545.8175	-0.003014	1492.0453	6.189E+10	-438.9635	9137.0713	0.000
90.000	0.1352	2048618.	7228.0951	-0.002915	1509.4803	6.189E+10	-439.5181	9750.2884	0.000
93.000	0.1266	2068325.	5909.2236	-0.002815	1524.0005	6.189E+10	-439.7296	10417.	0.000
96.000	0.1183	2084074.	4590.2421	-0.002715	1535.6048	6.189E+10	-439.5914	11144.	0.000
99.000	0.1103	2095866.	3272.2103	-0.002613	1544.2939	6.189E+10	-439.0965	11937.	0.000
102.000	0.1027	2103707.	1956.2091	-0.002511	1550.0711	6.189E+10	-438.2376	12806.	0.000
105.000	0.0953	2107604.	643.3419	-0.002409	1552.9422	6.189E+10	-437.0072	13760.	0.000
108.000	0.0882	2107567.	-665.2650	-0.002307	1552.9153	6.189E+10	-435.3974	14808.	0.000
111.000	0.0814	2103612.	-1968.4611	-0.002205	1550.0011	6.189E+10	-433.4000	15966.	0.000
114.000	0.0750	2095756.	-3265.0706	-0.002103	1544.2128	6.189E+10	-431.0063	17246.	0.000
117.000	0.0688	2084021.	-4553.8907	-0.002002	1535.5663	6.189E+10	-428.2071	18667.	0.000
120.000	0.0630	2068433.	-5833.6899	-0.001901	1524.0802	6.189E+10	-424.9924	20249.	0.000
123.000	0.0574	2049019.	-7103.2065	-0.001802	1509.7757	6.189E+10	-421.3520	22018.	0.000
126.000	0.0522	2025814.	-8361.1459	-0.001703	1492.6771	6.189E+10	-417.2743	24002.	0.000
129.000	0.0472	1998852.	-9606.1777	-0.001605	1472.8114	6.189E+10	-412.7470	26238.	0.000
132.000	0.0425	1968177.	-10837.	-0.001509	1450.2085	6.189E+10	-407.7566	28768.	0.000
135.000	0.0381	1933831.	-12052.	-0.001415	1424.9016	6.189E+10	-402.2881	31644.	0.000
138.000	0.0340	1895865.	-13250.	-0.001322	1396.9269	6.189E+10	-396.3249	34933.	0.000
141.000	0.0302	1854331.	-14429.	-0.001231	1366.3241	6.189E+10	-389.8480	38716.	0.000
144.000	0.0267	1809290.	-15588.	-0.001142	1333.1360	6.189E+10	-382.8358	43095.	0.000
147.000	0.0234	1760802.	-16725.	-0.001055	1297.4091	6.189E+10	-375.2634	48201.	0.000
150.000	0.0203	1708937.	-17839.	-0.000971	1259.1937	6.189E+10	-367.1012	54204.	0.000
153.000	0.0175	1653769.	-18927.	-0.000890	1218.5438	6.189E+10	-358.3138	61328.	0.000
156.000	0.0150	1595375.	-19988.	-0.000811	1175.5179	6.189E+10	-348.8582	69872.	0.000
159.000	0.0127	1533842.	-21019.	-0.000735	1130.1784	6.189E+10	-338.6803	80249.	0.000
162.000	0.0106	1469261.	-22019.	-0.000662	1082.5931	6.189E+10	-327.7108	93040.	0.000
165.000	0.008686	1401730.	-22984.	-0.000593	1032.8345	6.189E+10	-315.8586	109090.	0.000
168.000	0.007009	1331357.	-23912.	-0.000527	980.9814	6.189E+10	-302.9985	129683.	0.000
171.000	0.005526	1258256.	-24800.	-0.000464	927.1189	6.189E+10	-288.9524	156863.	0.000
174.000	0.004226	1182555.	-25644.	-0.000405	871.3402	6.189E+10	-273.4523	194120.	0.000
177.000	0.003098	1104393.	-26438.	-0.000349	813.7482	6.189E+10	-256.0663	247979.	0.000
180.000	0.002130	1023926.	-27176.	-0.000298	754.4580	6.189E+10	-236.0277	332396.	0.000
183.000	0.001312	941335.	-27848.	-0.000250	693.6027	6.189E+10	-211.7587	484371.	0.000
186.000	0.000630	856839.	-28434.	-0.000206	631.3431	6.189E+10	-179.0039	852734.	0.000
189.000	7.256E-05	770731.	-28741.	-0.000167	567.8964	6.189E+10	-25.3501	1048032.	0.000
192.000	-0.000373	684395.	-28255.	-0.000132	504.2816	6.189E+10	349.2546	2812500.	0.000
195.000	-0.000718	601202.	-26989.	-0.000101	442.9829	6.189E+10	494.3817	2065340.	0.000
198.000	-0.000976	522459.	-25445.	-7.338E-05	384.9627	6.189E+10	534.8528	1643585.	0.000
201.000	-0.001158	448530.	-23805.	-4.985E-05	330.4893	6.189E+10	558.7166	1446930.	0.000

204.000	-0.001275	379628.	-22108.	-2.978E-05	279.7210	6.189E+10	572.5882	1346893.	0.000
207.000	-0.001337	315881.	-20380.	-1.292E-05	232.7498	6.189E+10	579.5599	1300355.	0.000
210.000	-0.001353	257349.	-18639.	9.743E-07	189.6220	6.189E+10	581.3641	1289179.	0.000
213.000	-0.001331	204049.	-16898.	1.216E-05	150.3494	6.189E+10	579.0841	1304993.	0.000
216.000	-0.001280	155962.	-15169.	2.088E-05	114.9170	6.189E+10	573.4510	1344105.	0.000
219.000	-0.001206	113035.	-13461.	2.740E-05	83.2874	6.189E+10	564.9855	1405513.	0.000
222.000	-0.001116	75193.	-11783.	3.197E-05	55.4045	6.189E+10	554.0743	1490108.	0.000
225.000	-0.001014	42338.	-10140.	3.481E-05	31.1959	6.189E+10	541.0138	1600411.	0.000
228.000	-0.000907	14352.	-8539.6138	3.619E-05	10.5750	6.189E+10	526.0358	1740650.	0.000
231.000	-0.000797	-8899.6038	-6986.5762	3.632E-05	6.5575	6.189E+10	509.3226	1917123.	0.000
234.000	-0.000689	-27567.	-5486.0689	3.544E-05	20.3124	6.189E+10	491.0156	2138891.	0.000
237.000	-0.000584	-41816.	-4042.7224	3.375E-05	30.8112	6.189E+10	471.2154	2419007.	0.000
240.000	-0.000486	-51824.	-2660.9362	3.149E-05	38.1852	6.189E+10	449.9754	2776671.	0.000
243.000	-0.000395	-57782.	-1429.8301	2.883E-05	42.5752	6.189E+10	370.7621	2812500.	0.000
246.000	-0.000313	-60403.	-433.2565	2.596E-05	44.5064	6.189E+10	293.6203	2812500.	0.000
249.000	-0.000240	-60381.	344.2445	2.304E-05	44.4906	6.189E+10	224.7137	2812500.	0.000
252.000	-0.000175	-58337.	927.3739	2.016E-05	42.9845	6.189E+10	164.0393	2812500.	0.000
255.000	-0.000119	-54817.	1340.4104	1.742E-05	40.3907	6.189E+10	111.3184	2812500.	0.000
258.000	-7.048E-05	-50295.	1606.4948	1.487E-05	37.0586	6.189E+10	66.0712	2812500.	0.000
261.000	-2.953E-05	-45178.	1747.1230	1.255E-05	33.2884	6.189E+10	27.6810	2812500.	0.000
264.000	4.853E-06	-39812.	1785.4066	1.049E-05	29.3346	6.189E+10	-2.1586	1334346.	0.000
267.000	3.344E-05	-34466.	1759.6651	8.695E-06	25.3952	6.189E+10	-15.0024	1345800.	0.000
270.000	5.702E-05	-29254.	1698.4659	7.150E-06	21.5552	6.189E+10	-25.7970	1357255.	0.000
273.000	7.634E-05	-24275.	1607.5243	5.853E-06	17.8863	6.189E+10	-34.8307	1368709.	0.000
276.000	9.214E-05	-19609.	1491.6965	4.789E-06	14.4484	6.189E+10	-42.3878	1380164.	0.000
279.000	0.000105	-15325.	1355.0006	3.942E-06	11.2916	6.189E+10	-48.7428	1391618.	0.000
282.000	0.000116	-11479.	1200.6551	3.293E-06	8.4580	6.189E+10	-54.1542	1403073.	0.000
285.000	0.000125	-8120.6160	1031.1332	2.818E-06	5.9835	6.189E+10	-58.8604	1414528.	0.000
288.000	0.000133	-5292.0884	848.2311	2.493E-06	3.8994	6.189E+10	-63.0743	1425983.	0.000
291.000	0.000140	-3031.2295	653.1504	2.291E-06	2.2335	6.189E+10	-66.9795	1437437.	0.000
294.000	0.000146	-1373.1860	446.5922	2.184E-06	1.0118	6.189E+10	-70.7259	1448892.	0.000
297.000	0.000153	-351.6760	228.8643	2.142E-06	0.2591	6.189E+10	-74.4260	1460347.	0.000
300.000	0.000159	0.000	0.000	2.134E-06	0.000	6.189E+10	-78.1502	735901.	0.000

* This analysis makes computations of pile response using nonlinear moment-curvature relationships.
The above values of total stress are computed for combined axial stress and do not equal the
actual stresses in concrete and steel in the range of nonlinear bending.

Output Verification: Computed forces and moments are within specified convergence limits.

Output Summary for Load Case No. 5:

```
Pile-head deflection             =      0.5000000 inches
Computed slope at pile head      =     -0.0046829 radians
Maximum bending moment           =       2107604. inch-lbs
Maximum shear force              =         33825. lbs
Depth of maximum bending moment  =    105.0000000 inches below pile head
Depth of maximum shear force     =      0.000000 inches below pile head
Number of iterations             =             17
Number of zero deflection points =              2
```

Computed Values of Pile Loading and Deflection
for Lateral Loading for Load Case Number 6

```
Pile-head conditions are Displacement and Moment (BC Type 4)
Deflection at pile head   =        1.000000 in
Moment at pile head       =           0.000 in-lbs
Axial load at pile head   =           0.000 lbs
```

Depth X inches	Deflect. y inches	Bending Moment in-lbs	Shear Force lbs	Slope S radians	Total Stress psi*	Bending Stiffness in-lb/rad.	Soil Res. p lb/in	Soil Spr. Es*h lb/inch	Distrib. Lat. Load lb/inch
0.00	1.0000	0.000	48252.	-0.008386	0.000	6.189E+10	-232.9104	349.3657	0.000
3.000	0.9748	143709.	47546.	-0.008383	105.8886	6.189E+10	-237.7959	731.7990	0.000
6.000	0.9497	285277.	46826.	-0.008372	210.2003	6.189E+10	-242.5708	766.2528	0.000
9.000	0.9246	424663.	46091.	-0.008355	312.9034	6.189E+10	-247.2329	802.1781	0.000

24 inch Dia CIDH

12.000	0.8996	561823.	45342.	-0.008331	413.9670	6.189E+10	-251.7799	839.6667	0.000
15.000	0.8746	696717.	44580.	-0.008301	513.3610	6.189E+10	-256.2096	878.8167	0.000
18.000	0.8498	829305.	43805.	-0.008264	611.0558	6.189E+10	-260.5195	919.7339	0.000
21.000	0.8250	959549.	43018.	-0.008221	707.0231	6.189E+10	-264.7073	962.5319	0.000
24.000	0.8004	1087410.	42217.	-0.008171	801.2350	6.189E+10	-268.7708	1007.3331	0.000
27.000	0.7760	1212853.	41405.	-0.008115	893.6645	6.189E+10	-272.7074	1054.2692	0.000
30.000	0.7518	1335841.	40581.	-0.008053	984.2856	6.189E+10	-276.5150	1103.4827	0.000
33.000	0.7277	1456340.	39746.	-0.007986	1073.0729	6.189E+10	-280.1910	1155.1272	0.000
36.000	0.7038	1574318.	38900.	-0.007912	1160.0022	6.189E+10	-283.7330	1209.3688	0.000
39.000	0.6802	1689742.	38044.	-0.007833	1245.0500	6.189E+10	-287.1387	1266.3876	0.000
42.000	0.6568	1802582.	37178.	-0.007748	1328.1936	6.189E+10	-290.4055	1326.3784	0.000
45.000	0.6337	1912808.	36302.	-0.007658	1409.4114	6.189E+10	-293.5311	1389.5529	0.000
48.000	0.6109	2020392.	35417.	-0.007563	1488.6826	6.189E+10	-296.5129	1456.1406	0.000
51.000	0.5883	2125308.	34523.	-0.007463	1565.9875	6.189E+10	-299.3485	1526.3914	0.000
54.000	0.5661	2227530.	33621.	-0.007357	1641.3073	6.189E+10	-302.0355	1600.5773	0.000
57.000	0.5442	2327033.	32711.	-0.007247	1714.6242	6.189E+10	-304.5712	1678.9944	0.000
60.000	0.5226	2423795.	31675.	-0.007132	1785.9214	6.189E+10	-386.3264	2217.5824	0.000
63.000	0.5014	2517081.	30320.	-0.007012	1854.6566	6.189E+10	-516.4798	3090.1438	0.000
66.000	0.4806	2605718.	28764.	-0.006888	1919.9668	6.189E+10	-521.2750	3254.1657	0.000
69.000	0.4601	2689663.	27193.	-0.006759	1981.8202	6.189E+10	-525.7772	3428.3298	0.000
72.000	0.4400	2768876.	25610.	-0.006627	2040.1869	6.189E+10	-529.9806	3613.4626	0.000
75.000	0.4203	2843320.	24014.	-0.006491	2095.0391	6.189E+10	-533.8798	3810.4746	0.000
78.000	0.4011	2912959.	22407.	-0.006351	2146.3509	6.189E+10	-537.4689	4020.3705	0.000
81.000	0.3822	2977760.	20789.	-0.006209	2194.0985	6.189E+10	-540.7424	4244.2610	0.000
84.000	0.3638	3037695.	19163.	-0.006063	2238.2601	6.189E+10	-543.6947	4483.3756	0.000
87.000	0.3458	3092737.	17528.	-0.005914	2278.8163	6.189E+10	-546.3200	4739.0788	0.000
90.000	0.3283	3142861.	15885.	-0.005763	2315.7496	6.189E+10	-548.6127	5012.8873	0.000
93.000	0.3113	3188049.	14237.	-0.005610	2349.0448	6.189E+10	-550.5669	5306.4907	0.000
96.000	0.2947	3228281.	12582.	-0.005454	2378.6889	6.189E+10	-552.1767	5621.7757	0.000
99.000	0.2785	3263543.	10924.	-0.005297	2404.6713	6.189E+10	-553.4361	5960.8536	0.000
102.000	0.2629	3293825.	9262.3414	-0.005138	2426.9836	6.189E+10	-554.3389	6326.0934	0.000
105.000	0.2477	3319117.	7598.5149	-0.004978	2445.6199	6.189E+10	-554.8788	6720.1593	0.000
108.000	0.2330	3339416.	5933.6227	-0.004816	2460.5764	6.189E+10	-555.0493	7146.0562	0.000
111.000	0.2188	3354719.	4268.7832	-0.004654	2471.8522	6.189E+10	-554.8437	7607.1830	0.000
114.000	0.2051	3365028.	2605.1348	-0.004491	2479.4486	6.189E+10	-554.2552	8107.3953	0.000
117.000	0.1919	3370350.	943.8375	-0.004328	2483.3695	6.189E+10	-553.2764	8651.0810	0.000
120.000	0.1791	3370691.	-713.9269	-0.004164	2483.6213	6.189E+10	-551.8999	9243.2507	0.000
123.000	0.1669	3366066.	-2366.9537	-0.004001	2480.2132	6.189E+10	-550.1180	9889.6461	0.000
126.000	0.1551	3356490.	-4014.0141	-0.003838	2473.1571	6.189E+10	-547.9223	10597.	0.000
129.000	0.1438	3341982.	-5653.8539	-0.003676	2462.4674	6.189E+10	-545.3043	11373.	0.000
132.000	0.1331	3322567.	-7285.1925	-0.003514	2448.1615	6.189E+10	-542.2547	12226.	0.000
135.000	0.1228	3298271.	-8906.7206	-0.003354	2430.2598	6.189E+10	-538.7640	13166.	0.000
138.000	0.1129	3269126.	-10517.	-0.003195	2408.7852	6.189E+10	-534.8216	14206.	0.000
141.000	0.1036	3235168.	-12115.	-0.003037	2383.7640	6.189E+10	-530.4165	15361.	0.000
144.000	0.0947	3196436.	-13699.	-0.002881	2355.2253	6.189E+10	-525.5364	16645.	0.000
147.000	0.0863	3152975.	-15267.	-0.002727	2323.2016	6.189E+10	-520.1682	18081.	0.000
150.000	0.0784	3104832.	-16819.	-0.002576	2287.7284	6.189E+10	-514.2974	19691.	0.000
153.000	0.0709	3052060.	-18352.	-0.002426	2248.8447	6.189E+10	-507.9080	21506.	0.000
156.000	0.0638	2994717.	-19866.	-0.002280	2206.5928	6.189E+10	-500.9820	23559.	0.000
159.000	0.0572	2932865.	-21358.	-0.002136	2161.0186	6.189E+10	-493.4992	25895.	0.000
162.000	0.0510	2866572.	-22826.	-0.001996	2112.1719	6.189E+10	-485.4364	28567.	0.000
165.000	0.0452	2795910.	-24269.	-0.001858	2060.1059	6.189E+10	-476.7670	31644.	0.000
168.000	0.0398	2720957.	-25686.	-0.001725	2004.8784	6.189E+10	-467.4597	35210.	0.000
171.000	0.0349	2641797.	-27073.	-0.001595	1946.5509	6.189E+10	-457.4773	39378.	0.000
174.000	0.0303	2558519.	-28429.	-0.001469	1885.1896	6.189E+10	-446.7748	44293.	0.000
177.000	0.0260	2471221.	-29752.	-0.001347	1820.8656	6.189E+10	-435.2969	50148.	0.000
180.000	0.0222	2380004.	-31040.	-0.001229	1753.6549	6.189E+10	-422.9737	57208.	0.000
183.000	0.0187	2284981.	-32289.	-0.001116	1683.6393	6.189E+10	-409.7156	65848.	0.000
186.000	0.0155	2186271.	-33497.	-0.001008	1610.9067	6.189E+10	-395.4033	76606.	0.000
189.000	0.0126	2084002.	-34659.	-0.000904	1535.5520	6.189E+10	-379.8737	90299.	0.000
192.000	0.0101	1978314.	-35774.	-0.000806	1457.6782	6.189E+10	-362.8936	108223.	0.000
195.000	0.007786	1869360.	-36834.	-0.000712	1377.3978	6.189E+10	-344.1126	132582.	0.000
198.000	0.005785	1757309.	-37835.	-0.000625	1294.8355	6.189E+10	-322.9677	167484.	0.000
201.000	0.004039	1642352.	-38767.	-0.000542	1210.1315	6.189E+10	-298.4625	221670.	0.000
204.000	0.002532	1524708.	-39617.	-0.000465	1123.4482	6.189E+10	-268.5547	318152.	0.000
207.000	0.001247	1404647.	-40362.	-0.000394	1034.9840	6.189E+10	-227.7583	547890.	0.000
210.000	0.000166	1282537.	-40797.	-0.000329	945.0094	6.189E+10	-62.4856	1128189.	0.000
213.000	-0.000728	1159864.	-40147.	-0.000270	854.6205	6.189E+10	496.1610	2043854.	0.000
216.000	-0.001454	1041656.	-38515.	-0.000217	767.5218	6.189E+10	591.7534	1220926.	0.000
219.000	-0.002028	928774.	-36662.	-0.000169	684.3473	6.189E+10	643.7226	952112.	0.000
222.000	-0.002468	821686.	-34682.	-0.000126	605.4416	6.189E+10	676.3541	822315.	0.000
225.000	-0.002787	720685.	-32621.	-8.910E-05	531.0212	6.189E+10	697.4464	750694.	0.000
228.000	-0.003002	625961.	-30509.	-5.646E-05	461.2258	6.189E+10	710.6273	710129.	0.000

231.000	-0.003126	537633.	-28366.	-2.826E-05	396.1429	6.189E+10	717.9178	688986.	0.000
234.000	-0.003172	455765.	-26208.	-4.181E-06	335.8209	6.189E+10	720.5728	681574.	0.000
237.000	-0.003151	380383.	-24048.	1.609E-05	280.2773	6.189E+10	719.4293	684940.	0.000
240.000	-0.003075	311476.	-21896.	3.285E-05	229.5046	6.189E+10	715.0733	697600.	0.000
243.000	-0.002954	249005.	-19762.	4.644E-05	183.4738	6.189E+10	707.9276	718968.	0.000
246.000	-0.002797	192905.	-17653.	5.715E-05	142.1377	6.189E+10	698.3010	749114.	0.000
249.000	-0.002611	143089.	-15576.	6.529E-05	105.4323	6.189E+10	686.4166	788674.	0.000
252.000	-0.002405	99452.	-13537.	7.117E-05	73.2788	6.189E+10	672.4265	838876.	0.000
255.000	-0.002184	61866.	-11544.	7.508E-05	45.5845	6.189E+10	656.4177	901676.	0.000
258.000	-0.001954	30188.	-9601.7381	7.731E-05	22.2432	6.189E+10	638.4095	980035.	0.000
261.000	-0.001720	4255.3963	-7716.6131	7.815E-05	3.1355	6.189E+10	618.3405	1078434.	0.000
264.000	-0.001485	-16112.	-5895.0383	7.786E-05	11.8717	6.189E+10	596.0426	1203842.	0.000
267.000	-0.001253	-31115.	-4144.1906	7.672E-05	22.9263	6.189E+10	571.1892	1367640.	0.000
270.000	-0.001025	-40977.	-2472.6133	7.497E-05	30.1931	6.189E+10	543.1957	1589763.	0.000
273.000	-0.000803	-45951.	-891.3047	7.286E-05	33.8576	6.189E+10	511.0100	1908840.	0.000
276.000	-0.000588	-46325.	584.1251	7.063E-05	34.1335	6.189E+10	472.6098	2411788.	0.000
279.000	-0.000379	-42446.	1826.5222	6.847E-05	31.2752	6.189E+10	355.6549	2812500.	0.000
282.000	-0.000177	-35366.	2608.9507	6.659E-05	26.0585	6.189E+10	165.9641	2812500.	0.000
285.000	2.017E-05	-26792.	2843.6348	6.508E-05	19.7412	6.189E+10	-9.5081	1414528.	0.000
288.000	0.000213	-18304.	2677.1757	6.399E-05	13.4869	6.189E+10	-101.4647	1425983.	0.000
291.000	0.000404	-10729.	2234.5458	6.329E-05	7.9054	6.189E+10	-193.6219	1437437.	0.000
294.000	0.000593	-4896.6656	1577.8482	6.291E-05	3.6080	6.189E+10	-244.1764	1234933.	0.000
297.000	0.000782	-1261.9148	816.1109	6.276E-05	0.9298	6.189E+10	-263.6484	1012039.	0.000
300.000	0.000970	0.000	0.000	6.273E-05	0.000	6.189E+10	-280.4255	433775.	0.000

* This analysis makes computations of pile response using nonlinear moment-curvature relationships.
  The above values of total stress are computed for combined axial stress and do not equal the
  actual stresses in concrete and steel in the range of nonlinear bending.

Output Verification: Computed forces and moments are within specified convergence limits.

Output Summary for Load Case No. 6:

```
Pile-head deflection             =      1.0000000 inches
Computed slope at pile head      =     -0.0083864 radians
Maximum bending moment           =       3370691. inch-lbs
Maximum shear force              =         48252. lbs
Depth of maximum bending moment  =    120.0000000 inches below pile head
Depth of maximum shear force     =       0.000000 inches below pile head
Number of iterations             =             21
Number of zero deflection points =              2
```

Summary of Pile Response(s)

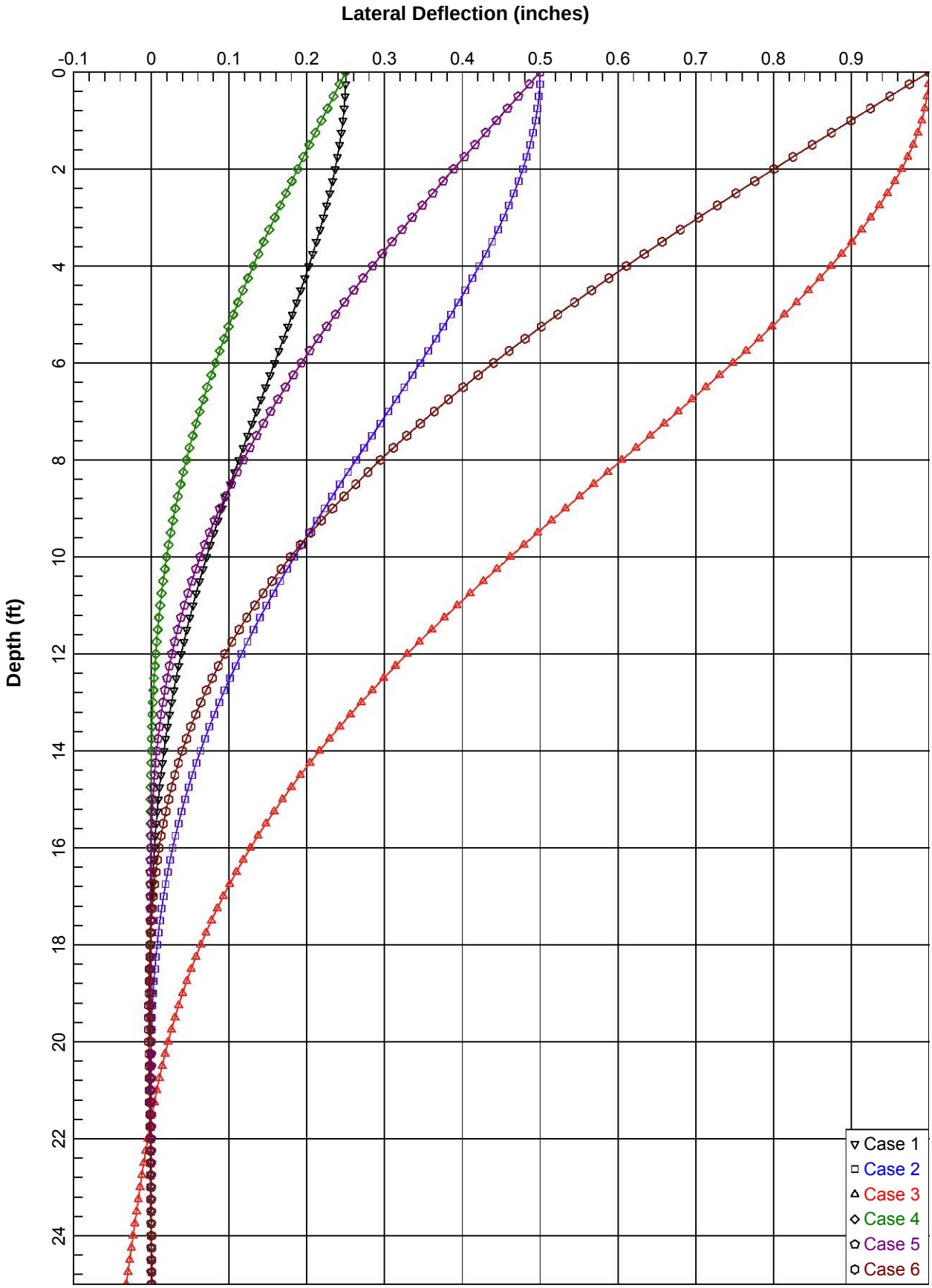
Definitions of Pile-Head Loading Conditions:

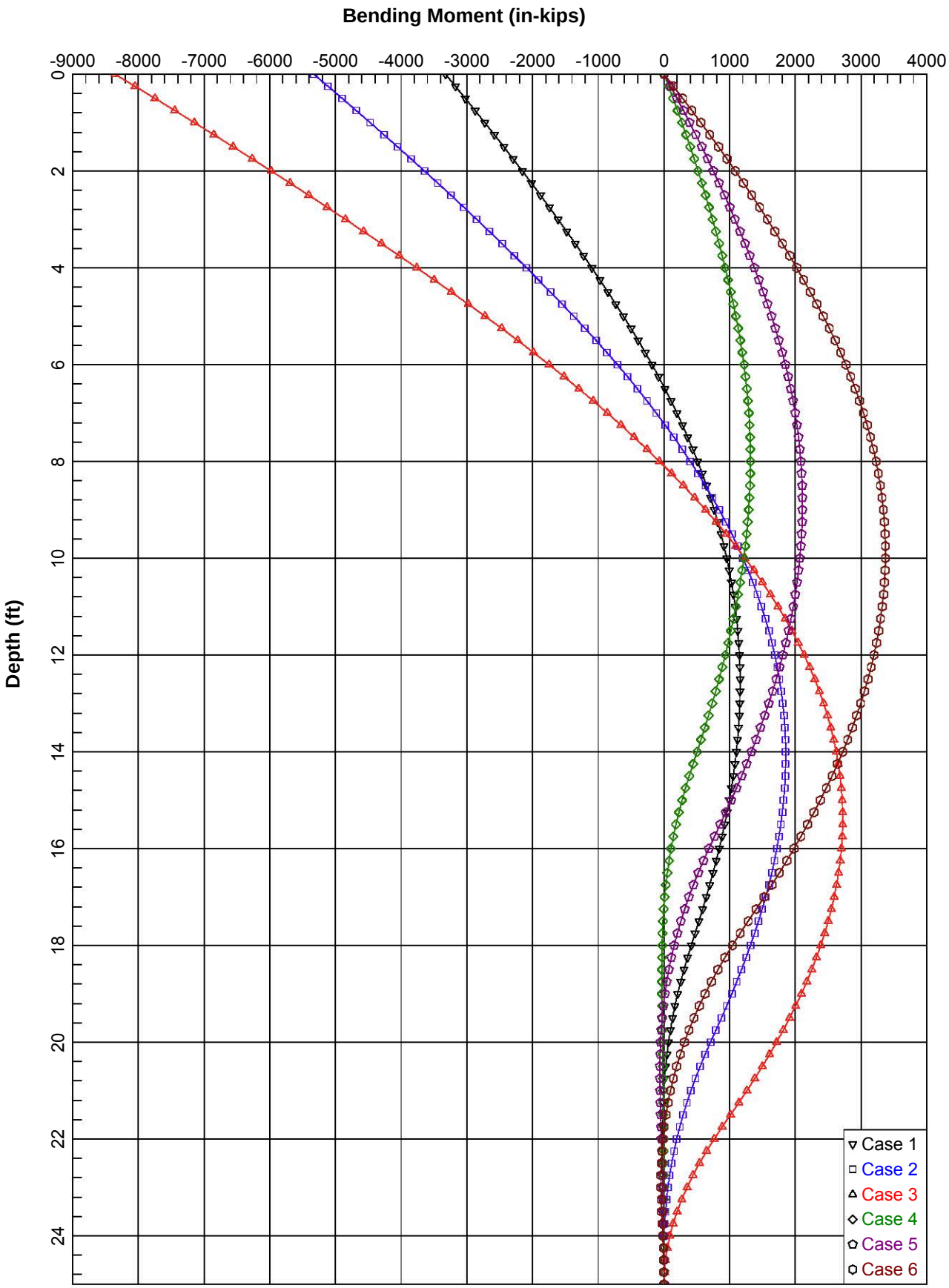
```
Load Type 1: Load 1 = Shear, lbs, and Load 2 = Moment, in-lbs
Load Type 2: Load 1 = Shear, lbs, and Load 2 = Slope, radians
Load Type 3: Load 1 = Shear, lbs, and Load 2 = Rotational Stiffness, in-lbs/radian
Load Type 4: Load 1 = Top Deflection, inches, and Load 2 = Moment, in-lbs
Load Type 5: Load 1 = Top Deflection, inches, and Load 2 = Slope, radians
```

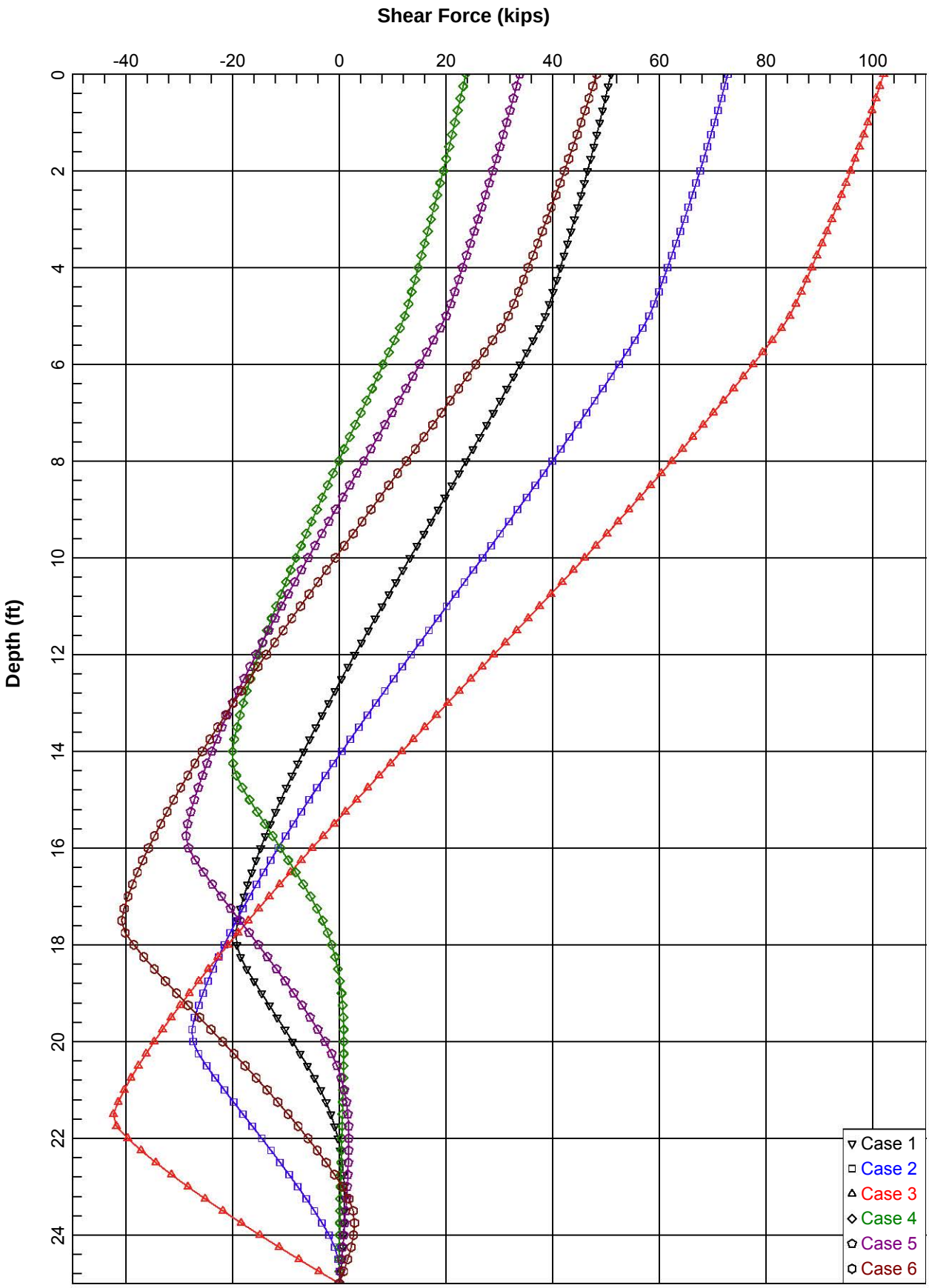
Load Case	Load Type	Condition 1 V(lbs) or y(inches)	Condition 2 in-lb, rad., or in-lb/rad.	Axial Load lbs	Pile-Head Deflection inches	Maximum Moment in-lbs	Maximum Shear lbs	Pile-Head Rotation radians
1	5	y = 0.2500	S = 0.000	0.0000000	0.25000000	-3325652.	50912.	0.00000000
2	5	y = 0.5000	S = 0.000	0.0000000	0.50000000	-5331546.	72832.	0.00000000

```
  3    5   y =     1.0000  S =      0.000      0.0000000     1.00000000      -8354772.        102050.
0.00000000
  4     4   y =     0.2500  M =      0.000      0.0000000     0.25000000       1316221.         23723.
0.00000000
  5     4   y =     0.5000  M =      0.000      0.0000000     0.50000000       2107604.         33825.
0.00000000
  6     4   y =     1.0000  M =      0.000      0.0000000     1.00000000       3370691.         48252.
0.00000000

The analysis ended normally.
```


Lateral Deflection (inches)
-0.1
0
0.1
0.2
0.3
0.4
0.5
0.6
0.7
0.8
0.9
Depth (ft)
0
2
4
6
8
10
12
14
16
18
20
22
24
Case 1
Case 2
Case 3
Case 4
Case 5
Case 6


Bending Moment (in-kips)
-9000
-8000
-7000
-6000
-5000
-4000
-3000
-2000
-1000
0
1000
2000
3000
4000
Depth (ft)
0
2
4
6
8
10
12
14
16
18
20
22
24
Case 1
Case 2
Case 3
Case 4
Case 5
Case 6


Shear Force (kips)
-40
-20
0
20
40
60
80
100
Depth (ft)
0
2
4
6
8
10
12
14
16
18
20
22
24
Case 1
Case 2
Case 3
Case 4
Case 5
Case 6

LPile Plus for Windows, Version 6.0 (6.0.08)

Analysis of Individual Piles and Drilled Shafts
Subjected to Lateral Loading Using the p-y Method

This program is licensed to:

Sreekar Pulijala
Leighton and Associates, INc.

Files Used for Analysis

Path to file locations: P:\Leighton Consulting\603000\603507.002 Ford Theatre\Analyses\LPile\
Name of input data file: 30 inch Dia CIDH.lp6d
Name of output file: 30 inch Dia CIDH.lp6o
Name of plot output file: 30 inch Dia CIDH.lp6p
Name of runtime file: 30 inch Dia CIDH.lp6r

Date and Time of Analysis

Date: July 10, 2013 Time: 15:20:49

Problem Title

Ford Theater Foundation

603507-002

Ford Theater Foundation

SP

Drilled, Cast-in-Place Concrete Caissons - 30-inch Diameter

Program Options

Units Used - US Customary Units: pounds, inches, feet

Basic Program Options:

This analysis computes nonlinear bending stiffness and nominal Moment
Capacity with Pile Response Computed Using Nonlinear EI

Computation Options:
- Only internally-generated p-y curves used in analysis
- Analysis does not use p-y multipliers (individual pile or shaft action only)
- Analysis assumes no shear resistance at pile tip

- Analysis for fixed-length pile or shaft only
- No computation of foundation stiffness matrix elements
- Output pile response for full length of pile
- Analysis assumes no soil movements acting on pile
- No p-y curves to be computed and output for user-specified depths

Solution Control Parameters:

- Number of pile increments	=	100
- Maximum number of iterations allowed	=	1000
- Deflection tolerance for convergence	=	1.0000E-05 in
- Maximum allowable deflection	=	100.0000 in

Pile Response Output Options:
- Values of pile-head deflection, bending moment, shear force, and soil reaction are printed for full length of pile.
- Printing Increment (nodal spacing of output points) = 1

Pile Structural Properties and Geometry

Total Number of Sections	=	1
Total Pile Length	=	25.00 ft
Depth of ground surface below top of pile	=	0.00 ft
Slope angle of ground surface	=	45.00 deg.

Pile dimensions used for p-y curve computations defined using 2 points.
p-y curves are computed using values of pile diameter interpolated over the length of the pile.

Point	Depth X ft	Pile Diameter in
1	0.00000	30.0000000
2	25.000000	30.0000000

Input Structural Properties:

Section No. 1:

Section Type	=	Elastic Pile
Cross-sectional Shape	=	Circular
Section Length	=	25.000 in
Top Width	=	30.000 in
Bottom Width	=	30.000 in
Top Area	=	706.858347 sq. in
Bottom Area	=	706.858347 sq. in
Moment of Inertia at Top	=	3.976E+04 in^4
Moment of Inertia at Bottom	=	3.976E+04 in^4
Elastic Modulus	=	3800000.000 lbs/in

Ground Slope and Pile Batter Angles

Ground Slope Angle	=	45.000 degrees
	=	0.785 radians
Pile Batter Angle	=	0.000 degrees
	=	0.000 radians

Soil and Rock Layering Information

The soil profile is modelled using 2 layers

Layer 1 is stiff clay without free water

Distance from top of pile to top of layer = 0.000 ft
Distance from top of pile to bottom of layer = 5.000 ft

Layer 2 is stiff clay without free water

Distance from top of pile to top of layer = 5.000 ft
Distance from top of pile to bottom of layer = 50.000 ft

(Depth of lowest layer extends 25.00 ft below pile tip)

Effective Unit Weight of Soil vs. Depth

Effective unit weight of soil with depth defined using 4 points

Point No.	Depth X ft	Eff. Unit Weight pcf
1	0.00	120.00000
2	5.00	120.00000
3	5.00	130.00000
4	50.00	130.00000

Summary of Soil Properties

Layer Num.	Soil Type (p-y Curve Criteria)	Depth ft	Eff. Unit Wt., pcf	Cohesion Test Prop. psf	Friction Ang., deg.	qu Elas. Subgr. psi
		Epsilon 50	kpy pci	Rock Emass psi	krm Test Type	RQD percent
1	Stiff Clay w/o Free Water	0.00	120.000	1500.000	--	--
--	0.00	--	--	--	--	--
			5.000	120.000	1500.000	--
--	0.00	--	--	--	--	--
2	Stiff Clay w/o Free Water	5.000	130.000	3000.000	--	--
--	0.00	--	--	--	--	--
		50.000	130.000	3000.000	--	--
--	0.00	--	--	--	--	--

Loading Type

p-y criteria for static loading was used for all analyses.

Pile-head Loading and Pile-head Fixity Conditions

Number of loads specified = 6

Load	Load	Condition 1	Condition 2	Axial Thrust

30 inch Dia CIDH

No.	Type					Force, lbs
1	5	y =	0.250 in	S =	0.000 in/in	0.000
2	5	y =	0.500 in	S =	0.000 in/in	0.000
3	5	y =	1.000 in	S =	0.000 in/in	0.000
4	4	y =	0.250 in	M =	0.000 in-lbs	0.000
5	4	y =	0.500 in	M =	0.000 in-lbs	0.000
6	4	y =	1.000 in	M =	0.000 in-lbs	0.000

Computations of Nominal Moment Capacity and Nonlinear Bending Stiffness

---

Axial thrust values were determined from pile-head loading conditions

Number of Sections = 1

Section No. 1:

Moment-Curvature properties derived from elastic section properties

---

Computed Values of Pile Loading and Deflection
for Lateral Loading for Load Case Number 1

Pile-head conditions are Displacement and Slope (BC Type 5)
Displacement of pile head = 0.250000 in
Slope of pile head = 0.000E+00 in/in
Axial load on pile head = 0.000 lbs

Depth X inches	Deflect. y inches	Bending Moment in-lbs	Shear Force lbs	Slope S radians	Total Stress psi*	Bending Stiffness in-lb/rad.	Soil Res. p lb/in	Soil Spr. Es*h lb/inch	Distrib. Lat. Load lb/inch
0.00	0.2500	-5771914.	74800.	0.000	2177.4902	1.511E+11	-194.6957	1168.1745	0.000
3.000	0.2498	-5548410.	74203.	-0.000112	2093.1717	1.511E+11	-199.2044	2392.0975	0.000
6.000	0.2493	-5326698.	73598.	-0.000220	2009.5296	1.511E+11	-203.6440	2450.3373	0.000
9.000	0.2485	-5106819.	72981.	-0.000324	1926.5789	1.511E+11	-208.0125	2511.1574	0.000
12.000	0.2474	-4888812.	72350.	-0.000423	1844.3345	1.511E+11	-212.3079	2574.6562	0.000
15.000	0.2460	-4672716.	71707.	-0.000518	1762.8109	1.511E+11	-216.5282	2640.9420	0.000
18.000	0.2443	-4458569.	71051.	-0.000609	1682.0225	1.511E+11	-220.6712	2710.1327	0.000
21.000	0.2423	-4246407.	70383.	-0.000695	1601.9834	1.511E+11	-224.7351	2782.3562	0.000
24.000	0.2401	-4036269.	69703.	-0.000777	1522.7073	1.511E+11	-228.7178	2857.7513	0.000
27.000	0.2377	-3828189.	69011.	-0.000855	1444.2077	1.511E+11	-232.6173	2936.4676	0.000
30.000	0.2350	-3622202.	68308.	-0.000929	1366.4980	1.511E+11	-236.4317	3018.6663	0.000
33.000	0.2321	-3418343.	67593.	-0.000999	1289.5910	1.511E+11	-240.1590	3104.5212	0.000
36.000	0.2290	-3216646.	66867.	-0.001065	1213.4995	1.511E+11	-243.7973	3194.2189	0.000
39.000	0.2257	-3017143.	66130.	-0.001127	1138.2357	1.511E+11	-247.3447	3287.9600	0.000
42.000	0.2222	-2819866.	65383.	-0.001185	1063.8117	1.511E+11	-250.7993	3385.9597	0.000
45.000	0.2186	-2624846.	64625.	-0.001239	990.2392	1.511E+11	-254.1591	3488.4493	0.000
48.000	0.2148	-2432113.	63858.	-0.001289	917.5297	1.511E+11	-257.4223	3595.6767	0.000
51.000	0.2108	-2241698.	63081.	-0.001336	845.6943	1.511E+11	-260.5871	3707.9081	0.000
54.000	0.2068	-2053627.	62295.	-0.001378	774.7436	1.511E+11	-263.6515	3825.4291	0.000
57.000	0.2026	-1867930.	61499.	-0.001417	704.6881	1.511E+11	-266.6139	3948.5460	0.000
60.000	0.1983	-1684632.	60577.	-0.001453	635.5378	1.511E+11	-347.9279	5264.7574	0.000
63.000	0.1939	-1504465.	59357.	-0.001484	567.5688	1.511E+11	-465.9389	7210.7860	0.000
66.000	0.1894	-1328492.	57951.	-0.001512	501.1819	1.511E+11	-471.1668	7464.8797	0.000
69.000	0.1848	-1156760.	56530.	-0.001537	436.3947	1.511E+11	-476.2044	7731.5608	0.000
72.000	0.1801	-989313.	55094.	-0.001558	373.2243	1.511E+11	-481.0478	8011.6166	0.000
75.000	0.1754	-826195.	53644.	-0.001576	311.6873	1.511E+11	-485.6928	8305.8988	0.000
78.000	0.1707	-667449.	52180.	-0.001591	251.7993	1.511E+11	-490.1357	8615.3293	0.000
81.000	0.1659	-513114.	50703.	-0.001603	193.5755	1.511E+11	-494.3725	8940.9068	0.000
84.000	0.1611	-363229.	49214.	-0.001612	137.0303	1.511E+11	-498.3994	9283.7137	0.000
87.000	0.1562	-217829.	47713.	-0.001617	82.1772	1.511E+11	-502.2127	9644.9247	0.000
90.000	0.1514	-76949.	46201.	-0.001620	29.0294	1.511E+11	-505.8088	10026.	0.000
93.000	0.1465	59379.	44679.	-0.001620	22.4011	1.511E+11	-509.1839	10428.	0.000

96.000	0.1416	191124.	43147.	-0.001618	72.1028	1.511E+11	-512.3343	10852.	0.000
99.000	0.1368	318258.	41605.	-0.001613	120.0649	1.511E+11	-515.2565	11301.	0.000
102.000	0.1320	440755.	40055.	-0.001605	166.2776	1.511E+11	-517.9468	11776.	0.000
105.000	0.1271	558590.	38498.	-0.001595	210.7317	1.511E+11	-520.4015	12279.	0.000
108.000	0.1224	671742.	36933.	-0.001583	253.4189	1.511E+11	-522.6170	12811.	0.000
111.000	0.1176	780190.	35362.	-0.001569	294.3316	1.511E+11	-524.5896	13377.	0.000
114.000	0.1130	883917.	33786.	-0.001552	333.4632	1.511E+11	-526.3156	13977.	0.000
117.000	0.1083	982907.	32205.	-0.001534	370.8077	1.511E+11	-527.7913	14615.	0.000
120.000	0.1038	1077147.	30620.	-0.001513	406.3603	1.511E+11	-529.0129	15295.	0.000
123.000	0.0993	1166626.	29031.	-0.001491	440.1167	1.511E+11	-529.9767	16019.	0.000
126.000	0.0948	1251335.	27440.	-0.001467	472.0737	1.511E+11	-530.6788	16791.	0.000
129.000	0.0905	1331267.	25848.	-0.001441	502.2288	1.511E+11	-531.1152	17615.	0.000
132.000	0.0862	1406420.	24254.	-0.001414	530.5807	1.511E+11	-531.2822	18497.	0.000
135.000	0.0820	1476792.	22660.	-0.001386	557.1287	1.511E+11	-531.1757	19441.	0.000
138.000	0.0779	1542382.	21067.	-0.001356	581.8732	1.511E+11	-530.7915	20453.	0.000
141.000	0.0738	1603196.	19476.	-0.001324	604.8155	1.511E+11	-530.1255	21540.	0.000
144.000	0.0699	1659238.	17887.	-0.001292	625.9578	1.511E+11	-529.1735	22708.	0.000
147.000	0.0661	1710518.	16301.	-0.001259	645.3035	1.511E+11	-527.9311	23967.	0.000
150.000	0.0624	1757047.	14720.	-0.001224	662.8566	1.511E+11	-526.3938	25325.	0.000
153.000	0.0587	1798837.	13143.	-0.001189	678.6225	1.511E+11	-524.5569	26792.	0.000
156.000	0.0552	1835907.	11573.	-0.001153	692.6074	1.511E+11	-522.4158	28379.	0.000
159.000	0.0518	1868276.	10009.	-0.001116	704.8185	1.511E+11	-519.9655	30102.	0.000
162.000	0.0485	1895964.	8453.6985	-0.001079	715.2641	1.511E+11	-517.2008	31973.	0.000
165.000	0.0453	1918998.	6906.7225	-0.001041	723.9537	1.511E+11	-514.1165	34010.	0.000
168.000	0.0423	1937404.	5369.4874	-0.001002	730.8978	1.511E+11	-510.7069	36234.	0.000
171.000	0.0393	1951215.	3842.9779	-0.000964	736.1078	1.511E+11	-506.9661	38665.	0.000
174.000	0.0365	1960462.	2328.1966	-0.000925	739.5965	1.511E+11	-502.8881	41331.	0.000
177.000	0.0338	1965184.	826.1654	-0.000886	741.3777	1.511E+11	-498.4661	44262.	0.000
180.000	0.0312	1965419.	-662.0733	-0.000847	741.4665	1.511E+11	-493.6931	47493.	0.000
183.000	0.0287	1961211.	-2135.4554	-0.000808	739.8791	1.511E+11	-488.5616	51064.	0.000
186.000	0.0263	1952607.	-3592.8932	-0.000769	736.6329	1.511E+11	-483.0635	55024.	0.000
189.000	0.0241	1939654.	-5033.2733	-0.000731	731.7465	1.511E+11	-477.1899	59431.	0.000
192.000	0.0220	1922407.	-6455.4544	-0.000692	725.2399	1.511E+11	-470.9309	64352.	0.000
195.000	0.0199	1900921.	-7858.2643	-0.000654	717.1343	1.511E+11	-464.2757	69868.	0.000
198.000	0.0180	1875257.	-9240.4961	-0.000617	707.4524	1.511E+11	-457.2122	76080.	0.000
201.000	0.0162	1845478.	-10601.	-0.000580	696.2181	1.511E+11	-449.7265	83105.	0.000
204.000	0.0146	1811652.	-11938.	-0.000543	683.4568	1.511E+11	-441.8028	91092.	0.000
207.000	0.0130	1773849.	-13251.	-0.000508	669.1955	1.511E+11	-433.4228	100223.	0.000
210.000	0.0115	1732146.	-14538.	-0.000473	653.4626	1.511E+11	-424.5647	110728.	0.000
213.000	0.0101	1686621.	-15798.	-0.000439	636.2882	1.511E+11	-415.2024	122899.	0.000
216.000	0.008868	1637360.	-17028.	-0.000406	617.7040	1.511E+11	-405.3044	137112.	0.000
219.000	0.007698	1584451.	-18229.	-0.000374	597.7437	1.511E+11	-394.8311	153862.	0.000
222.000	0.006623	1527988.	-19396.	-0.000343	576.4428	1.511E+11	-383.7329	173815.	0.000
225.000	0.005639	1468072.	-20530.	-0.000314	553.8391	1.511E+11	-371.9452	197883.	0.000
228.000	0.004742	1404808.	-21627.	-0.000285	529.9724	1.511E+11	-359.3820	227358.	0.000
231.000	0.003929	1338310.	-22685.	-0.000258	504.8856	1.511E+11	-345.9261	264137.	0.000
234.000	0.003196	1268698.	-23701.	-0.000232	478.6242	1.511E+11	-331.4108	311132.	0.000
237.000	0.002538	1196104.	-24671.	-0.000207	451.2376	1.511E+11	-315.5899	373083.	0.000
240.000	0.001951	1120670.	-25592.	-0.000184	422.7795	1.511E+11	-298.0782	458323.	0.000
243.000	0.001431	1042552.	-26456.	-0.000163	393.3093	1.511E+11	-278.2257	583174.	0.000
246.000	0.000974	961931.	-27256.	-0.000143	362.8944	1.511E+11	-254.8063	785200.	0.000
249.000	0.000573	879017.	-27964.	-0.000125	331.6144	1.511E+11	-217.3333	1137673.	0.000
252.000	0.000225	794146.	-28419.	-0.000108	299.5965	1.511E+11	-86.0479	1147174.	0.000
255.000	-7.574E-05	708501.	-28442.	-9.322E-05	267.2864	1.511E+11	71.0093	2812500.	0.000
258.000	-0.000334	623495.	-27865.	-8.000E-05	235.2174	1.511E+11	313.4149	2812500.	0.000
261.000	-0.000556	541310.	-26614.	-6.843E-05	204.2126	1.511E+11	521.0022	2812500.	0.000
264.000	-0.000745	463814.	-24939.	-5.846E-05	174.9767	1.511E+11	595.0831	2396572.	0.000
267.000	-0.000906	391674.	-23109.	-4.996E-05	147.7613	1.511E+11	625.0500	2068624.	0.000
270.000	-0.001045	325159.	-21200.	-4.285E-05	122.6681	1.511E+11	647.6908	1859940.	0.000
273.000	-0.001164	264473.	-19230.	-3.699E-05	99.7741	1.511E+11	665.4586	1715761.	0.000
276.000	-0.001267	209776.	-17212.	-3.228E-05	79.1395	1.511E+11	679.8291	1610140.	0.000
279.000	-0.001357	161198.	-15155.	-2.860E-05	60.8131	1.511E+11	691.7755	1529059.	0.000
282.000	-0.001438	118846.	-13064.	-2.582E-05	44.8355	1.511E+11	701.9804	1464227.	0.000
285.000	-0.001512	82812.	-10945.	-2.382E-05	31.2413	1.511E+11	710.9399	1410422.	0.000
288.000	-0.001581	53176.	-8800.0801	-2.247E-05	20.0610	1.511E+11	719.0210	1364214.	0.000
291.000	-0.001647	30012.	-6631.8061	-2.164E-05	11.3220	1.511E+11	726.4950	1323306.	0.000
294.000	-0.001711	13385.	-4441.7286	-2.121E-05	5.0497	1.511E+11	733.5567	1286162.	0.000
297.000	-0.001774	3361.1348	-2230.8860	-2.105E-05	1.2680	1.511E+11	740.3384	1251787.	0.000
300.000	-0.001837	0.000	0.000	-2.101E-05	0.000	1.511E+11	746.9189	609791.	0.000

* This analysis makes computations of pile response using nonlinear moment-curvature relationships. The above values of total stress are computed for combined axial stress and do not equal the actual stresses in concrete and steel in the range of nonlinear bending.

Output Verification: Computed forces and moments are within specified convergence limits.

Output Summary for Load Case No. 1:

```
Pile-head deflection             =      0.2500000 inches
Computed slope at pile head      =   -0.000002219 radians
Maximum bending moment           =      -5771914. inch-lbs
Maximum shear force              =         74800. lbs
Depth of maximum bending moment  =       0.000000 inches below pile head
Depth of maximum shear force     =       0.000000 inches below pile head
Number of iterations             =             18
Number of zero deflection points =              1
```

Computed Values of Pile Loading and Deflection
for Lateral Loading for Load Case Number 2

Pile-head conditions are Displacement and Slope (BC Type 5)
Displacement of pile head = 0.500000 in
Slope of pile head = 0.000E+00 in/in
Axial load on pile head = 0.000 lbs

Depth X inches	Deflect. y inches	Bending Moment in-lbs	Shear Force lbs	Slope S radians	Total Stress psi*	Bending Stiffness in-lb/rad.	Soil Res. p lb/in	Soil Spr. Es*h lb/inch	Distrib. Lat. Load lb/inch
0.00	0.5000	-8800018.	101732.	0.000	3319.8610	1.511E+11	-231.5336	694.6007	0.000
3.000	0.4997	-8495888.	101021.	-0.000172	3205.1262	1.511E+11	-236.9050	1422.1752	0.000
6.000	0.4990	-8193891.	100303.	-0.000337	3091.1957	1.511E+11	-242.2135	1456.2819	0.000
9.000	0.4977	-7894073.	99568.	-0.000497	2978.0876	1.511E+11	-247.4572	1491.5642	0.000
12.000	0.4960	-7596482.	98818.	-0.000651	2865.8198	1.511E+11	-252.6339	1528.0677	0.000
15.000	0.4938	-7301165.	98052.	-0.000799	2754.4096	1.511E+11	-257.7416	1565.8410	0.000
18.000	0.4912	-7008168.	97272.	-0.000941	2643.8746	1.511E+11	-262.7784	1604.9359	0.000
21.000	0.4882	-6717536.	96476.	-0.001077	2534.2319	1.511E+11	-267.7422	1645.4072	0.000
24.000	0.4847	-6429313.	95665.	-0.001208	2425.4981	1.511E+11	-272.6312	1687.3131	0.000
27.000	0.4809	-6143545.	94840.	-0.001332	2317.6901	1.511E+11	-277.4434	1730.7152	0.000
30.000	0.4767	-5860273.	94001.	-0.001452	2210.8240	1.511E+11	-282.1770	1775.6790	0.000
33.000	0.4722	-5579541.	93147.	-0.001565	2104.9160	1.511E+11	-286.8301	1822.2735	0.000
36.000	0.4673	-5301390.	92280.	-0.001673	1999.9819	1.511E+11	-291.4010	1870.5721	0.000
39.000	0.4622	-5025862.	91399.	-0.001776	1896.0372	1.511E+11	-295.8877	1920.6522	0.000
42.000	0.4567	-4752996.	90505.	-0.001873	1793.0972	1.511E+11	-300.2887	1972.5959	0.000
45.000	0.4509	-4482834.	89597.	-0.001965	1691.1767	1.511E+11	-304.6020	2026.4900	0.000
48.000	0.4449	-4215413.	88677.	-0.002051	1590.2904	1.511E+11	-308.8261	2082.4263	0.000
51.000	0.4386	-3950771.	87744.	-0.002132	1490.4527	1.511E+11	-312.9593	2140.5018	0.000
54.000	0.4321	-3688946.	86800.	-0.002208	1391.6775	1.511E+11	-316.9998	2200.8195	0.000
57.000	0.4254	-3429974.	85843.	-0.002278	1293.9787	1.511E+11	-320.9462	2263.4881	0.000
60.000	0.4184	-3173890.	84732.	-0.002344	1197.3696	1.511E+11	-419.3597	3006.5897	0.000
63.000	0.4113	-2921581.	83260.	-0.002405	1102.1843	1.511E+11	-562.3441	4101.5693	0.000
66.000	0.4040	-2674332.	81562.	-0.002460	1008.9084	1.511E+11	-569.4448	4228.4128	0.000
69.000	0.3966	-2432209.	79843.	-0.002511	917.5659	1.511E+11	-576.3721	4360.3644	0.000
72.000	0.3889	-2195273.	78104.	-0.002557	828.1804	1.511E+11	-583.1221	4497.6839	0.000
75.000	0.3812	-1963586.	76345.	-0.002598	740.7747	1.511E+11	-589.6913	4640.6487	0.000
78.000	0.3734	-1737205.	74566.	-0.002635	655.3713	1.511E+11	-596.0760	4789.5548	0.000
81.000	0.3654	-1516189.	72769.	-0.002667	571.9917	1.511E+11	-602.2731	4944.7180	0.000
84.000	0.3574	-1300594.	70953.	-0.002695	490.6569	1.511E+11	-608.2790	5106.4753	0.000
87.000	0.3492	-1090473.	69119.	-0.002719	411.3875	1.511E+11	-614.0907	5275.1863	0.000
90.000	0.3410	-885879.	67268.	-0.002738	334.2031	1.511E+11	-619.7051	5451.2355	0.000
93.000	0.3328	-686862.	65401.	-0.002754	259.1228	1.511E+11	-625.1189	5635.0334	0.000
96.000	0.3245	-493471.	63518.	-0.002766	186.1650	1.511E+11	-630.3293	5827.0194	0.000
99.000	0.3162	-305753.	61620.	-0.002774	115.3473	1.511E+11	-635.3331	6027.6633	0.000
102.000	0.3079	-123754.	59706.	-0.002778	46.6868	1.511E+11	-640.1276	6237.4688	0.000
105.000	0.2995	52485.	57779.	-0.002779	19.8003	1.511E+11	-644.7097	6456.9755	0.000
108.000	0.2912	222921.	55838.	-0.002776	84.0984	1.511E+11	-649.0766	6686.7625	0.000
111.000	0.2829	387516.	53885.	-0.002770	146.1927	1.511E+11	-653.2253	6927.4517	0.000
114.000	0.2746	546231.	51919.	-0.002761	206.0691	1.511E+11	-657.1531	7179.7116	0.000
117.000	0.2663	699032.	49942.	-0.002748	263.7142	1.511E+11	-660.8570	7444.2617	0.000
120.000	0.2581	845886.	47955.	-0.002733	319.1156	1.511E+11	-664.3342	7721.8772	0.000

123.000	0.2499	986760.	45957.	-0.002715	372.2613	1.511E+11	-667.5818	8013.3939	0.000
126.000	0.2418	1121626.	43949.	-0.002694	423.1404	1.511E+11	-670.5969	8319.7147	0.000
129.000	0.2338	1250457.	41934.	-0.002670	471.7426	1.511E+11	-673.3766	8641.8156	0.000
132.000	0.2258	1373227.	39910.	-0.002644	518.0585	1.511E+11	-675.9179	8980.7537	0.000
135.000	0.2179	1489914.	37878.	-0.002616	562.0794	1.511E+11	-678.2178	9337.6748	0.000
138.000	0.2101	1600498.	35841.	-0.002585	603.7976	1.511E+11	-680.2733	9713.8233	0.000
141.000	0.2024	1704958.	33797.	-0.002552	643.2060	1.511E+11	-682.0812	10111.	0.000
144.000	0.1948	1803280.	31749.	-0.002517	680.2986	1.511E+11	-683.6382	10529.	0.000
147.000	0.1873	1895450.	29696.	-0.002481	715.0700	1.511E+11	-684.9410	10972.	0.000
150.000	0.1799	1981454.	27639.	-0.002442	747.5159	1.511E+11	-685.9862	11440.	0.000
153.000	0.1726	2061285.	25580.	-0.002402	777.6325	1.511E+11	-686.7701	11935.	0.000
156.000	0.1655	2134935.	23519.	-0.002360	805.4174	1.511E+11	-687.2890	12460.	0.000
159.000	0.1585	2202400.	21457.	-0.002317	830.8688	1.511E+11	-687.5387	13016.	0.000
162.000	0.1516	2263676.	19394.	-0.002273	853.9857	1.511E+11	-687.5151	13607.	0.000
165.000	0.1448	2318765.	17332.	-0.002228	874.7683	1.511E+11	-687.2136	14235.	0.000
168.000	0.1382	2367669.	15271.	-0.002181	893.2177	1.511E+11	-686.6292	14903.	0.000
171.000	0.1317	2410393.	13213.	-0.002134	909.3357	1.511E+11	-685.7566	15616.	0.000
174.000	0.1254	2446946.	11157.	-0.002085	923.1253	1.511E+11	-684.5901	16376.	0.000
177.000	0.1192	2477337.	9105.7034	-0.002036	934.5906	1.511E+11	-683.1233	17188.	0.000
180.000	0.1132	2501580.	7058.9948	-0.001987	943.7364	1.511E+11	-681.3491	18058.	0.000
183.000	0.1073	2519691.	5018.0814	-0.001937	950.5689	1.511E+11	-679.2598	18990.	0.000
186.000	0.1016	2531688.	2983.9215	-0.001887	955.0950	1.511E+11	-676.8467	19991.	0.000
189.000	0.0960	2537594.	957.5017	-0.001837	957.3231	1.511E+11	-674.0999	21069.	0.000
192.000	0.0906	2537433.	-1060.1607	-0.001786	957.2624	1.511E+11	-671.0083	22231.	0.000
195.000	0.0853	2531233.	-3068.0122	-0.001736	954.9234	1.511E+11	-667.5594	23487.	0.000
198.000	0.0801	2519025.	-5064.9591	-0.001686	950.3178	1.511E+11	-663.7386	24848.	0.000
201.000	0.0752	2500844.	-7049.8608	-0.001636	943.4586	1.511E+11	-659.5292	26327.	0.000
204.000	0.0703	2476726.	-9021.5225	-0.001587	934.3602	1.511E+11	-654.9120	27940.	0.000
207.000	0.0656	2446714.	-10979.	-0.001538	923.0381	1.511E+11	-649.8643	29704.	0.000
210.000	0.0611	2410854.	-12920.	-0.001489	909.5095	1.511E+11	-644.3598	31641.	0.000
213.000	0.0567	2369194.	-14844.	-0.001442	893.7931	1.511E+11	-638.3670	33778.	0.000
216.000	0.0524	2321789.	-16749.	-0.001395	875.9093	1.511E+11	-631.8489	36146.	0.000
219.000	0.0483	2268698.	-18634.	-0.001350	855.8802	1.511E+11	-624.7606	38785.	0.000
222.000	0.0443	2209983.	-20497.	-0.001305	833.7298	1.511E+11	-617.0479	41747.	0.000
225.000	0.0405	2145715.	-22336.	-0.001262	809.4843	1.511E+11	-608.6447	45094.	0.000
228.000	0.0368	2075970.	-24148.	-0.001220	783.1723	1.511E+11	-599.4689	48910.	0.000
231.000	0.0332	2000829.	-25931.	-0.001180	754.8249	1.511E+11	-589.4177	53308.	0.000
234.000	0.0297	1920383.	-27683.	-0.001141	724.4763	1.511E+11	-578.3603	58439.	0.000
237.000	0.0263	1834732.	-29400.	-0.001104	692.1640	1.511E+11	-566.1265	64515.	0.000
240.000	0.0231	1743986.	-31077.	-0.001068	657.9294	1.511E+11	-552.4906	71848.	0.000
243.000	0.0199	1648267.	-32712.	-0.001034	621.8191	1.511E+11	-537.1438	80908.	0.000
246.000	0.0169	1547715.	-34297.	-0.001003	583.8849	1.511E+11	-519.6481	92449.	0.000
249.000	0.0139	1442485.	-35826.	-0.000973	544.1864	1.511E+11	-499.3514	107766.	0.000
252.000	0.0110	1332761.	-37287.	-0.000945	502.7924	1.511E+11	-475.2160	129311.	0.000
255.000	0.008228	1218761.	-38668.	-0.000920	459.7849	1.511E+11	-445.4233	162396.	0.000
258.000	0.005504	1100751.	-39946.	-0.000897	415.2651	1.511E+11	-406.2589	221415.	0.000
261.000	0.002846	979085.	-41077.	-0.000876	369.3659	1.511E+11	-347.5928	366387.	0.000
264.000	0.000246	854291.	-41744.	-0.000858	322.2865	1.511E+11	-97.2047	1185177.	0.000
267.000	-0.002303	728622.	-40711.	-0.000842	274.8771	1.511E+11	785.6402	1023359.	0.000
270.000	-0.004809	610024.	-38115.	-0.000829	230.1352	1.511E+11	945.4415	589808.	0.000
273.000	-0.007278	499934.	-35123.	-0.000818	188.6033	1.511E+11	1049.0122	432384.	0.000
276.000	-0.009718	399286.	-31858.	-0.000809	150.6332	1.511E+11	1127.8194	348165.	0.000
279.000	-0.0121	308788.	-28377.	-0.000802	116.4923	1.511E+11	1192.3079	294789.	0.000
282.000	-0.0145	229021.	-24718.	-0.000797	86.3997	1.511E+11	1247.3654	257519.	0.000
285.000	-0.0169	160481.	-20903.	-0.000793	60.5423	1.511E+11	1295.7070	229801.	0.000
288.000	-0.0193	103601.	-16951.	-0.000790	39.0842	1.511E+11	1339.0072	208250.	0.000
291.000	-0.0217	58773.	-12875.	-0.000789	22.1724	1.511E+11	1378.3744	190932.	0.000
294.000	-0.0240	26350.	-8685.7842	-0.000788	9.9407	1.511E+11	1414.5796	176659.	0.000
297.000	-0.0264	6658.1334	-4391.6463	-0.000788	2.5118	1.511E+11	1448.1790	164658.	0.000
300.000	-0.0287	0.000	0.000	-0.000788	0.000	1.511E+11	1479.5852	77202.	0.000

* This analysis makes computations of pile response using nonlinear moment-curvature relationships.
  The above values of total stress are computed for combined axial stress and do not equal the
  actual stresses in concrete and steel in the range of nonlinear bending.

Output Verification: Computed forces and moments are within specified convergence limits.

Output Summary for Load Case No. 2:

Pile-head deflection = 0.5000000 inches
Computed slope at pile head = -0.000003019 radians

30 inch Dia CIDH

Maximum bending moment = -8800018. inch-lbs
Maximum shear force = 101732. lbs
Depth of maximum bending moment = 0.000000 inches below pile head
Depth of maximum shear force = 0.000000 inches below pile head
Number of iterations = 19
Number of zero deflection points = 1

Computed Values of Pile Loading and Deflection
for Lateral Loading for Load Case Number 3

Pile-head conditions are Displacement and Slope (BC Type 5)
Displacement of pile head = 1.000000 in
Slope of pile head = 0.000E+00 in/in
Axial load on pile head = 0.000 lbs

Depth X inches	Deflect. y inches	Bending Moment in-lbs	Shear Force lbs	Slope S radians	Total Stress psi*	Bending Stiffness in-lb/rad.	Soil Res. p lb/in	Soil Spr. Es*h lb/inch	Distrib. Lat. Load lb/inch
0.00	1.0000	-13404342.	135661.	0.000	5056.8705	1.511E+11	-275.3414	413.0120	0.000
3.000	0.9996	-12998627.	134816.	-0.000262	4903.8120	1.511E+11	-281.7379	845.5512	0.000
6.000	0.9984	-12595447.	133961.	-0.000516	4751.7101	1.511E+11	-288.0772	865.5931	0.000
9.000	0.9965	-12194861.	133087.	-0.000762	4600.5863	1.511E+11	-294.3574	886.1707	0.000
12.000	0.9939	-11796923.	132195.	-0.001001	4450.4620	1.511E+11	-300.5762	907.3056	0.000
15.000	0.9905	-11401691.	131284.	-0.001231	4301.3582	1.511E+11	-306.7317	929.0205	0.000
18.000	0.9865	-11009219.	130355.	-0.001453	4153.2958	1.511E+11	-312.8219	951.3388	0.000
21.000	0.9818	-10619563.	129407.	-0.001668	4006.2956	1.511E+11	-318.8447	974.2852	0.000
24.000	0.9765	-10232776.	128442.	-0.001875	3860.3779	1.511E+11	-324.7984	997.8853	0.000
27.000	0.9705	-9848913.	127458.	-0.002074	3715.5631	1.511E+11	-330.6809	1022.1658	0.000
30.000	0.9640	-9468026.	126458.	-0.002266	3571.8710	1.511E+11	-336.4905	1047.1548	0.000
33.000	0.9569	-9090167.	125440.	-0.002450	3429.3213	1.511E+11	-342.2252	1072.8814	0.000
36.000	0.9493	-8715388.	124404.	-0.002627	3287.9337	1.511E+11	-347.8833	1099.3764	0.000
39.000	0.9412	-8343740.	123352.	-0.002797	3147.7272	1.511E+11	-353.4630	1126.6716	0.000
42.000	0.9325	-7975273.	122284.	-0.002959	3008.7208	1.511E+11	-358.9626	1154.8006	0.000
45.000	0.9234	-7610037.	121199.	-0.003113	2870.9332	1.511E+11	-364.3803	1183.7985	0.000
48.000	0.9139	-7248080.	120098.	-0.003261	2734.3828	1.511E+11	-369.7145	1213.7019	0.000
51.000	0.9039	-6889451.	118981.	-0.003401	2599.0877	1.511E+11	-374.9634	1244.5495	0.000
54.000	0.8934	-6534196.	117848.	-0.003534	2465.0657	1.511E+11	-380.1254	1276.3815	0.000
57.000	0.8826	-6182363.	116700.	-0.003661	2332.3344	1.511E+11	-385.1988	1309.2404	0.000
60.000	0.8715	-5833996.	115367.	-0.003780	2200.9109	1.511E+11	-503.7818	1734.2279	0.000
63.000	0.8600	-5490163.	113597.	-0.003892	2071.1979	1.511E+11	-676.2061	2358.9499	0.000
66.000	0.8481	-5152416.	111554.	-0.003998	1943.7808	1.511E+11	-685.4372	2424.5358	0.000
69.000	0.8360	-4820838.	109484.	-0.004097	1818.6910	1.511E+11	-694.5062	2492.3120	0.000
72.000	0.8235	-4495511.	107387.	-0.004190	1695.9593	1.511E+11	-703.4090	2562.3751	0.000
75.000	0.8108	-4176515.	105264.	-0.004276	1575.6158	1.511E+11	-712.1419	2634.8274	0.000
78.000	0.7979	-3863927.	103115.	-0.004355	1457.6903	1.511E+11	-720.7010	2709.7777	0.000
81.000	0.7847	-3557826.	100940.	-0.004429	1342.2118	1.511E+11	-729.0828	2787.3408	0.000
84.000	0.7713	-3258287.	98741.	-0.004497	1229.2088	1.511E+11	-737.2837	2867.6388	0.000
87.000	0.7577	-2965383.	96517.	-0.004559	1118.7090	1.511E+11	-745.3004	2950.8009	0.000
90.000	0.7440	-2679187.	94269.	-0.004615	1010.7398	1.511E+11	-753.1293	3036.9643	0.000
93.000	0.7300	-2399769.	91998.	-0.004665	905.3277	1.511E+11	-760.7673	3126.2744	0.000
96.000	0.7160	-2127198.	89705.	-0.004710	802.4986	1.511E+11	-768.2108	3218.8858	0.000
99.000	0.7018	-1861541.	87389.	-0.004750	702.2778	1.511E+11	-775.4567	3314.9626	0.000
102.000	0.6875	-1602863.	85052.	-0.004784	604.6899	1.511E+11	-782.5016	3414.6796	0.000
105.000	0.6731	-1351228.	82694.	-0.004813	509.7589	1.511E+11	-789.3421	3518.2228	0.000
108.000	0.6586	-1106696.	80316.	-0.004838	417.5079	1.511E+11	-795.9749	3625.7904	0.000
111.000	0.6440	-869329.	77919.	-0.004857	327.9596	1.511E+11	-802.3966	3737.5937	0.000
114.000	0.6295	-639183.	75502.	-0.004872	241.1355	1.511E+11	-808.6039	3853.8589	0.000
117.000	0.6148	-416314.	73068.	-0.004883	157.0570	1.511E+11	-814.5931	3974.8272	0.000
120.000	0.6002	-200777.	70615.	-0.004889	75.7442	1.511E+11	-820.3607	4100.7574	0.000
123.000	0.5855	7377.3871	68146.	-0.004891	2.7832	1.511E+11	-825.9032	4231.9268	0.000
126.000	0.5708	208098.	65660.	-0.004889	78.5064	1.511E+11	-831.2167	4368.6330	0.000
129.000	0.5561	401338.	63159.	-0.004883	151.4073	1.511E+11	-836.2974	4511.1961	0.000
132.000	0.5415	587051.	60643.	-0.004873	221.4688	1.511E+11	-841.1412	4659.9609	0.000
135.000	0.5269	765194.	58112.	-0.004859	288.6743	1.511E+11	-845.7441	4815.2991	0.000
138.000	0.5124	935726.	55569.	-0.004843	353.0083	1.511E+11	-850.1017	4977.6126	0.000
141.000	0.4979	1098606.	53012.	-0.004822	414.4559	1.511E+11	-854.2095	5147.3363	0.000
144.000	0.4834	1253799.	50444.	-0.004799	473.0033	1.511E+11	-858.0628	5324.9419	0.000
147.000	0.4691	1401269.	47864.	-0.004773	528.6372	1.511E+11	-861.6565	5510.9422	0.000

30 inch Dia CIDH

150.000	0.4548	1540984.	45274.	-0.004743	581.3456	1.511E+11	-864.9853	5705.8954	0.000
153.000	0.4406	1672914.	42675.	-0.004712	631.1170	1.511E+11	-868.0436	5910.4112	0.000
156.000	0.4265	1797032.	40066.	-0.004677	677.9412	1.511E+11	-870.8255	6125.1566	0.000
159.000	0.4125	1913312.	37450.	-0.004640	721.8087	1.511E+11	-873.3244	6350.8633	0.000
162.000	0.3987	2021732.	34827.	-0.004601	762.7110	1.511E+11	-875.5336	6588.3361	0.000
165.000	0.3849	2122273.	32197.	-0.004560	800.6405	1.511E+11	-877.4455	6838.4628	0.000
168.000	0.3713	2214917.	29563.	-0.004517	835.5909	1.511E+11	-879.0523	7102.2258	0.000
171.000	0.3578	2299649.	26924.	-0.004472	867.5566	1.511E+11	-880.3450	7380.7153	0.000
174.000	0.3445	2376458.	24281.	-0.004426	896.5333	1.511E+11	-881.3144	7675.1458	0.000
177.000	0.3313	2445335.	21636.	-0.004378	922.5176	1.511E+11	-881.9499	7986.8744	0.000
180.000	0.3182	2506275.	18990.	-0.004329	945.5075	1.511E+11	-882.2401	8317.4243	0.000
183.000	0.3053	2559274.	16343.	-0.004278	965.5019	1.511E+11	-882.1726	8668.5115	0.000
186.000	0.2925	2604334.	13697.	-0.004227	982.5010	1.511E+11	-881.7335	9042.0778	0.000
189.000	0.2799	2641458.	11053.	-0.004175	996.5064	1.511E+11	-880.9073	9440.3310	0.000
192.000	0.2675	2670654.	8412.5407	-0.004122	1007.5208	1.511E+11	-879.6768	9865.7937	0.000
195.000	0.2552	2691934.	5775.9912	-0.004069	1015.5485	1.511E+11	-878.0229	10321.	0.000
198.000	0.2431	2705310.	3145.0708	-0.004016	1020.5950	1.511E+11	-875.9240	10810.	0.000
201.000	0.2311	2710804.	521.1512	-0.003962	1022.6675	1.511E+11	-873.3558	11337.	0.000
204.000	0.2193	2708437.	-2094.3184	-0.003908	1021.7747	1.511E+11	-870.2906	11905.	0.000
207.000	0.2077	2698238.	-4699.8000	-0.003854	1017.9269	1.511E+11	-866.6971	12521.	0.000
210.000	0.1962	2680239.	-7293.6545	-0.003801	1011.1365	1.511E+11	-862.5392	13190.	0.000
213.000	0.1849	2654476.	-9874.1266	-0.003748	1001.4175	1.511E+11	-857.7755	13920.	0.000
216.000	0.1737	2620994.	-12439.	-0.003696	988.7860	1.511E+11	-852.3579	14722.	0.000
219.000	0.1627	2579840.	-14987.	-0.003644	973.2606	1.511E+11	-846.2302	15605.	0.000
222.000	0.1518	2531070.	-17516.	-0.003593	954.8619	1.511E+11	-839.3263	16584.	0.000
225.000	0.1411	2474747.	-20022.	-0.003543	933.6135	1.511E+11	-831.5677	17677.	0.000
228.000	0.1306	2410939.	-22504.	-0.003495	909.5417	1.511E+11	-822.8603	18906.	0.000
231.000	0.1202	2339726.	-24957.	-0.003448	882.6759	1.511E+11	-813.0898	20301.	0.000
234.000	0.1099	2261194.	-27380.	-0.003402	853.0495	1.511E+11	-802.1156	21899.	0.000
237.000	0.0997	2175444.	-29768.	-0.003358	820.6997	1.511E+11	-789.7620	23754.	0.000
240.000	0.0897	2082586.	-32116.	-0.003316	785.6684	1.511E+11	-775.8053	25936.	0.000
243.000	0.0798	1982746.	-34420.	-0.003275	748.0030	1.511E+11	-759.9544	28552.	0.000
246.000	0.0701	1876066.	-36673.	-0.003237	707.7573	1.511E+11	-741.8192	31755.	0.000
249.000	0.0604	1762709.	-38867.	-0.003201	664.9929	1.511E+11	-720.8590	35788.	0.000
252.000	0.0509	1642865.	-40992.	-0.003167	619.7810	1.511E+11	-696.2904	41058.	0.000
255.000	0.0414	1516754.	-43037.	-0.003136	572.2050	1.511E+11	-666.9074	48299.	0.000
258.000	0.0321	1384642.	-44984.	-0.003107	522.3646	1.511E+11	-630.6920	59014.	0.000
261.000	0.0228	1246852.	-46805.	-0.003081	470.3828	1.511E+11	-583.8077	76879.	0.000
264.000	0.0136	1103809.	-48457.	-0.003058	416.4188	1.511E+11	-517.1647	114282.	0.000
267.000	0.004436	956111.	-49824.	-0.003037	360.6988	1.511E+11	-394.4528	266749.	0.000
270.000	-0.004647	804863.	-49010.	-0.003020	303.6396	1.511E+11	937.3169	605156.	0.000
273.000	-0.0137	662051.	-45761.	-0.003005	249.7629	1.511E+11	1228.7169	269424.	0.000
276.000	-0.0227	530298.	-41826.	-0.002993	200.0580	1.511E+11	1394.3734	184465.	0.000
279.000	-0.0316	411093.	-37461.	-0.002984	155.0875	1.511E+11	1515.5583	143696.	0.000
282.000	-0.0406	305529.	-32769.	-0.002977	115.2627	1.511E+11	1612.8900	119237.	0.000
285.000	-0.0495	214481.	-27807.	-0.002972	80.9142	1.511E+11	1695.0808	102729.	0.000
288.000	-0.0584	138688.	-22614.	-0.002968	52.3210	1.511E+11	1766.7062	90740.	0.000
291.000	-0.0673	78796.	-17218.	-0.002966	29.7263	1.511E+11	1830.4916	81585.	0.000
294.000	-0.0762	35378.	-11640.	-0.002965	13.3467	1.511E+11	1888.2010	74333.	0.000
297.000	-0.0851	8954.5141	-5896.4056	-0.002964	3.3781	1.511E+11	1941.0451	68428.	0.000
300.000	-0.0940	0.000	0.000	-0.002964	0.000	1.511E+11	1989.8920	31756.	0.000

* This analysis makes computations of pile response using nonlinear moment-curvature relationships.
  The above values of total stress are computed for combined axial stress and do not equal the
  actual stresses in concrete and steel in the range of nonlinear bending.

Output Verification: Computed forces and moments are within specified convergence limits.

Output Summary for Load Case No. 3:

```
Pile-head deflection             =      1.0000000 inches
Computed slope at pile head      =   -0.000004028 radians
Maximum bending moment           =     -13404342. inch-lbs
Maximum shear force              =        135661. lbs
Depth of maximum bending moment  =       0.000000 inches below pile head
Depth of maximum shear force     =       0.000000 inches below pile head
Number of iterations             =             29
Number of zero deflection points =              1
```

30 inch Dia CIDH

Computed Values of Pile Loading and Deflection
for Lateral Loading for Load Case Number 4

Pile-head conditions are Displacement and Moment (BC Type 4)
Deflection at pile head = 0.250000 in
Moment at pile head = 0.000 in-lbs
Axial load at pile head = 0.000 lbs

Depth X inches	Deflect. y inches	Bending Moment in-lbs	Shear Force lbs	Slope S radians	Total Stress psi*	Bending Stiffness in-lb/rad.	Soil Res. p lb/in	Soil Spr. Es*h lb/inch	Distrib. Lat. Load lb/inch
0.00	0.2500	0.000	35069.	-0.002214	0.000	1.511E+11	-194.6957	1168.1745	0.000
3.000	0.2434	104330.	34480.	-0.002213	39.3592	1.511E+11	-197.9022	2439.6354	0.000
6.000	0.2367	206879.	33882.	-0.002210	78.0465	1.511E+11	-201.0207	2547.5365	0.000
9.000	0.2301	307619.	33274.	-0.002205	116.0513	1.511E+11	-204.0495	2660.3489	0.000
12.000	0.2235	406523.	32657.	-0.002197	153.3632	1.511E+11	-206.9868	2778.3916	0.000
15.000	0.2169	503563.	32032.	-0.002188	189.9724	1.511E+11	-209.8309	2902.0084	0.000
18.000	0.2104	598716.	31399.	-0.002177	225.8691	1.511E+11	-212.5797	3031.5704	0.000
21.000	0.2039	691954.	30757.	-0.002165	261.0441	1.511E+11	-215.2316	3167.4783	0.000
24.000	0.1974	783256.	30107.	-0.002150	295.4883	1.511E+11	-217.7846	3310.1655	0.000
27.000	0.1910	872598.	29450.	-0.002134	329.1930	1.511E+11	-220.2370	3460.1011	0.000
30.000	0.1846	959958.	28786.	-0.002115	362.1500	1.511E+11	-222.5867	3617.7936	0.000
33.000	0.1783	1045314.	28115.	-0.002095	394.3512	1.511E+11	-224.8319	3783.7949	0.000
36.000	0.1720	1128647.	27437.	-0.002074	425.7890	1.511E+11	-226.9708	3958.7046	0.000
39.000	0.1658	1209937.	26753.	-0.002051	456.4562	1.511E+11	-229.0013	4143.1749	0.000
42.000	0.1597	1289166.	26063.	-0.002026	486.3459	1.511E+11	-230.9215	4337.9162	0.000
45.000	0.1537	1366317.	25368.	-0.001999	515.4515	1.511E+11	-232.7294	4543.7032	0.000
48.000	0.1477	1441373.	24667.	-0.001972	543.7669	1.511E+11	-234.4232	4761.3819	0.000
51.000	0.1418	1514320.	23961.	-0.001942	571.2864	1.511E+11	-236.0008	4991.8770	0.000
54.000	0.1360	1585142.	23251.	-0.001912	598.0046	1.511E+11	-237.4603	5236.2007	0.000
57.000	0.1304	1653827.	22537.	-0.001879	623.9166	1.511E+11	-238.7996	5495.4622	0.000
60.000	0.1248	1720364.	21714.	-0.001846	649.0177	1.511E+11	-309.8965	7451.0422	0.000
63.000	0.1193	1784111.	20630.	-0.001811	673.0667	1.511E+11	-412.6823	10379.	0.000
66.000	0.1139	1844143.	19389.	-0.001775	695.7145	1.511E+11	-414.9539	10929.	0.000
69.000	0.1086	1900442.	18141.	-0.001738	716.9534	1.511E+11	-416.9962	11515.	0.000
72.000	0.1035	1952987.	16887.	-0.001700	736.7764	1.511E+11	-418.8047	12142.	0.000
75.000	0.0984	2001763.	15628.	-0.001660	755.1775	1.511E+11	-420.3749	12811.	0.000
78.000	0.0935	2046756.	14365.	-0.001620	772.1513	1.511E+11	-421.7024	13528.	0.000
81.000	0.0887	2087953.	13098.	-0.001579	787.6933	1.511E+11	-422.7827	14296.	0.000
84.000	0.0840	2125346.	11829.	-0.001537	801.7998	1.511E+11	-423.6114	15121.	0.000
87.000	0.0795	2158926.	10557.	-0.001495	814.4680	1.511E+11	-424.1838	16008.	0.000
90.000	0.0751	2188688.	9283.9925	-0.001452	825.6960	1.511E+11	-424.4953	16963.	0.000
93.000	0.0708	2214630.	8010.4377	-0.001408	835.4826	1.511E+11	-424.5412	17993.	0.000
96.000	0.0666	2236750.	6737.1506	-0.001364	843.8279	1.511E+11	-424.3169	19106.	0.000
99.000	0.0626	2255052.	5464.9496	-0.001319	850.7324	1.511E+11	-423.8172	20310.	0.000
102.000	0.0587	2269540.	4194.6682	-0.001274	856.1980	1.511E+11	-423.0371	21616.	0.000
105.000	0.0550	2280220.	2927.1555	-0.001229	860.2272	1.511E+11	-421.9714	23034.	0.000
108.000	0.0513	2287103.	1663.2764	-0.001184	862.8237	1.511E+11	-420.6147	24579.	0.000
111.000	0.0479	2290200.	403.9125	-0.001138	863.9921	1.511E+11	-418.9612	26264.	0.000
114.000	0.0445	2289527.	-850.0370	-0.001093	863.7380	1.511E+11	-417.0052	28107.	0.000
117.000	0.0413	2285100.	-2097.6552	-0.001047	862.0680	1.511E+11	-414.7403	30127.	0.000
120.000	0.0382	2276941.	-3338.0058	-0.001002	858.9899	1.511E+11	-412.1601	32347.	0.000
123.000	0.0353	2265072.	-4570.1323	-0.000957	854.5123	1.511E+11	-409.2576	34794.	0.000
126.000	0.0325	2249520.	-5793.0569	-0.000912	848.6452	1.511E+11	-406.0255	37498.	0.000
129.000	0.0298	2230314.	-7005.7791	-0.000868	841.3995	1.511E+11	-402.4560	40496.	0.000
132.000	0.0273	2207485.	-8207.2737	-0.000824	832.7874	1.511E+11	-398.5404	43831.	0.000
135.000	0.0249	2181070.	-9396.4890	-0.000780	822.8221	1.511E+11	-394.2698	47554.	0.000
138.000	0.0226	2151106.	-10572.	-0.000737	811.5181	1.511E+11	-389.6339	51726.	0.000
141.000	0.0205	2117636.	-11734.	-0.000695	798.8912	1.511E+11	-384.6219	56421.	0.000
144.000	0.0184	2080704.	-12879.	-0.000653	784.9583	1.511E+11	-379.2215	61728.	0.000
147.000	0.0165	2040359.	-14008.	-0.000612	769.7379	1.511E+11	-373.4190	67757.	0.000
150.000	0.0148	1996653.	-15119.	-0.000572	753.2497	1.511E+11	-367.1987	74644.	0.000
153.000	0.0131	1949643.	-16211.	-0.000533	735.5147	1.511E+11	-360.5431	82557.	0.000
156.000	0.0116	1899387.	-17282.	-0.000495	716.5555	1.511E+11	-353.4313	91710.	0.000
159.000	0.0101	1845951.	-18331.	-0.000457	696.3963	1.511E+11	-345.8392	102377.	0.000
162.000	0.008817	1789402.	-19356.	-0.000421	675.0629	1.511E+11	-337.7377	114915.	0.000
165.000	0.007607	1729813.	-20356.	-0.000386	652.5828	1.511E+11	-329.0913	129793.	0.000
168.000	0.006499	1667263.	-21330.	-0.000353	628.9853	1.511E+11	-319.8562	147649.	0.000
171.000	0.005491	1601834.	-22275.	-0.000320	604.3018	1.511E+11	-309.9764	169363.	0.000
174.000	0.004578	1533615.	-23189.	-0.000289	578.5658	1.511E+11	-299.3793	196189.	0.000

177.000	0.003756	1462702.	-24070.	-0.000259	551.8134	1.511E+11	-287.9667	229977.	0.000
180.000	0.003022	1389197.	-24915.	-0.000231	524.0832	1.511E+11	-275.6020	273584.	0.000
183.000	0.002371	1313212.	-25722.	-0.000204	495.4172	1.511E+11	-262.0857	331678.	0.000
186.000	0.001797	1234868.	-26485.	-0.000179	465.8614	1.511E+11	-247.1090	412495.	0.000
189.000	0.001297	1154300.	-27201.	-0.000155	435.4666	1.511E+11	-230.1556	532203.	0.000
192.000	0.000866	1071660.	-27862.	-0.000133	404.2904	1.511E+11	-210.2574	728097.	0.000
195.000	0.000499	987128.	-28419.	-0.000113	372.4002	1.511E+11	-160.8308	966687.	0.000
198.000	0.000191	901149.	-28753.	-9.386E-05	339.9640	1.511E+11	-62.0557	976185.	0.000
201.000	-6.402E-05	814611.	-28756.	-7.682E-05	307.3171	1.511E+11	60.0215	2812500.	0.000
204.000	-0.000270	728614.	-28286.	-6.150E-05	274.8740	1.511E+11	253.3417	2812500.	0.000
207.000	-0.000433	644896.	-27297.	-4.787E-05	243.2910	1.511E+11	405.9732	2812500.	0.000
210.000	-0.000557	564832.	-25904.	-3.586E-05	213.0865	1.511E+11	522.5913	2812500.	0.000
213.000	-0.000648	489472.	-24261.	-2.539E-05	184.6563	1.511E+11	572.5101	2649781.	0.000
216.000	-0.000710	419264.	-22524.	-1.637E-05	158.1699	1.511E+11	585.7898	2475972.	0.000
219.000	-0.000746	354328.	-20755.	-8.688E-06	133.6725	1.511E+11	593.2957	2384673.	0.000
222.000	-0.000762	294732.	-18971.	-2.244E-06	111.1895	1.511E+11	596.4196	2348426.	0.000
225.000	-0.000760	240504.	-17182.	3.069E-06	90.7316	1.511E+11	596.0672	2353356.	0.000
228.000	-0.000743	191640.	-15399.	7.360E-06	72.2974	1.511E+11	592.8675	2392266.	0.000
231.000	-0.000716	148112.	-13628.	1.073E-05	55.8763	1.511E+11	587.2787	2461720.	0.000
234.000	-0.000679	109870.	-11878.	1.329E-05	41.4491	1.511E+11	579.6455	2560710.	0.000
237.000	-0.000636	76844.	-10153.	1.515E-05	28.9900	1.511E+11	570.2315	2690068.	0.000
240.000	-0.000588	48951.	-8470.6773	1.640E-05	18.4670	1.511E+11	551.4359	2812500.	0.000
243.000	-0.000538	26020.	-6887.5922	1.714E-05	9.8163	1.511E+11	503.9541	2812500.	0.000
246.000	-0.000485	7625.2695	-5449.1322	1.747E-05	2.8767	1.511E+11	455.0193	2812500.	0.000
249.000	-0.000433	-6674.5404	-4158.1155	1.748E-05	2.5180	1.511E+11	405.6586	2812500.	0.000
252.000	-0.000380	-17323.	-3014.6218	1.725E-05	6.5354	1.511E+11	356.6706	2812500.	0.000
255.000	-0.000329	-24762.	-2016.6409	1.683E-05	9.3417	1.511E+11	308.6500	2812500.	0.000
258.000	-0.000279	-29423.	-1160.6474	1.629E-05	11.1001	1.511E+11	262.0123	2812500.	0.000
261.000	-0.000231	-31726.	-442.1025	1.568E-05	11.9689	1.511E+11	217.0176	2812500.	0.000
264.000	-0.000185	-32076.	144.1160	1.505E-05	12.1008	1.511E+11	173.7947	2812500.	0.000
267.000	-0.000141	-30861.	603.3527	1.442E-05	11.6427	1.511E+11	132.3630	2812500.	0.000
270.000	-9.883E-05	-28456.	940.8794	1.384E-05	10.7351	1.511E+11	92.6548	2812500.	0.000
273.000	-5.817E-05	-25216.	1161.6650	1.330E-05	9.5130	1.511E+11	54.5356	2812500.	0.000
276.000	-1.901E-05	-21486.	1270.2053	1.284E-05	8.1056	1.511E+11	17.8246	2812500.	0.000
279.000	1.887E-05	-17595.	1285.3145	1.245E-05	6.6378	1.511E+11	-7.7518	1232683.	0.000
282.000	5.570E-05	-13774.	1239.0943	1.214E-05	5.1963	1.511E+11	-23.0617	1242185.	0.000
285.000	9.171E-05	-10160.	1147.1081	1.190E-05	3.8331	1.511E+11	-38.2625	1251687.	0.000
288.000	0.000127	-6891.2419	1009.5589	1.173E-05	2.5998	1.511E+11	-53.4370	1261188.	0.000
291.000	0.000162	-4103.0315	826.4106	1.162E-05	1.5479	1.511E+11	-68.6619	1270690.	0.000
294.000	0.000197	-1932.7781	597.4116	1.156E-05	0.7292	1.511E+11	-84.0042	1280192.	0.000
297.000	0.000231	-518.5622	322.1297	1.154E-05	0.1956	1.511E+11	-99.5171	1289694.	0.000
300.000	0.000266	0.000	0.000	1.153E-05	0.000	1.511E+11	-115.2360	649598.	0.000

* This analysis makes computations of pile response using nonlinear moment-curvature relationships.
  The above values of total stress are computed for combined axial stress and do not equal the
  actual stresses in concrete and steel in the range of nonlinear bending.

Output Verification: Computed forces and moments are within specified convergence limits.

Output Summary for Load Case No. 4:

```
Pile-head deflection             =      0.2500000 inches
Computed slope at pile head      =     -0.0022138 radians
Maximum bending moment           =      2290200. inch-lbs
Maximum shear force              =        35069. lbs
Depth of maximum bending moment  =    111.0000000 inches below pile head
Depth of maximum shear force     =       0.000000 inches below pile head
Number of iterations             =             15
Number of zero deflection points =              2
```

Computed Values of Pile Loading and Deflection
for Lateral Loading for Load Case Number 5

```
Pile-head conditions are Displacement and Moment (BC Type 4)
Deflection at pile head   =        0.500000 in
Moment at pile head       =           0.000 in-lbs
Axial load at pile head   =           0.000 lbs
```

30 inch Dia CIDH

Depth X inches	Deflect. y inches	Bending Moment in-lbs	Shear Force lbs	Slope S radians	Total Stress psi*	Bending Stiffness in-lb/rad.	Soil Res. p lb/in	Soil Spr. Es*h lb/inch	Distrib. Lat. Load lb/inch
0.00	0.5000	0.000	49933.	-0.003960	0.000	1.511E+11	-231.5336	694.6007	0.000
3.000	0.4881	148757.	49232.	-0.003959	56.1195	1.511E+11	-235.5158	1447.4912	0.000
6.000	0.4762	295395.	48520.	-0.003955	111.4394	1.511E+11	-239.4077	1508.0919	0.000
9.000	0.4644	439877.	47796.	-0.003947	165.9464	1.511E+11	-243.2074	1571.1366	0.000
12.000	0.4526	582171.	47061.	-0.003937	219.6277	1.511E+11	-246.9132	1636.7675	0.000
15.000	0.4408	722243.	46315.	-0.003924	272.4706	1.511E+11	-250.5235	1705.1366	0.000
18.000	0.4290	860060.	45558.	-0.003908	324.4629	1.511E+11	-254.0365	1776.4064	0.000
21.000	0.4173	995591.	44791.	-0.003890	375.5927	1.511E+11	-257.4504	1850.7510	0.000
24.000	0.4057	1128804.	44013.	-0.003869	425.8483	1.511E+11	-260.7635	1928.3568	0.000
27.000	0.3941	1259671.	43226.	-0.003845	475.2186	1.511E+11	-263.9741	2009.4240	0.000
30.000	0.3826	1388162.	42430.	-0.003819	523.6926	1.511E+11	-267.0803	2094.1673	0.000
33.000	0.3712	1514249.	41624.	-0.003790	571.2598	1.511E+11	-270.0803	2182.8177	0.000
36.000	0.3599	1637906.	40809.	-0.003759	617.9099	1.511E+11	-272.9725	2275.6232	0.000
39.000	0.3486	1759105.	39986.	-0.003725	663.6333	1.511E+11	-275.7549	2372.8513	0.000
42.000	0.3375	1877823.	39155.	-0.003689	708.4204	1.511E+11	-278.4258	2474.7900	0.000
45.000	0.3265	1994035.	38316.	-0.003651	752.2621	1.511E+11	-280.9833	2581.7498	0.000
48.000	0.3156	2107719.	37469.	-0.003610	795.1498	1.511E+11	-283.4257	2694.0663	0.000
51.000	0.3048	2218851.	36616.	-0.003567	837.0752	1.511E+11	-285.7510	2812.1019	0.000
54.000	0.2942	2327412.	35755.	-0.003522	878.0304	1.511E+11	-287.9576	2936.2486	0.000
57.000	0.2837	2433381.	34888.	-0.003474	918.0079	1.511E+11	-290.0434	3066.9308	0.000
60.000	0.2734	2536740.	33887.	-0.003425	957.0006	1.511E+11	-377.0232	4137.6146	0.000
63.000	0.2632	2636705.	32567.	-0.003374	994.7132	1.511E+11	-502.9448	5733.4640	0.000
66.000	0.2531	2732144.	31053.	-0.003320	1030.7181	1.511E+11	-506.6292	6004.6135	0.000
69.000	0.2432	2823023.	29528.	-0.003265	1065.0029	1.511E+11	-510.0850	6291.1360	0.000
72.000	0.2335	2909312.	27993.	-0.003208	1097.5558	1.511E+11	-513.3080	6594.1751	0.000
75.000	0.2240	2990981.	26448.	-0.003150	1128.3659	1.511E+11	-516.2939	6914.9814	0.000
78.000	0.2146	3068003.	24895.	-0.003090	1157.4229	1.511E+11	-519.0385	7254.9235	0.000
81.000	0.2055	3140353.	23335.	-0.003028	1184.7177	1.511E+11	-521.5376	7615.5021	0.000
84.000	0.1965	3208010.	21767.	-0.002965	1210.2417	1.511E+11	-523.7872	7998.3643	0.000
87.000	0.1877	3270953.	20192.	-0.002901	1233.9873	1.511E+11	-525.7831	8405.3215	0.000
90.000	0.1791	3329164.	18612.	-0.002835	1255.9477	1.511E+11	-527.5211	8838.3684	0.000
93.000	0.1706	3382627.	17028.	-0.002769	1276.1170	1.511E+11	-528.9971	9299.7057	0.000
96.000	0.1624	3431329.	15439.	-0.002701	1294.4901	1.511E+11	-530.2068	9791.7655	0.000
99.000	0.1544	3475260.	13847.	-0.002632	1311.0631	1.511E+11	-531.1459	10317.	0.000
102.000	0.1467	3514410.	12252.	-0.002563	1325.8327	1.511E+11	-531.8100	10879.	0.000
105.000	0.1391	3548773.	10656.	-0.002493	1338.7966	1.511E+11	-532.1947	11481.	0.000
108.000	0.1317	3578347.	9059.5327	-0.002422	1349.9535	1.511E+11	-532.2954	12126.	0.000
111.000	0.1245	3603130.	7462.9284	-0.002351	1359.3032	1.511E+11	-532.1075	12818.	0.000
114.000	0.1176	3623125.	5867.3280	-0.002279	1366.8461	1.511E+11	-531.6261	13563.	0.000
117.000	0.1109	3638334.	4273.6192	-0.002207	1372.5841	1.511E+11	-530.8464	14365.	0.000
120.000	0.1043	3648766.	2682.7047	-0.002135	1376.5196	1.511E+11	-529.7632	15231.	0.000
123.000	0.0981	3654431.	1095.5029	-0.002062	1378.6565	1.511E+11	-528.3713	16166.	0.000
126.000	0.0920	3655340.	-487.0518	-0.001990	1378.9994	1.511E+11	-526.6651	17179.	0.000
129.000	0.0861	3651508.	-2064.0081	-0.001917	1377.5540	1.511E+11	-524.6390	18277.	0.000
132.000	0.0805	3642955.	-3634.3969	-0.001845	1374.3274	1.511E+11	-522.2869	19471.	0.000
135.000	0.0750	3629702.	-5197.2310	-0.001772	1369.3274	1.511E+11	-519.6025	20771.	0.000
138.000	0.0698	3611772.	-6751.5037	-0.001700	1362.5633	1.511E+11	-516.5793	22190.	0.000
141.000	0.0648	3589193.	-8296.1877	-0.001629	1354.0452	1.511E+11	-513.2101	23743.	0.000
144.000	0.0601	3561995.	-9830.2342	-0.001558	1343.7845	1.511E+11	-509.4875	25447.	0.000
147.000	0.0555	3530212.	-11353.	-0.001488	1331.7941	1.511E+11	-505.4037	27321.	0.000
150.000	0.0511	3493880.	-12862.	-0.001418	1318.0876	1.511E+11	-500.9498	29388.	0.000
153.000	0.0470	3453039.	-14358.	-0.001349	1302.6802	1.511E+11	-496.1168	31674.	0.000
156.000	0.0430	3407733.	-15838.	-0.001281	1285.5884	1.511E+11	-490.8946	34212.	0.000
159.000	0.0393	3358010.	-17302.	-0.001214	1266.8298	1.511E+11	-485.2720	37039.	0.000
162.000	0.0358	3303919.	-18749.	-0.001147	1246.4236	1.511E+11	-479.2371	40200.	0.000
165.000	0.0324	3245514.	-20177.	-0.001082	1224.3902	1.511E+11	-472.7762	43748.	0.000
168.000	0.0293	3182855.	-21585.	-0.001019	1200.7517	1.511E+11	-465.8742	47750.	0.000
171.000	0.0263	3116003.	-22972.	-0.000956	1175.5313	1.511E+11	-458.5139	52285.	0.000
174.000	0.0235	3045024.	-24336.	-0.000895	1148.7541	1.511E+11	-450.6758	57452.	0.000
177.000	0.0209	2969989.	-25675.	-0.000835	1120.4468	1.511E+11	-442.3370	63375.	0.000
180.000	0.0185	2890973.	-26989.	-0.000777	1090.6376	1.511E+11	-433.4710	70210.	0.000
183.000	0.0163	2808056.	-28275.	-0.000720	1059.3566	1.511E+11	-424.0460	78156.	0.000
186.000	0.0142	2721323.	-29532.	-0.000666	1026.6358	1.511E+11	-414.0237	87475.	0.000
189.000	0.0123	2630863.	-30758.	-0.000612	992.5093	1.511E+11	-403.3572	98512.	0.000
192.000	0.0105	2536773.	-31951.	-0.000561	957.0133	1.511E+11	-391.9875	111734.	0.000
195.000	0.008917	2439155.	-33109.	-0.000512	920.1864	1.511E+11	-379.8390	127793.	0.000
198.000	0.007454	2338119.	-34229.	-0.000464	882.0698	1.511E+11	-366.8123	147622.	0.000
201.000	0.006131	2233781.	-35308.	-0.000419	842.7078	1.511E+11	-352.7725	172611.	0.000

204.000	0.004941	2126269.	-36344.	-0.000376	802.1480	1.511E+11	-337.5298	204933.	0.000
207.000	0.003878	2015718.	-37331.	-0.000334	760.4421	1.511E+11	-320.8038	248198.	0.000
210.000	0.002934	1902281.	-38266.	-0.000296	717.6471	1.511E+11	-302.1550	308934.	0.000
213.000	0.002104	1786124.	-39140.	-0.000259	673.8261	1.511E+11	-280.8336	400416.	0.000
216.000	0.001380	1667439.	-39945.	-0.000225	629.0517	1.511E+11	-255.3893	555052.	0.000
219.000	0.000756	1546456.	-40661.	-0.000193	583.4101	1.511E+11	-222.3427	882353.	0.000
222.000	0.000224	1423472.	-41112.	-0.000163	537.0135	1.511E+11	-78.4551	1052174.	0.000
225.000	-0.000224	1299782.	-40915.	-0.000136	490.3506	1.511E+11	209.7980	2812500.	0.000
228.000	-0.000594	1177980.	-39766.	-0.000112	444.4001	1.511E+11	556.7247	2812500.	0.000
231.000	-0.000894	1061188.	-38003.	-8.943E-05	400.3397	1.511E+11	618.4104	2075838.	0.000
234.000	-0.001130	949962.	-36090.	-6.946E-05	358.3791	1.511E+11	656.5502	1742435.	0.000
237.000	-0.001310	844645.	-34083.	-5.164E-05	318.6477	1.511E+11	681.6807	1560517.	0.000
240.000	-0.001440	745464.	-32013.	-3.586E-05	281.2308	1.511E+11	698.2235	1454363.	0.000
243.000	-0.001526	652566.	-29903.	-2.198E-05	246.1845	1.511E+11	708.5211	1393229.	0.000
246.000	-0.001572	566045.	-27769.	-9.880E-06	213.5439	1.511E+11	713.9791	1362436.	0.000
249.000	-0.001585	485950.	-25625.	5.635E-07	183.3275	1.511E+11	715.5105	1354346.	0.000
252.000	-0.001569	412294.	-23481.	9.481E-06	155.5405	1.511E+11	713.7390	1364913.	0.000
255.000	-0.001528	345062.	-21347.	1.700E-05	130.1768	1.511E+11	709.1034	1392188.	0.000
258.000	-0.001467	284212.	-19230.	2.325E-05	107.2207	1.511E+11	701.9138	1435645.	0.000
261.000	-0.001389	229679.	-17139.	2.835E-05	86.6479	1.511E+11	692.3836	1495913.	0.000
264.000	-0.001297	181378.	-15079.	3.243E-05	68.4259	1.511E+11	680.6453	1574763.	0.000
267.000	-0.001194	139202.	-13058.	3.561E-05	52.5149	1.511E+11	666.7562	1675308.	0.000
270.000	-0.001083	103027.	-11082.	3.802E-05	38.8677	1.511E+11	650.6936	1802498.	0.000
273.000	-0.000966	72709.	-9157.6651	3.976E-05	27.4299	1.511E+11	632.3397	1964061.	0.000
276.000	-0.000844	48081.	-7291.9834	4.096E-05	18.1390	1.511E+11	611.4481	2172329.	0.000
279.000	-0.000720	28957.	-5493.4402	4.173E-05	10.9242	1.511E+11	587.5807	2447920.	0.000
282.000	-0.000594	15121.	-3776.6763	4.216E-05	5.7044	1.511E+11	556.9285	2812500.	0.000
285.000	-0.000467	6296.9256	-2284.4022	4.238E-05	2.3756	1.511E+11	437.9209	2812500.	0.000
288.000	-0.000340	1414.3629	-1149.6785	4.245E-05	0.5336	1.511E+11	318.5616	2812500.	0.000
291.000	-0.000212	-601.1453	-373.1511	4.246E-05	0.2268	1.511E+11	199.1233	2812500.	0.000
294.000	-8.503E-05	-824.5436	45.1118	4.245E-05	0.3111	1.511E+11	79.7186	2812500.	0.000
297.000	4.228E-05	-330.4742	137.4239	4.244E-05	0.1247	1.511E+11	-18.1772	1289694.	0.000
300.000	0.000170	0.000	0.000	4.243E-05	0.000	1.511E+11	-73.4387	649598.	0.000

* This analysis makes computations of pile response using nonlinear moment-curvature relationships.
  The above values of total stress are computed for combined axial stress and do not equal the
  actual stresses in concrete and steel in the range of nonlinear bending.

Output Verification: Computed forces and moments are within specified convergence limits.

Output Summary for Load Case No. 5:

```
Pile-head deflection             =      0.5000000 inches
Computed slope at pile head      =     -0.0039605 radians
Maximum bending moment           =       3655340. inch-lbs
Maximum shear force              =         49933. lbs
Depth of maximum bending moment  =    126.0000000 inches below pile head
Depth of maximum shear force     =      0.000000 inches below pile head
Number of iterations             =             18
Number of zero deflection points =              2
```

Computed Values of Pile Loading and Deflection
for Lateral Loading for Load Case Number 6

```
Pile-head conditions are Displacement and Moment (BC Type 4)
Deflection at pile head   =        1.000000 in
Moment at pile head       =           0.000 in-lbs
Axial load at pile head   =           0.000 lbs
```

Depth X inches	Deflect. y inches	Bending Moment in-lbs	Shear Force lbs	Slope S radians	Total Stress psi*	Bending Stiffness in-lb/rad.	Soil Res. p lb/in	Soil Spr. Es*h lb/inch	Distrib. Lat. Load lb/inch
0.00	1.0000	0.000	69448.	-0.006968	0.000	1.511E+11	-275.3414	413.0120	0.000
3.000	0.9791	207106.	68615.	-0.006966	78.1320	1.511E+11	-280.2818	858.7980	0.000
6.000	0.9582	411689.	67767.	-0.006960	155.3123	1.511E+11	-285.1310	892.7047	0.000
9.000	0.9373	613707.	66904.	-0.006950	231.5246	1.511E+11	-289.8873	927.8015	0.000

30 inch Dia CIDH

12.000	0.9165	813115.	66028.	-0.006936	306.7525	1.511E+11	-294.5493	964.1492	0.000
15.000	0.8957	1009872.	65137.	-0.006917	380.9804	1.511E+11	-299.1153	1001.8121	0.000
18.000	0.8750	1203937.	64233.	-0.006895	454.1928	1.511E+11	-303.5838	1040.8583	0.000
21.000	0.8543	1395270.	63316.	-0.006870	526.3743	1.511E+11	-307.9533	1081.3602	0.000
24.000	0.8338	1583832.	62385.	-0.006840	597.5103	1.511E+11	-312.2222	1123.3945	0.000
27.000	0.8133	1769583.	61443.	-0.006807	667.5861	1.511E+11	-316.3888	1167.0427	0.000
30.000	0.7929	1952487.	60487.	-0.006770	736.5877	1.511E+11	-320.4517	1212.3914	0.000
33.000	0.7727	2132507.	59520.	-0.006729	804.5013	1.511E+11	-324.4094	1259.5326	0.000
36.000	0.7526	2309607.	58541.	-0.006685	871.3135	1.511E+11	-328.2601	1308.5642	0.000
39.000	0.7326	2483753.	57551.	-0.006638	937.0110	1.511E+11	-332.0023	1359.5907	0.000
42.000	0.7127	2654911.	56549.	-0.006587	1001.5814	1.511E+11	-335.6346	1412.7230	0.000
45.000	0.6931	2823048.	55537.	-0.006532	1065.0121	1.511E+11	-339.1552	1468.0796	0.000
48.000	0.6735	2988132.	54514.	-0.006475	1127.2914	1.511E+11	-342.5627	1525.7869	0.000
51.000	0.6542	3150134.	53482.	-0.006414	1188.4075	1.511E+11	-345.8555	1585.9798	0.000
54.000	0.6351	3309023.	52439.	-0.006349	1248.3493	1.511E+11	-349.0320	1648.8021	0.000
57.000	0.6161	3464771.	51388.	-0.006282	1307.1060	1.511E+11	-352.0907	1714.4078	0.000
60.000	0.5974	3617349.	50172.	-0.006212	1364.6673	1.511E+11	-458.3953	2302.0618	0.000
63.000	0.5788	3765803.	48566.	-0.006139	1420.6723	1.511E+11	-612.4914	3174.3887	0.000
66.000	0.5605	3908743.	46720.	-0.006062	1474.5976	1.511E+11	-618.0239	3307.6544	0.000
69.000	0.5425	4046122.	44858.	-0.005983	1526.4245	1.511E+11	-623.3361	3447.2173	0.000
72.000	0.5246	4177891.	42980.	-0.005902	1576.1350	1.511E+11	-628.4239	3593.4643	0.000
75.000	0.5071	4304004.	41088.	-0.005818	1623.7118	1.511E+11	-633.2838	3746.8120	0.000
78.000	0.4897	4424417.	39181.	-0.005731	1669.1385	1.511E+11	-637.9120	3907.7090	0.000
81.000	0.4727	4539089.	37261.	-0.005642	1712.3992	1.511E+11	-642.3051	4076.6397	0.000
84.000	0.4559	4647980.	35327.	-0.005551	1753.4791	1.511E+11	-646.4596	4254.1266	0.000
87.000	0.4394	4751053.	33382.	-0.005457	1792.3641	1.511E+11	-650.3721	4440.7340	0.000
90.000	0.4231	4848273.	31426.	-0.005362	1829.0408	1.511E+11	-654.0392	4637.0724	0.000
93.000	0.4072	4939606.	29458.	-0.005265	1863.4969	1.511E+11	-657.4577	4843.8025	0.000
96.000	0.3915	5025023.	27481.	-0.005166	1895.7208	1.511E+11	-660.6241	5061.6405	0.000
99.000	0.3762	5104493.	25495.	-0.005065	1925.7016	1.511E+11	-663.5351	5291.3633	0.000
102.000	0.3612	5177992.	23500.	-0.004963	1953.4295	1.511E+11	-666.1875	5533.8146	0.000
105.000	0.3464	5245496.	21498.	-0.004860	1978.8955	1.511E+11	-668.5779	5789.9125	0.000
108.000	0.3320	5306982.	19489.	-0.004755	2002.0915	1.511E+11	-670.7029	6060.6566	0.000
111.000	0.3179	5362431.	17474.	-0.004649	2023.0102	1.511E+11	-672.5591	6347.1369	0.000
114.000	0.3041	5411828.	15454.	-0.004542	2041.6454	1.511E+11	-674.1431	6650.5442	0.000
117.000	0.2906	5455157.	13430.	-0.004434	2057.9917	1.511E+11	-675.4515	6972.1808	0.000
120.000	0.2775	5492407.	11402.	-0.004326	2072.0446	1.511E+11	-676.4807	7313.4734	0.000
123.000	0.2647	5523569.	9371.4802	-0.004216	2083.8006	1.511E+11	-677.2271	7675.9876	0.000
126.000	0.2522	5548636.	7339.1087	-0.004106	2093.2572	1.511E+11	-677.6871	8061.4443	0.000
129.000	0.2400	5567604.	5305.7926	-0.003996	2100.4129	1.511E+11	-677.8570	8471.7385	0.000
132.000	0.2282	5580471.	3272.4080	-0.003885	2105.2671	1.511E+11	-677.7327	8908.9610	0.000
135.000	0.2167	5587239.	1239.8433	-0.003774	2107.8202	1.511E+11	-677.3105	9375.4231	0.000
138.000	0.2056	5587910.	-791.0015	-0.003664	2108.0735	1.511E+11	-676.5861	9873.6853	0.000
141.000	0.1947	5582493.	-2819.2134	-0.003553	2106.0297	1.511E+11	-675.5552	10407.	0.000
144.000	0.1843	5570995.	-4843.8664	-0.003442	2101.6921	1.511E+11	-674.2135	10977.	0.000
147.000	0.1741	5553429.	-6864.0209	-0.003331	2095.0654	1.511E+11	-672.5562	11589.	0.000
150.000	0.1643	5529811.	-8878.7226	-0.003221	2086.1552	1.511E+11	-670.5783	12247.	0.000
153.000	0.1548	5500157.	-10887.	-0.003112	2074.9681	1.511E+11	-668.2748	12954.	0.000
156.000	0.1456	5464489.	-12888.	-0.003003	2061.5120	1.511E+11	-665.6399	13715.	0.000
159.000	0.1367	5422830.	-14880.	-0.002895	2045.7959	1.511E+11	-662.6677	14538.	0.000
162.000	0.1282	5375207.	-16863.	-0.002788	2027.8299	1.511E+11	-659.3518	15426.	0.000
165.000	0.1200	5321650.	-18836.	-0.002682	2007.6251	1.511E+11	-655.6852	16389.	0.000
168.000	0.1121	5262191.	-20797.	-0.002577	1985.1941	1.511E+11	-651.6603	17434.	0.000
171.000	0.1046	5196868.	-22745.	-0.002473	1960.5504	1.511E+11	-647.2685	18571.	0.000
174.000	0.0973	5125719.	-24680.	-0.002370	1933.7092	1.511E+11	-642.5005	19810.	0.000
177.000	0.0903	5048788.	-26600.	-0.002269	1904.6864	1.511E+11	-637.3459	21164.	0.000
180.000	0.0837	4966121.	-28503.	-0.002170	1873.4996	1.511E+11	-631.7929	22649.	0.000
183.000	0.0773	4877767.	-30390.	-0.002072	1840.1677	1.511E+11	-625.8278	24281.	0.000
186.000	0.0713	4783781.	-32258.	-0.001976	1804.7110	1.511E+11	-619.4354	26080.	0.000
189.000	0.0655	4684220.	-34106.	-0.001882	1767.1510	1.511E+11	-612.5976	28072.	0.000
192.000	0.0600	4579146.	-35933.	-0.001790	1727.5111	1.511E+11	-605.2937	30285.	0.000
195.000	0.0547	4468624.	-37737.	-0.001700	1685.8161	1.511E+11	-597.4988	32754.	0.000
198.000	0.0498	4352725.	-39517.	-0.001613	1642.0924	1.511E+11	-589.1837	35523.	0.000
201.000	0.0450	4231523.	-41271.	-0.001528	1596.3682	1.511E+11	-580.3130	38645.	0.000
204.000	0.0406	4105098.	-42998.	-0.001445	1548.6736	1.511E+11	-570.8435	42188.	0.000
207.000	0.0364	3973536.	-44695.	-0.001365	1499.0409	1.511E+11	-560.7224	46238.	0.000
210.000	0.0324	3836927.	-46361.	-0.001287	1447.5043	1.511E+11	-549.8832	50907.	0.000
213.000	0.0287	3695369.	-47993.	-0.001212	1394.1008	1.511E+11	-538.2421	56344.	0.000
216.000	0.0251	3548967.	-49589.	-0.001140	1338.8697	1.511E+11	-525.6909	62753.	0.000
219.000	0.0218	3397834.	-51146.	-0.001071	1281.8538	1.511E+11	-512.0873	70419.	0.000
222.000	0.0187	3242092.	-52660.	-0.001005	1223.0991	1.511E+11	-497.2393	79757.	0.000
225.000	0.0158	3081875.	-54127.	-0.000943	1162.6562	1.511E+11	-480.8804	91402.	0.000
228.000	0.0130	2917330.	-55542.	-0.000883	1100.5805	1.511E+11	-462.6265	106374.	0.000

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231.000	0.0105	2748621.	-56899.	-0.000827	1036.9341	1.511E+11	-441.8945	126439.	0.000
234.000	0.008086	2575935.	-58189.	-0.000774	971.7873	1.511E+11	-417.7371	154985.	0.000
237.000	0.005841	2399490.	-59398.	-0.000725	905.2222	1.511E+11	-388.4499	199521.	0.000
240.000	0.003738	2219548.	-60506.	-0.000679	837.3382	1.511E+11	-350.4158	281205.	0.000
243.000	0.001768	2036453.	-61471.	-0.000636	768.2644	1.511E+11	-293.0022	497111.	0.000
246.000	-8.061E-05	1850721.	-61797.	-0.000598	698.1957	1.511E+11	75.5700	2812500.	0.000
249.000	-0.001819	1665668.	-60570.	-0.000563	628.3837	1.511E+11	742.7577	1224861.	0.000
252.000	-0.003459	1487301.	-58148.	-0.000532	561.0935	1.511E+11	871.9410	756328.	0.000
255.000	-0.005009	1316781.	-55405.	-0.000504	496.7639	1.511E+11	956.4678	572808.	0.000
258.000	-0.006482	1154870.	-52440.	-0.000479	435.6817	1.511E+11	1020.0672	472128.	0.000
261.000	-0.007885	1002139.	-49303.	-0.000458	378.0630	1.511E+11	1071.2728	407572.	0.000
264.000	-0.009229	859049.	-46025.	-0.000439	324.0816	1.511E+11	1114.2424	362193.	0.000
267.000	-0.0105	725988.	-42627.	-0.000424	273.8834	1.511E+11	1151.3516	328275.	0.000
270.000	-0.0118	603289.	-39124.	-0.000410	227.5943	1.511E+11	1184.0994	301777.	0.000
273.000	-0.0130	491246.	-35527.	-0.000400	185.3257	1.511E+11	1213.4978	280366.	0.000
276.000	-0.0142	390125.	-31847.	-0.000391	147.1772	1.511E+11	1240.2634	262600.	0.000
279.000	-0.0153	300167.	-28089.	-0.000384	113.2398	1.511E+11	1264.9218	247538.	0.000
282.000	-0.0165	221593.	-24260.	-0.000379	83.5972	1.511E+11	1287.8681	234539.	0.000
285.000	-0.0176	154609.	-20364.	-0.000375	58.3274	1.511E+11	1309.4044	223155.	0.000
288.000	-0.0187	99411.	-16405.	-0.000373	37.5033	1.511E+11	1329.7643	213060.	0.000
291.000	-0.0198	56180.	-12387.	-0.000371	21.1942	1.511E+11	1349.1292	204016.	0.000
294.000	-0.0210	25091.	-8311.4317	-0.000370	9.4658	1.511E+11	1367.6399	195843.	0.000
297.000	-0.0221	6311.2743	-4181.8650	-0.000370	2.3810	1.511E+11	1385.4046	188405.	0.000
300.000	-0.0232	0.000	0.000	-0.000370	0.000	1.511E+11	1402.5054	90798.	0.000

* This analysis makes computations of pile response using nonlinear moment-curvature relationships.
  The above values of total stress are computed for combined axial stress and do not equal the
  actual stresses in concrete and steel in the range of nonlinear bending.

Output Verification: Computed forces and moments are within specified convergence limits.

Output Summary for Load Case No. 6:

```
Pile-head deflection             =      1.0000000 inches
Computed slope at pile head      =     -0.0069681 radians
Maximum bending moment           =      5587910. inch-lbs
Maximum shear force              =        69448. lbs
Depth of maximum bending moment  =    138.0000000 inches below pile head
Depth of maximum shear force     =      0.000000 inches below pile head
Number of iterations             =             22
Number of zero deflection points =              1
```

Summary of Pile Response(s)

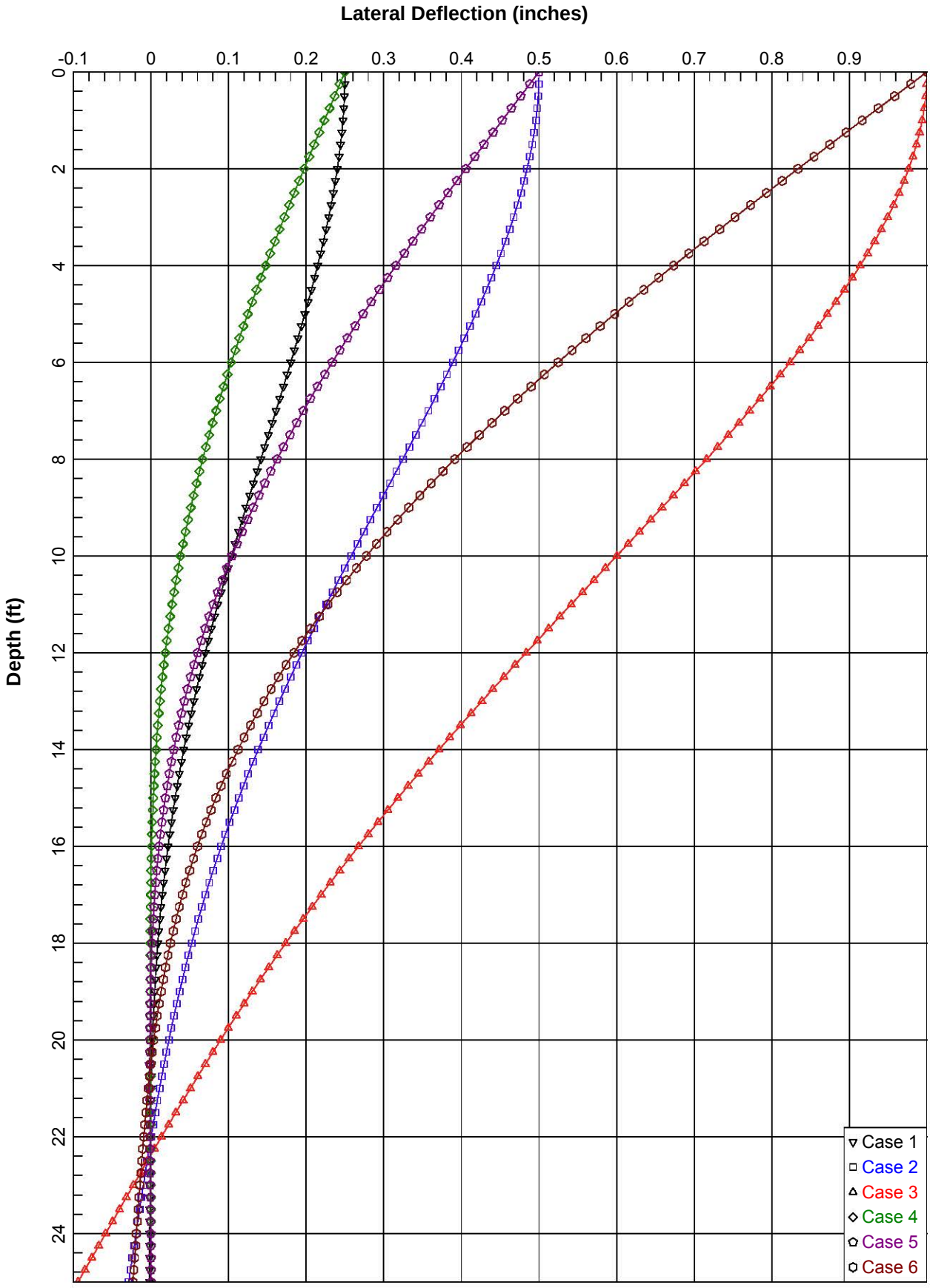
Definitions of Pile-Head Loading Conditions:

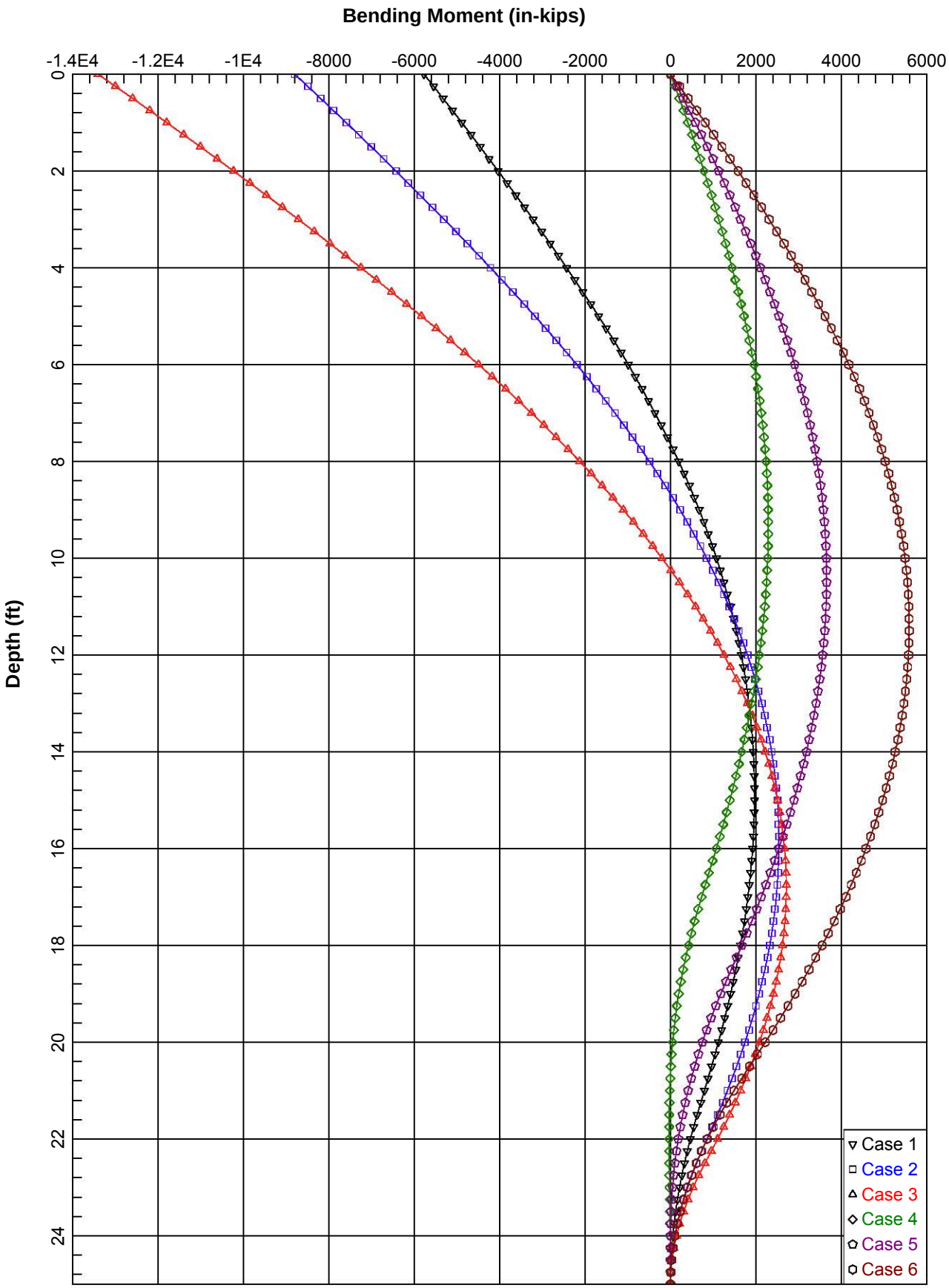
Load Type 1: Load 1 = Shear, lbs, and Load 2 = Moment, in-lbs
Load Type 2: Load 1 = Shear, lbs, and Load 2 = Slope, radians
Load Type 3: Load 1 = Shear, lbs, and Load 2 = Rotational Stiffness, in-lbs/radian
Load Type 4: Load 1 = Top Deflection, inches, and Load 2 = Moment, in-lbs
Load Type 5: Load 1 = Top Deflection, inches, and Load 2 = Slope, radians

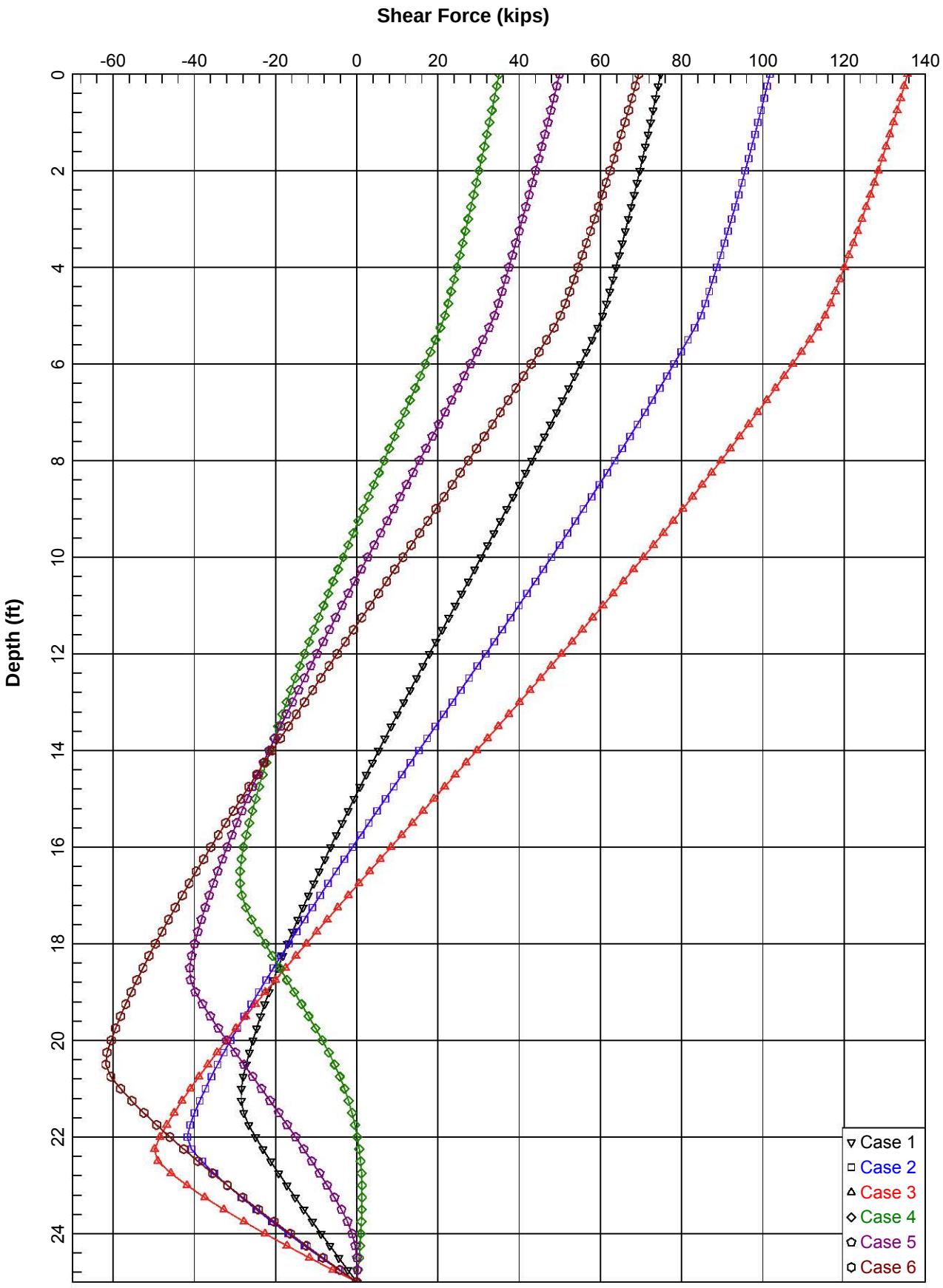
Load Case	Load Type	Condition 1 V(lbs) or y(inches)	Condition 2 in-lb, rad., or in-lb/rad.	Axial Load lbs	Pile-Head Deflection inches	Maximum Moment in-lbs	Maximum Shear lbs	Pile-Head Rotation radians
1	5	y = 0.2500	S = 0.000	0.0000000	0.25000000	-5771914.	74800.	0.00000000
2	5	y = 0.5000	S = 0.000	0.0000000	0.50000000	-8800018.	101732.	0.00000000

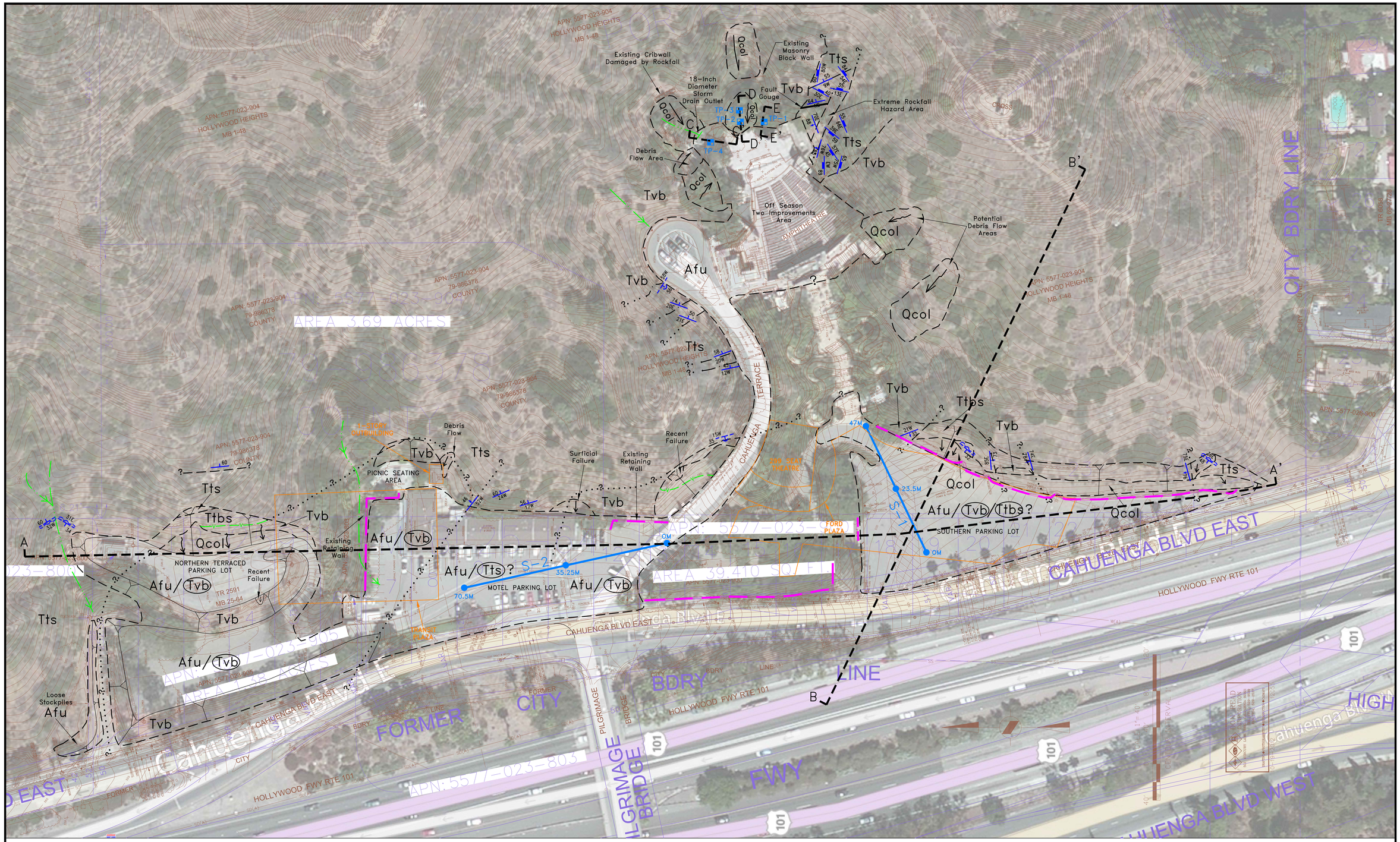
```
  3    5   y =     1.0000  S =      0.000      0.0000000     1.00000000     -13404342.        135661.
0.00000000
  4     4   y =     0.2500  M =      0.000      0.0000000     0.25000000       2290200.         35069.
0.00000000
  5     4   y =     0.5000  M =      0.000      0.0000000     0.50000000       3655340.         49933.
0.00000000
  6     4   y =     1.0000  M =      0.000      0.0000000     1.00000000       5587910.         69448.
0.00000000
```

The analysis ended normally.


Lateral Deflection (inches)
-0.1
0
0.1
0.2
0.3
0.4
0.5
0.6
0.7
0.8
0.9
Depth (ft)
0
2
4
6
8
10
12
14
16
18
20
22
24
Case 1
Case 2
Case 3
Case 4
Case 5
Case 6


Bending Moment (in-kips)
-1.4E4
-1.2E4
-1E4
-8000
-6000
-4000
-2000
0
2000
4000
6000
Depth (ft)
0
2
4
6
8
10
12
14
16
18
20
22
24
Case 1
Case 2
Case 3
Case 4
Case 5
Case 6


Shear Force (kips)
-60
-40
-20
0
20
40
60
80
100
120
140
Depth (ft)
0
2
4
6
8
10
12
14
16
18
20
22
24
Case 1
Case 2
Case 3
Case 4
Case 5
Case 6



LEGEND

Afu — ARTIFICIAL FILL-UNDOCUMENTED, CONTAINS STOCKPILED ONSITE DEBRIS SILTY SANDY GRAVEL TO GRAVELLY SAND WITH COBBLE AND BOULDER SIZED DEBRIS.

Qcol — QUATERNARY COLLUVIUM, LOOSE, CONSISTS OF LOCALLY DERIVED BEDROCK MATERIAL, UNCONSOLIDATED, SUSCEPTIBLE TO SLOPE CREEP AND RAPID EROSION, MANTLES SLOPES, WITH THICK WEDGE AT TOES OF CUT SLOPES. DEBRIS FLOW HAZARD

MIDDLE TOPANGA FORMATION AND VOLCANIC BEDROCK

Tts — LIGHT GREY TO ORANGE BROWN, HARD, THICKLY BEDDED, RESISTANT TO EROSION, MODERATELY TO WELL CEMENTED SANDSTONE WITH LOCALIZED PEBBLY LAYERS. FINE TO COARSE ANGULAR TO TRACE ROUNDED GRAINS. INCLUDES QUARTZ PEBBLE SIZED INCLUSIONS. UNIT INCLUDES VERY FINE GRAINED SANDY SILTSTONE IS THINLY BEDDED AND CONTAINS DARK REDDISH BROWN, SILICEOUS CHERTY BEDS. SEVERELY FRACTURED, BLOCKY. ROCKFALL HAZARD ALONG CUT SLOPES. CIRCLED WHERE BURIED.

Ttbs — DARK GREY, CRUMBLY SANDSTONE WITH BASALT FRAGMENTS AND ROUNDED MANGANESE NODULES. SEVERELY WEATHERED AND FRACTURED. HEAVY SECONDARY MINERALIZATION AND CHEMICAL ALTERATION OF MAFIC MINERALS, CIRCLED WHERE BURIED.

Tvb — EXTRUSIVE BASALTIC VOLCANIC ROCKS, DARK GREY TO BLACK. VESSICULAR TO PILLOW STRUCTURE, SEVERELY WEATHERED AND FRACTURED. PERVASSIVE BLOCKY FRACTURE. MODERATE LUSTER ON WEATHERED BLOCKY FACER. DEGRADES TO SAND SIZED FRAGMENTS. HEAVY SECONDARY MINERALIZATION TO EPIDOTE. CHEMICALLY WEATHERED. FRIABLE- NEAR SURFACE, HARD WITH DEPTH, CIRCLED WHERE BURIED.

GEOLOGIC CONTACT, DASHED WHERE APPROXIMATE, DOTTED WHERE CONCEALED, QUERRIED WHERE UNCERTAIN

APPROXIMATE BOUNDARIES OF CUT SLOPES

APPROXIMATE BOUNDARY OF COLLUVIUM. DEBRIS FLOWS PRIMARILY WITHIN BASALT FORMATION DENOTES DIRECTION OF MOVEMENT. AREAS ARE SUBJECT TO ONGOING CREEP AND SEDIMENT BUILDUP BEHIND EXISTING WALL IMPROVEMENTS.

STRIKE AND DIP OF BEDDING

STRIKE AND DIP OF FAULT

STRIKE AND DIP OF BEDROCK CONTACT

STRIKE AND DIP OF LOCALIZED SHEAR SURFACES

EXISTING RETAINING WALLS

BASALT DIKE

SURFACE CONTACT OF SANDSTONE BEDDING AND INTRUSIVE BASALT OUTCROPS

APPROXIMATE CENTERLINE OF EXISTING DRAINAGES. ARROW DENOTES DIRECTION OF SURFACE FLOW

APPROXIMATE LOCATION OF SEISMIC LINES S-1 AND S-2, SHOWN WITH LENGTH IN METERS (M). (LEIGHOTN, 2013)

LOCATION OF GEOLOGIC CROSS SECTIONS (LEIGHTON 2013 AND CURRENT STUDY)

SCALE 0 40 80 FEET

GEOLOGIC MAP

FORD THEATRE
EAST CAHUENGA BOULEVARD
LOS ANGELES, CALIFORNIA

PLATE 1

Proj: 10296.001	Eng/Geol: CCK/JAR
Scale: 1"=40'	Date: 09/2013
Drafted By: BGT	Checked By: BGT

Leighton

TEST PIT AND CROSS SECTION LOCATION MAP FORD THEATRE EAST CAHUENGA BOULEVARD LOS ANGELES, CALIFORNIA	PLATE 2
Proj: 10296.001 / Eng/Geol: CCK/JAR	Leighton
Scale: As Shown / Date: 09/2013	

LEGEND

TP–4 T.D.5.2' — APPROXIMATE LOCATION OF TEST PITS SHOWN WITH TOTAL DEPTH (T.D.)

E — E' — LOCATION OF GEOLOGIC CROSS SECTIONS C-C', D-D' AND E-E' SEE PLATE 1 GEOLOGIC MAP FOR LOCATION OF SECTIONS AA' AND BB'

APPROXIMATE LIMITS OF SURFICIAL DEBRIS FLOW FAILURE AND ROCKFALL HAZARD. ARROW DENOTES DIRECTION OF FAILURE.

APPROXIMATE AREA OF MASONRY BLOCK WALL NOT SHOWN ON PLAN. POTENTIAL DEBRIS FLOW AREA ORIGINATING UPSLOPE OF BLOCK WALL

EXISTING MASONRY BLOCK WALL, VARYING HEIGHT FROM 32–84–INCHES TALL

18-INCH RCP AND CONCRETE DRAINAGE SWALE

CONCRETE SWALE

Concrete Slab

Debris Flow

Head Scarp

Qcol

UPPER LEVEL MEZZANINE DECK NORTH

UPPER LEVEL MEZZANINE DECK SOUTH

APPROXIMATE FOOTPRINT OF LOWER LEVEL

APPROXIMATE FOOTPRINT NORTH TOWER

APPROXIMATE FOOTPRINT SOUTH TOWER

EXISTING AND PROPOSED, STACKED, TERRACED STONE AND RETAINING WALLS WITH DRAINAGE IMPROVEMENTS

BASEMENT RETAINING WALL

NORTH TUNNEL

AREA OF EXTREME ROCKFALL HAZARD, AND COBBLE TO BOULDER SIZED TALUS PILE IMPACTING EXISTING CONCRETE WALL

TP–1 T.D.3.5'
TP–2 T.D.2.75'
TP–3 T.D.2.5'
TP–4 T.D.5.2'

S=2.0% MIN.

588.90 TG
587.40 INV IN
(585.25) INV OUT

590.80 TG
589.05 IE
LP

590.80 TG
589.30 IE

590.80 TG
589.06 IE
LP

590.80 TG
589.30 IE

GRAPHIC SCALE
SCALE : 1"= 5'

LEGEND

- SSD — SUBSURFACE DRAIN
- SD — (E) STORM DRAIN
- SD — NEW STORM DRAIN
- SS — NEW SANITARY SEWER
- FM — (E) STORM DRAIN FORCE MAIN
- FM — STORM DRAIN FORCE MAIN

SEWER CONSTRUCTION NOTES

1. EXISTING SANITARY SEWER TO BE REMOVED AND REPLACED. SEE PLUMBING PLANS FOR DETAILS.
2. POINT OF CONNECTION TO EXISTING SANITARY SEWER.

SD CONSTRUCTION NOTES

1. EXISTING STORM DRAIN PIPE TO REMAIN, SEE PLAN FOR SIZE.
2. EXISTING STORM DRAIN CATCH BASIN, TO REMAIN.
3. EXISTING STORM DRAIN CATCH BASIN, TO BE REMOVED AND REPLACED. SIZE 3'x3' GRATE.
4. EXISTING 4" SUMP PUMP DISCHARGE OUTLET, TO REMAIN.
5. INSTALL PVC SDR35 STORM DRAIN LINE. SEE PLAN FOR SIZE AND SLOPE.
6. INSTALL PERFORATED PVC SDR35 SUB–SURFACE STORM DRAIN LINE IN GRAVEL POCKET WITH NON–DIRECTIONAL GEOTEXTILE FABRIC. SEE DETAIL 1 ON SHEET C4.00.
7. INSTALL 6" NDS BRASS ATRIUM GRATE AREA DRAIN.
8. CONSTRUCT 5'ø CONCRETE WET WELL AND INSTALL DUAL SUBMERSIBLE VORTEX SUMP PUMPS. SEE DETAIL 3 ON SHEET C4.00 FOR PUMP AND DETAILS.
9. INSTALL 4" C.I. STORM DRAIN FORCE MAIN.
10. POINT OF CONNECTION TO EXISTING STORM DRAIN.
11. INSTALL VECTOR DRAIN SLOT DRAIN SYSTEM AT BASE OF STAGE. SEE DETAIL 2 ON SHEET C4.00.
12. STAGE DRAINS AND OVERFLOW DRAINS PER PLUMBING PLAN.
13. INSTALL 6" CAST IRON STORM DRAIN OVERFLOW PIPE.
14. INSTALL PERFORATED PVC SDR35 SUB–SURFACE STORM DRAIN LINE IN GRAVEL POCKET WITH NON–DIRECTIONAL GEOTEXTILE FABRIC UNDER STAGE FOOTINGS.
15. INSTALL STORM DRAIN CLEAN–OUT WITH RISER AND COVER TO NEW FINISH GRADE.

OFF-SEASON TWO IMPROVEMENTS

John Anson Ford Theatres
2580 Cahuenga Boulevard East
Hollywood, California 90068

Levin & Associates Architects
811 West Seventh Street, Suite 900
Los Angeles, California 90017
213.623.8141 Fax 213.623.9207

CIVIL ENGINEERING
SURVEYING+MAPPING
LAND DEVELOPMENT

MOLLENHAUER GROUP
213 624 2661 TEL
213 614 1863 FAX
316 WEST 2nd STREET – FIFTH FLOOR
LOS ANGELES CALIFORNIA 90012

NOT FOR CONSTRUCTION

Issued For:
SCHEMATIC DESIGN 4/1/13

Sheet Title

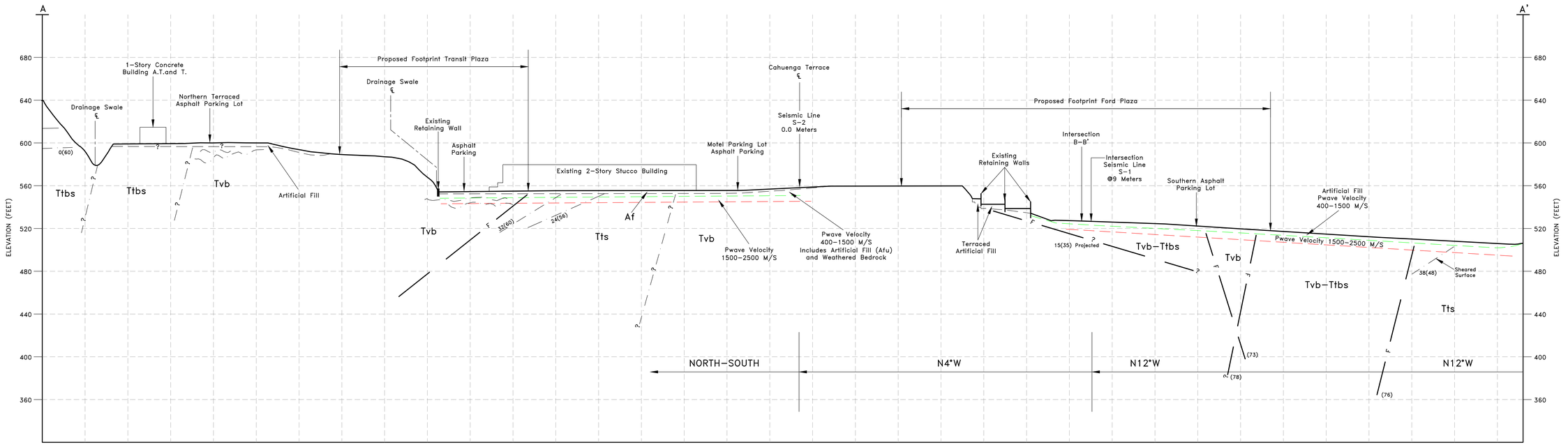
UTILITY AND DRAINAGE PLAN

Scale: 1" = 5'

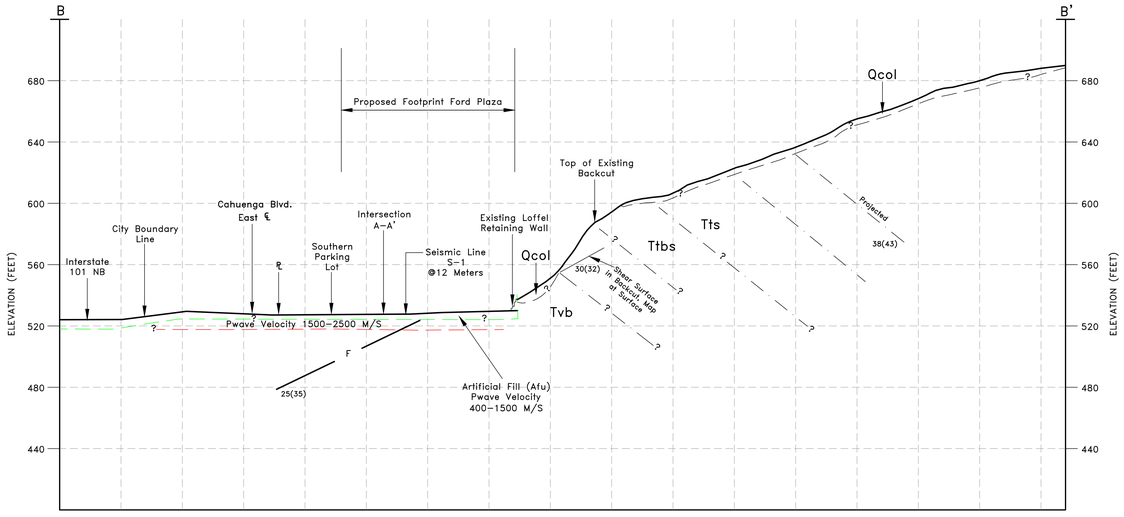
Date / Project Number: 12210

CAD File: LA30158_C2.00_GRADING.DWG

Sheet Number: C3.00



SEE PLATE 1 FOR DISCRIPTION OF EARTH UNITS



LEGEND

- GEOLOGIC CONTACT BETWEEN DIFFERENT ROCK TYPES, PROJECTED TO SECTION, DASHED AND QUERRIED DUE TO UNCERTAINTY.
- FAULT CONTACT SHOWN GEOMETRICALLY WITH APPARENT DIP; ACTUAL DIP SHOWN IN PARENTHESES.
- BASALTIC PILLOW STRUCTURE, NO PREFERRED ORIENTATION
- APPROXIMATE LAYERING BASED ON SEISMIC PWAVE VELOCITIES REPORTED IN METERS PER SECOND (M/S)
- APPARENT DIP OF BEDDING, ACTUAL DIP IN PARENTHESES

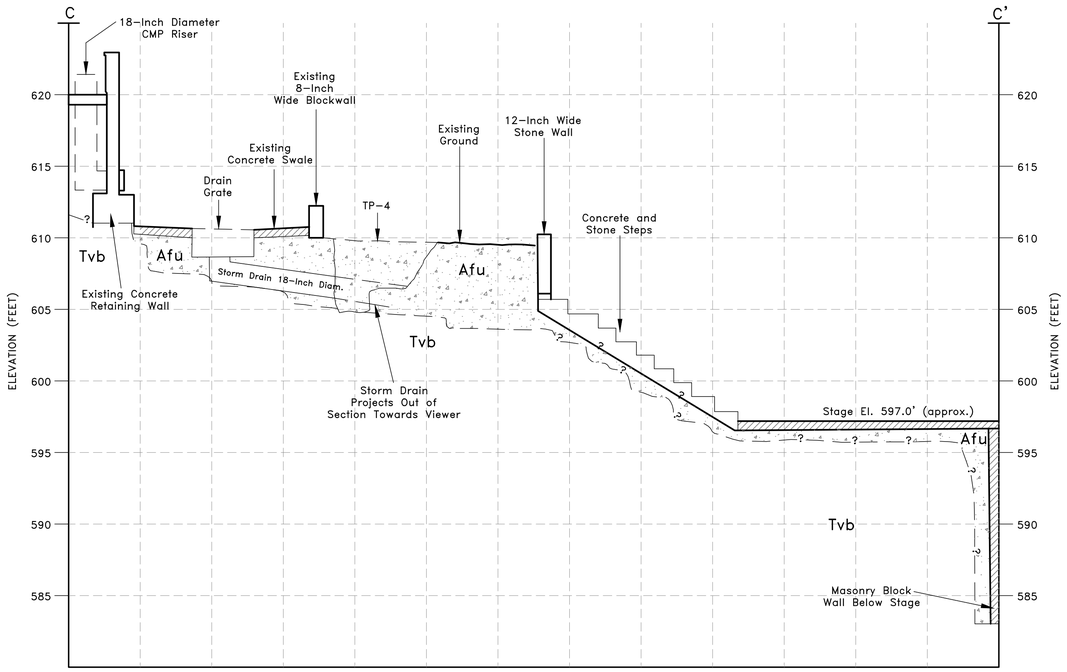
GENERALIZED GEOLOGIC CROSS SECTIONS A-A' AND B-B'
FORD THEATRE
EAST CAHUENGA BLVD.
LOS ANGELES, CALIFORNIA

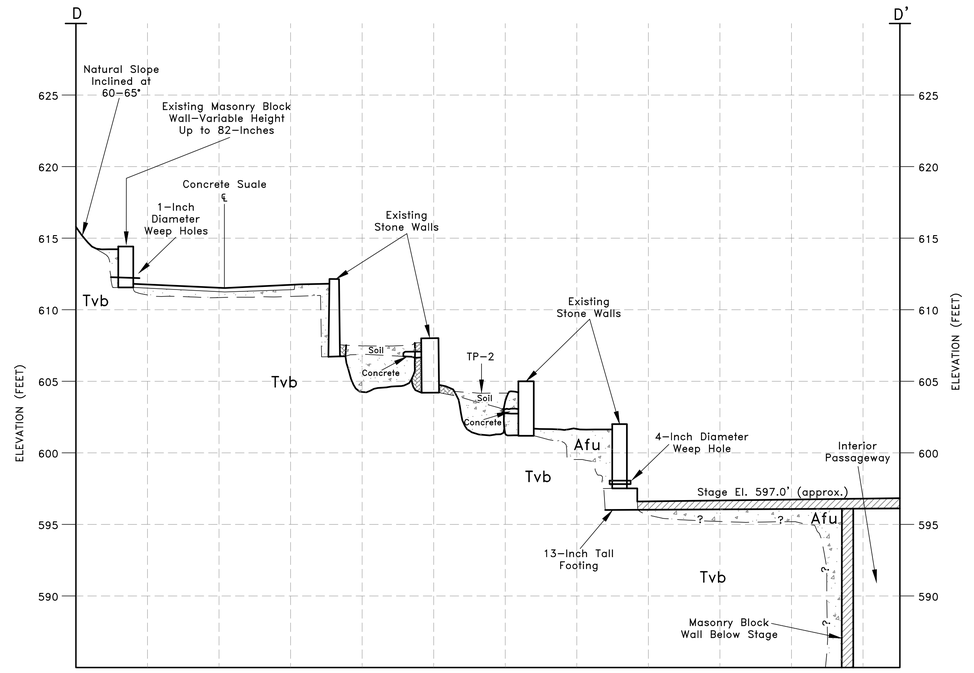
PLATE 3

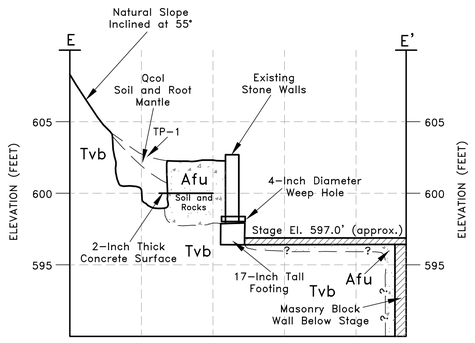
Proj: 10296.001	Eng/Geol: CK/JR
Scale: 1"=40'	Date: 09/2013

Drafted By: BQT | Checked By: BQT | P:\DRAFTING\10296\DGN\P_2013-07-12\PLATE 3-A CROSS SECTIONS.DWG 09-09-13 3:09:45PM Plotted by: bbarr

Leighton







GENERALIZED GEOLOGIC
CROSS SECTIONS C-C', D-D' AND E-E'
FORD THEATRE
EAST CAHUENGA BLVD.
LOS ANGELES, CALIFORNIA

PLATE 4

Proj: 10296.001	Eng/Geol: CK/JR
Scale: 1"=40'	Date: 09/2013

Drafted By: BQT | Checked By: BQT | P:\DRAFTING\10296\GEOL\F_2013-07-12\PLATE 3-4 CROSS SECTIONS.DWG 09-09-13 3:22:15PM by: btran

Leighton

Appendix H.2

Addendum 1 to Geotechnical Exploration Report

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

October 15, 2013

Project No. 10296.001

Ford Theatre Foundation
2580 Cahuenga Boulevard East
Hollywood, California 90068

c/o Bottega Management Group
3500 W. Olive Avenue, Suite 300
Burbank, California 91505

Attention: Mr. A. Leonard Madson

Subject: Addendum to Geotechnical Investigation Report
Off-Season Two Improvements
John Anson Ford Theater
2580 Cahuenga Boulevard East
Hollywood District of Los Angeles, California

References: Leighton Consulting, Inc., 2013, Geotechnical Investigation, Off-Season Two Improvements, 2580 Cahuenga Boulevard East, Hollywood District of Los Angeles, California, Project No. 10296.001, dated September 10.

Ensoft, Inc., 2011, LPile Version 6.0.14, Computer Program for Analyzing Stress and Deformation of a Pile or Drilled Shaft Under Lateral Load.

We were requested to provide supplementary geotechnical recommendations to support the design of the project. We received memoranda dated August 16, 2013 and September 12, 2013 from Structural Focus, the project structural engineer requesting supplementary information. The subject memoranda are included herewith as Appendices A and B.

611 Wilshire Blvd., Suite 1404 ▪ Los Angeles, CA 90017-2907
213.892.4530 ▪ 213.892.1563 Fax ▪ www.leightongroup.com

Surcharge Loading on Retaining walls and Basement Walls

Retaining wall surcharge information was requested in the August 16, 2013 memorandum. As generally stated in Leighton Consulting, Inc. (2013), shallow foundations (spread footings) for new structures should be deepened to extend below the active zone of existing basement walls, roughly a plane extending from the base of the basement wall at a 60 degree angle from horizontal, to avoid surcharging the walls. Footings may be deepened by excavating below the active zone and backfilling with concrete or with controlled low strength material (CLSM).

New basement walls planned below existing foundations within their active zones should be designed to accommodate surcharge loads. Surcharge may be modeled as half the footing bearing pressure within the wall's active zone applied horizontally.

The stacked walls shown on page A-3 of Appendix A need not be designed to accommodate surcharge loading because upslope footings are not planned within the active zones of the walls. However, the basement wall should be designed to accommodate a surcharge from the upslope stacked walls. The surcharge pressure may be modeled as an additional equivalent fluid weight of 50 pounds per square foot per square foot depth (psf/ft) of wall.

There is insufficient detail in the exhibit on page A-2 to provide more detailed surcharge information. The relative elevations and horizontal distances between walls and adjacent footings are required.

LIGHT POLE FOUNDATIONS

Drilled, cast-in-place concrete pile foundation information to support lighting fixtures was requested in the September 12, 2013 memorandum. Maximum combined design reaction loads provided in the memorandum are as follows:

Axial = 25 kips
Lateral Shear = 15 kips
Moment = 510 kip-feet

We used the computer program LPILE (Ensoft, Inc., 2011) to build and analyze our pile foundation models. Results are presented in Appendix C. We used a concrete compressive strength value (f_c') of 4 kips per square inch (ksi) and a yield stress (f_y) of 60 ksi for the steel reinforcing.

To account for the reduction in bending stiffness due to concrete cracking, a subroutine in the program LPILE that computes the bending stiffness as a function of applied bending moment and axial loading was incorporated into the analyses. We have assumed that the minimum steel reinforcing consists of 12 US Std. #9 bars with clear concrete cover thickness of 3-inches for the 36-inch-diameter piles. For 42-inch-diameter piles, we have assumed that the minimum steel reinforcing consists of 12 US Std. #10 bars with clear concrete cover thickness of 3-inches.

Results are summarized in the table below:

Pile Head Deflection (inches)	Pile Diameter (Free Head)	Shear Force at Pile Top (kips)	Maximum Bending Moment (kips-in)	Depth to Maximum Moment (feet)
1	36 inches	15	6,500	4
½	42 inches	15	6,500	4

Adjacent walls should be designed to accommodate a lateral point load of 15 kips imposed by the pile foundation.

We appreciate the opportunity to work with you on this project. If you have any questions regarding this addendum or if we can be of further service, please call us at your convenience.

Respectfully submitted,

LEIGHTON CONSULTING, INC.

Carl C. Kim, PE, GE
Senior Principal Engineer

CCK/lr

Attachments: Appendix A and B – Memorandum from Structural Focus
Appendix C – Pile Foundation Analysis

Distribution: (3) Addressee

Leighton

APPENDIX A

Memo

Date:	August 16, 2013	**Project No.:**	13023
Project Name:	Ford Theater ☐Off-season Two Improvements		
To:	Kaitlin Drisko, Levin ☐Associates Architects	**Via:**	Email
Cc:	Robert Stone, Levin ☐Associates Architects	**Via:**	Email
From:	Melineh Zomorrodian, Structural Focus		
Subject:	Surcharge Loading	**Pages:**	1

Memo:

In our previous memos dated April 9, 2013 and August 7, 2013, we have requested surcharge loading recommendations from the geotechnical engineer. During the geotechnical coordination meeting on August 9, 2013, we were asked to provide foundation loading to the geotechnical engineer so that they can include the surcharge loading recommendation in the final report.

1. For surcharge loading on new basement walls:
   Attached foundation plan includes dead, live, and seismic loading demands on existing building foundations.

2. Surcharge loading for new stacked site retaining walls:
   Attached section shows the stacked site retaining walls with the weight of the walls and the weight of the finishes. Please note the height of the walls vary and the elevation of the foundations vary along the length of the retaining wall.

3. Surcharge loading from new light pole piles adjacent to existing or new retaining walls:
   Loading on the light pole piles to be provided in a future memo after coordination with design team.

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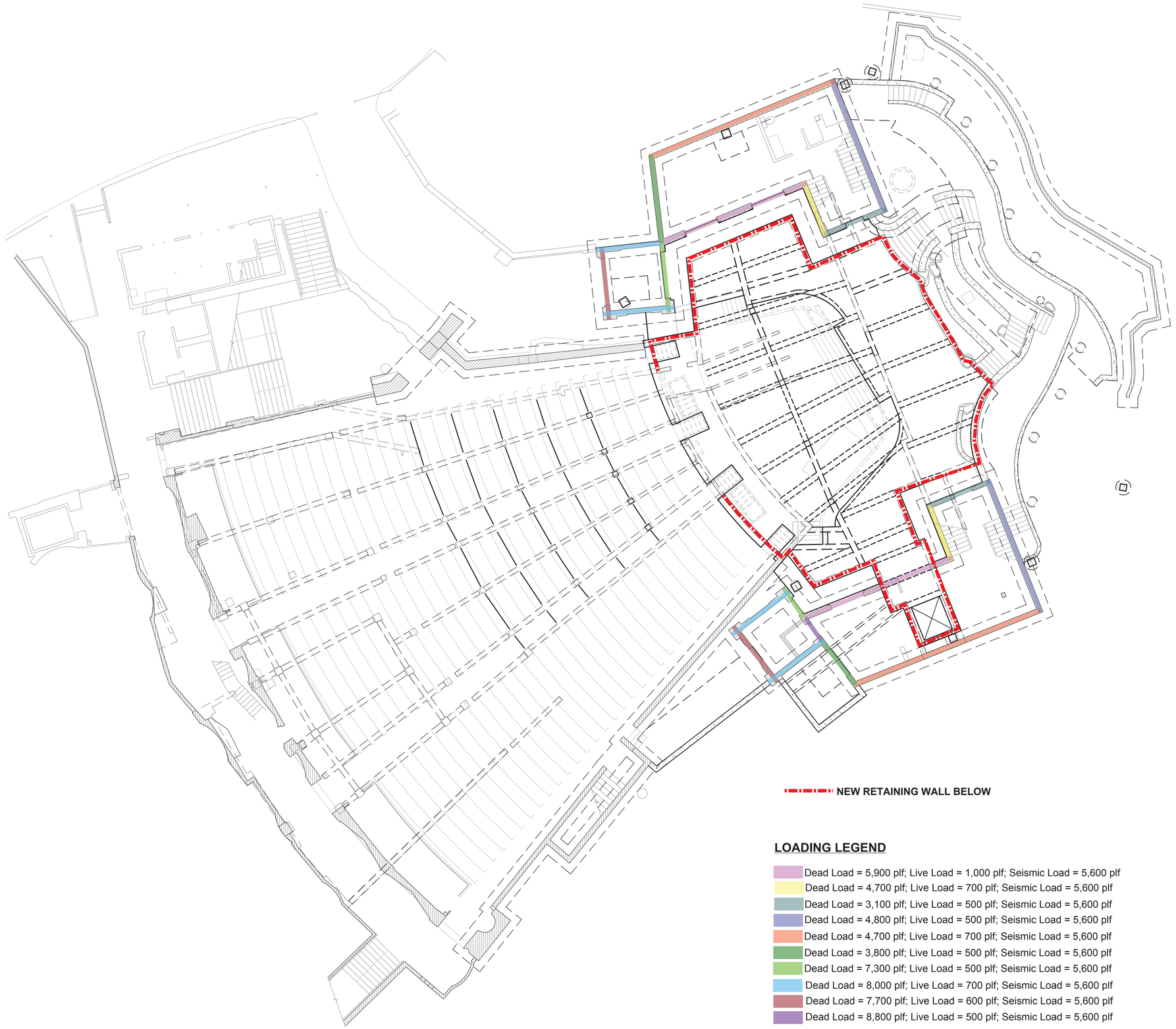

NEW RETAINING WALL BELOW

LOADING LEGEND

- Dead Load = 5,900 plf; Live Load = 1,000 plf; Seismic Load = 5,600 plf
- Dead Load = 4,700 plf; Live Load = 700 plf; Seismic Load = 5,600 plf
- Dead Load = 3,100 plf; Live Load = 500 plf; Seismic Load = 5,600 plf
- Dead Load = 4,800 plf; Live Load = 500 plf; Seismic Load = 5,600 plf
- Dead Load = 4,700 plf; Live Load = 700 plf; Seismic Load = 5,600 plf
- Dead Load = 3,800 plf; Live Load = 500 plf; Seismic Load = 5,600 plf
- Dead Load = 7,300 plf; Live Load = 500 plf; Seismic Load = 5,600 plf
- Dead Load = 8,000 plf; Live Load = 700 plf; Seismic Load = 5,600 plf
- Dead Load = 7,700 plf; Live Load = 600 plf; Seismic Load = 5,600 plf
- Dead Load = 8,800 plf; Live Load = 500 plf; Seismic Load = 5,600 plf

OFF-SEASON TWO IMPROVEMENTS

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STATE OF CALIFORNIA

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Date	Project Number
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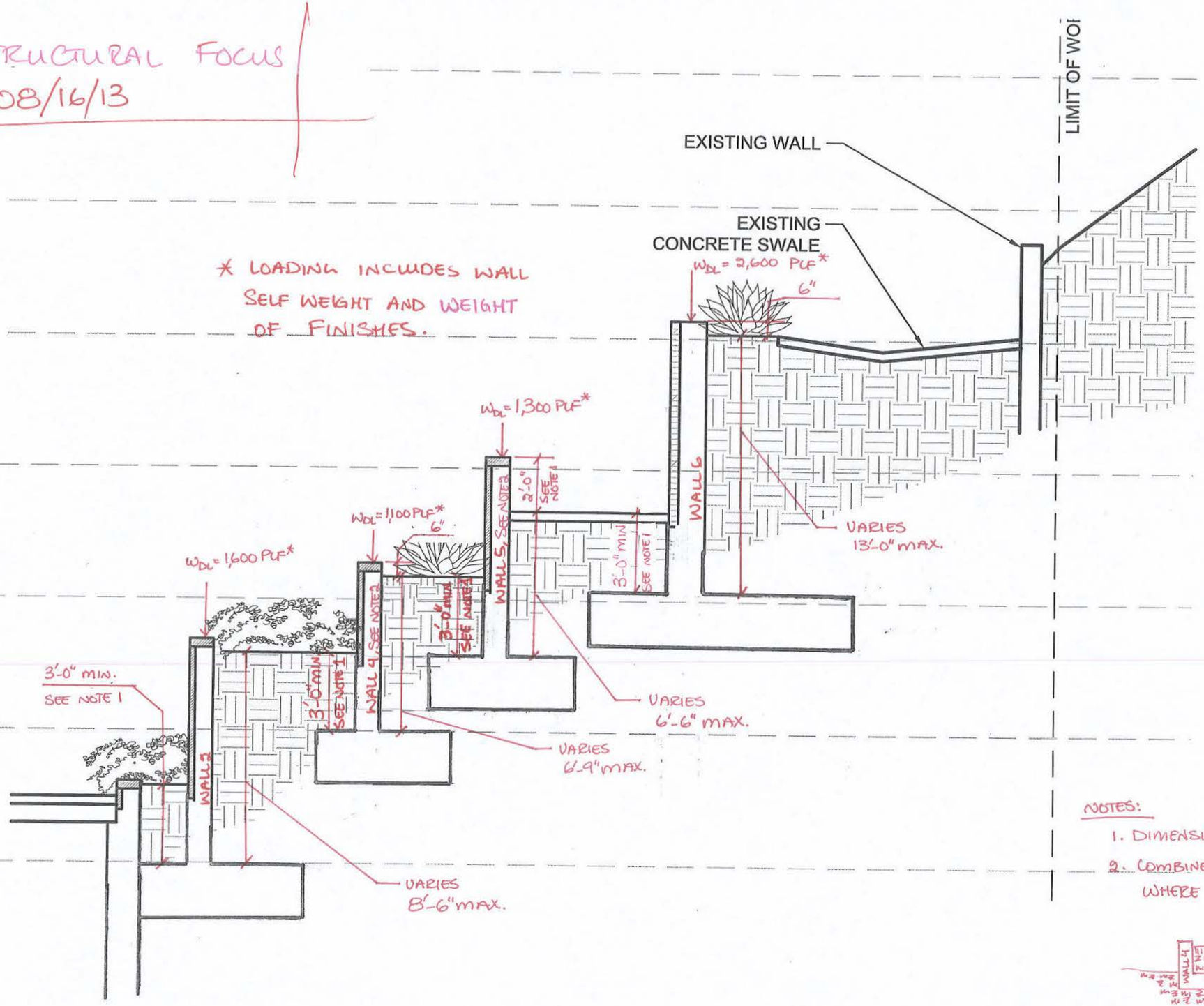
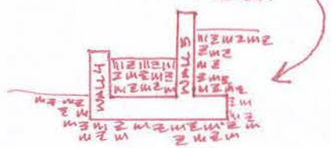
08/16/13

* LOADING INCLUDES WALL SELF WEIGHT AND WEIGHT OF FINISHES.



NOTES:

1. DIMENSION PER LANDSCAPE REQUIREMENTS.
2. COMBINE FOOTINGS FOR WALL 4 & 5 WHERE POSSIBLE.



STACKED SITE RETAINING WALL SECTION

APPENDIX B

Memo

Date:	September 12, 2013	**Project No.:**	13023
Project Name:	Ford Theater ☐Off-season Two Improvements		
To:	Kaitlin Drisko, Levin ☐Associates Architects	**Via:**	Email
Cc:	Robert Stone, Levin ☐Associates Architects	**Via:**	Email
From:	Melineh Zomorrodian, Structural Focus		
Subject:	Reaction Loads on New Pile Foundations	**Pages:**	1

Memo:

During the geotechnical coordination meeting on August 9, 2013, we were asked to provide loading on the new pile foundations to the geotechnical engineer so that they can provide recommendations on the pile depth and size as well as the recommended surcharge loading to be used in the design and☐or analysis of the existing or new retaining walls adjacent to the new pile foundations. Loading on the light pole pile foundations is provided on the attached plan.

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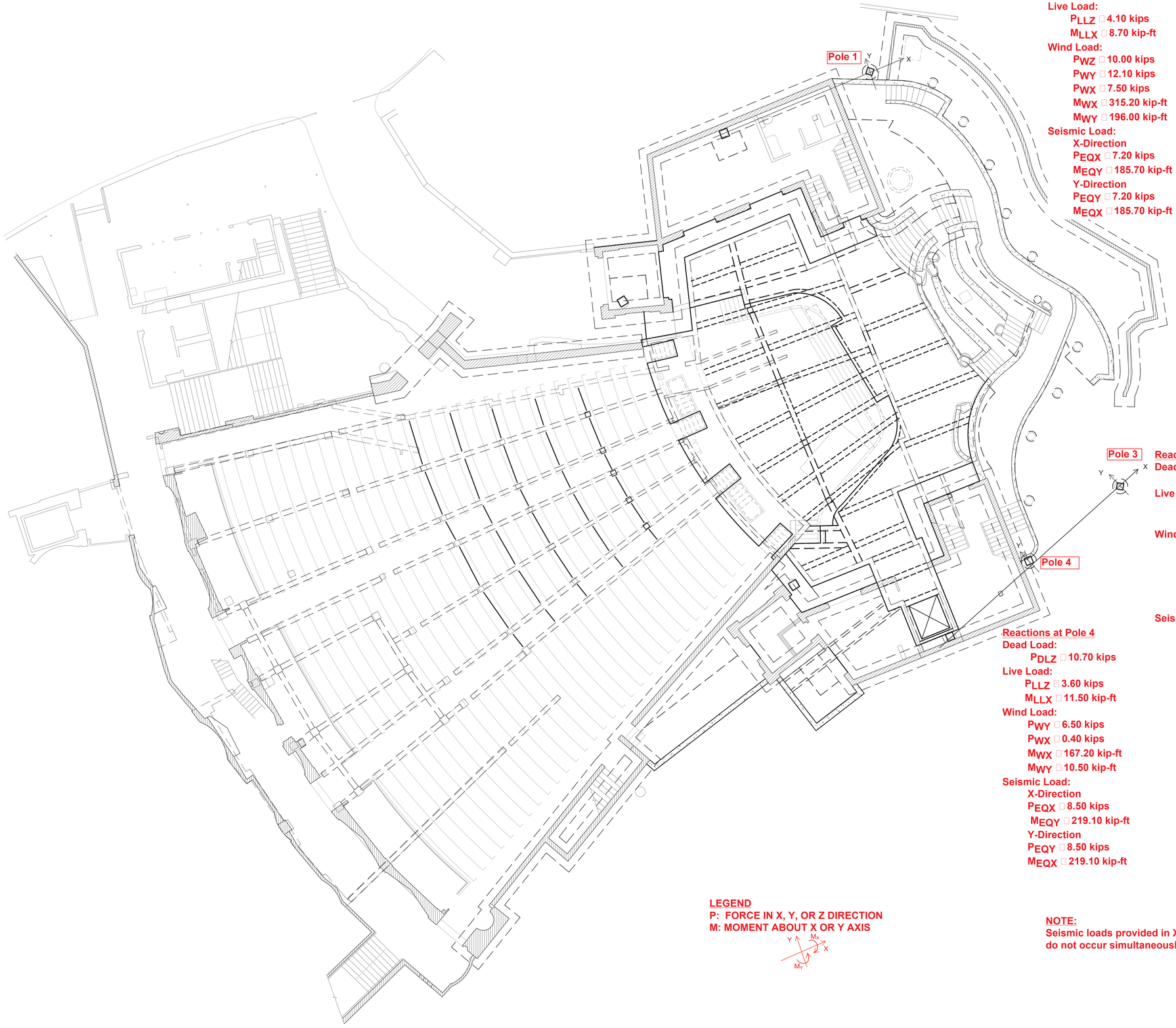
09□12□2013



Reactions at Pole 1
Dead Load:
P_{DLZ} □ 11.20 kips
Live Load:
P_{LLZ} □ 4.10 kips
M_{LLX} □ 8.70 kip-ft
Wind Load:
P_{WZ} □ 10.00 kips
P_{WY} □ 12.10 kips
P_{WX} □ 7.50 kips
M_{WX} □ 315.20 kip-ft
M_{WY} □ 196.00 kip-ft
Seismic Load:
X-Direction
P_{EQX} □ 7.20 kips
M_{EQY} □ 185.70 kip-ft
Y-Direction
P_{EQY} □ 7.20 kips
M_{EQX} □ 185.70 kip-ft

Reactions at Pole 3
Dead Load:
P_{DLZ} □ 7.00 kips
Live Load:
P_{LLZ} □ 3.60 kips
M_{LLX} □ 7.61 kip-ft
Wind Load:
P_{WZ} □ 10.00 kips
P_{WY} □ 11.60 kips
P_{WX} □ 7.50 kips
M_{WX} □ 161.80 kip-ft
M_{WY} □ 105.20 kip-ft
Seismic Load:
X-Direction
P_{EQX} □ 5.70 kips
M_{EQY} □ 78.70 kip-ft
Y-Direction
P_{EQY} □ 5.70 kips
M_{EQX} □ 78.70 kip-ft

Reactions at Pole 4
Dead Load:
P_{DLZ} □ 10.70 kips
Live Load:
P_{LLZ} □ 3.60 kips
M_{LLX} □ 11.50 kip-ft
Wind Load:
P_{WY} □ 6.50 kips
P_{WX} □ 0.40 kips
M_{WX} □ 167.20 kip-ft
M_{WY} □ 10.50 kip-ft
Seismic Load:
X-Direction
P_{EQX} □ 8.50 kips
M_{EQY} □ 219.10 kip-ft
Y-Direction
P_{EQY} □ 8.50 kips
M_{EQX} □ 219.10 kip-ft

LEGEND
P: FORCE IN X, Y, OR Z DIRECTION
M: MOMENT ABOUT X OR Y AXIS

NOTE:
Seismic loads provided in X and Y directions do not occur simultaneously.

OFF-SEASON TWO IMPROVEMENTS

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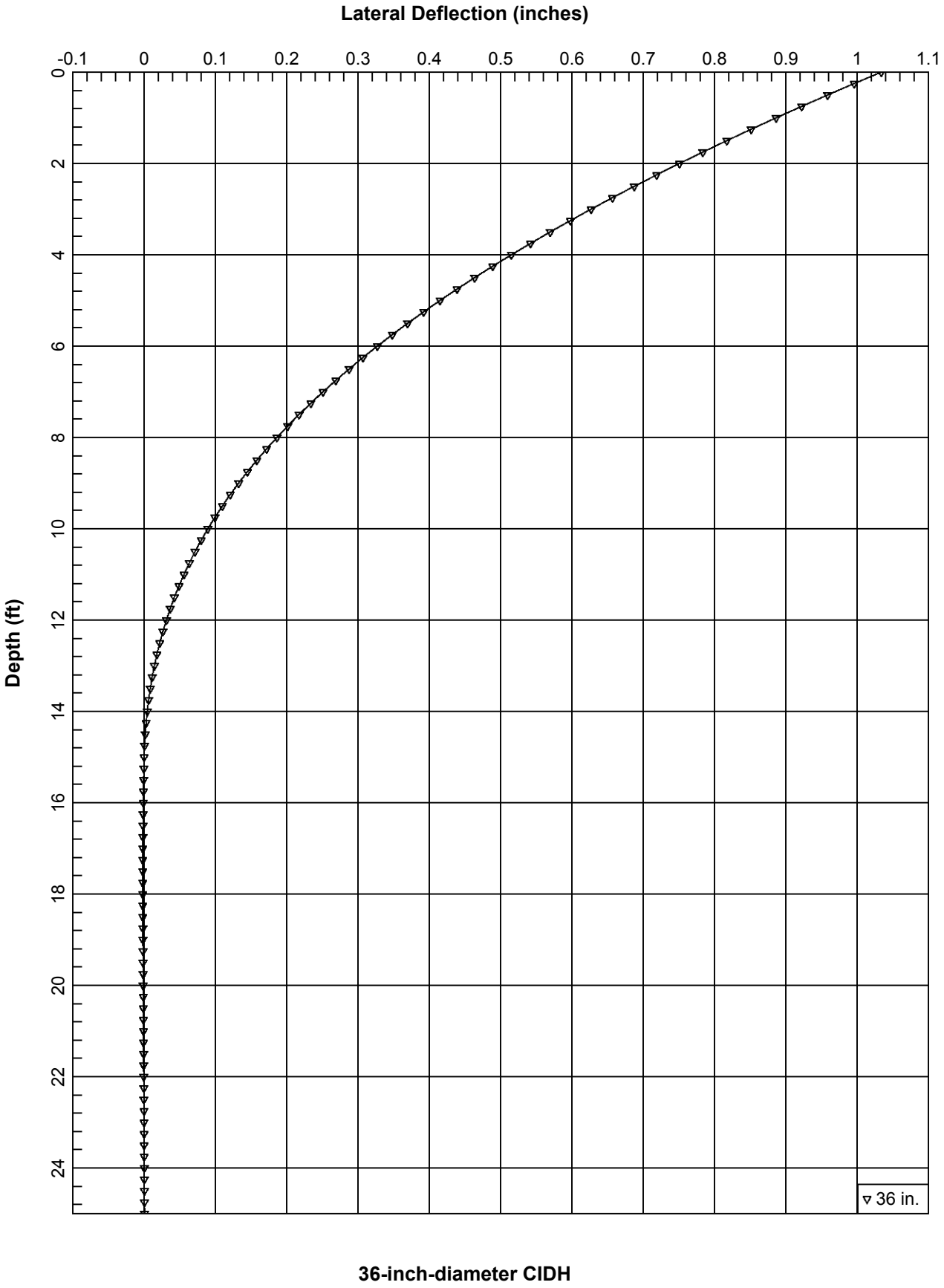
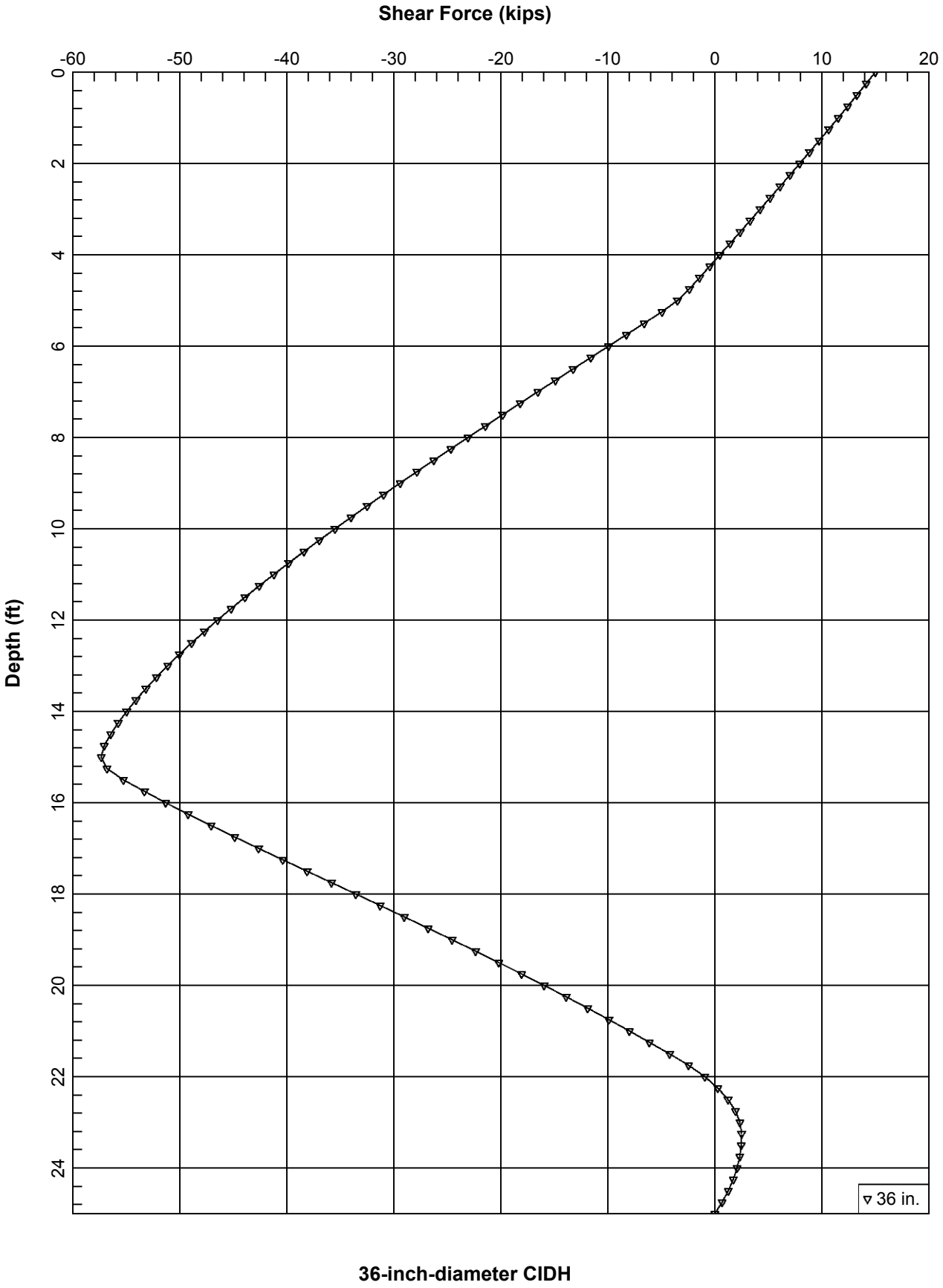
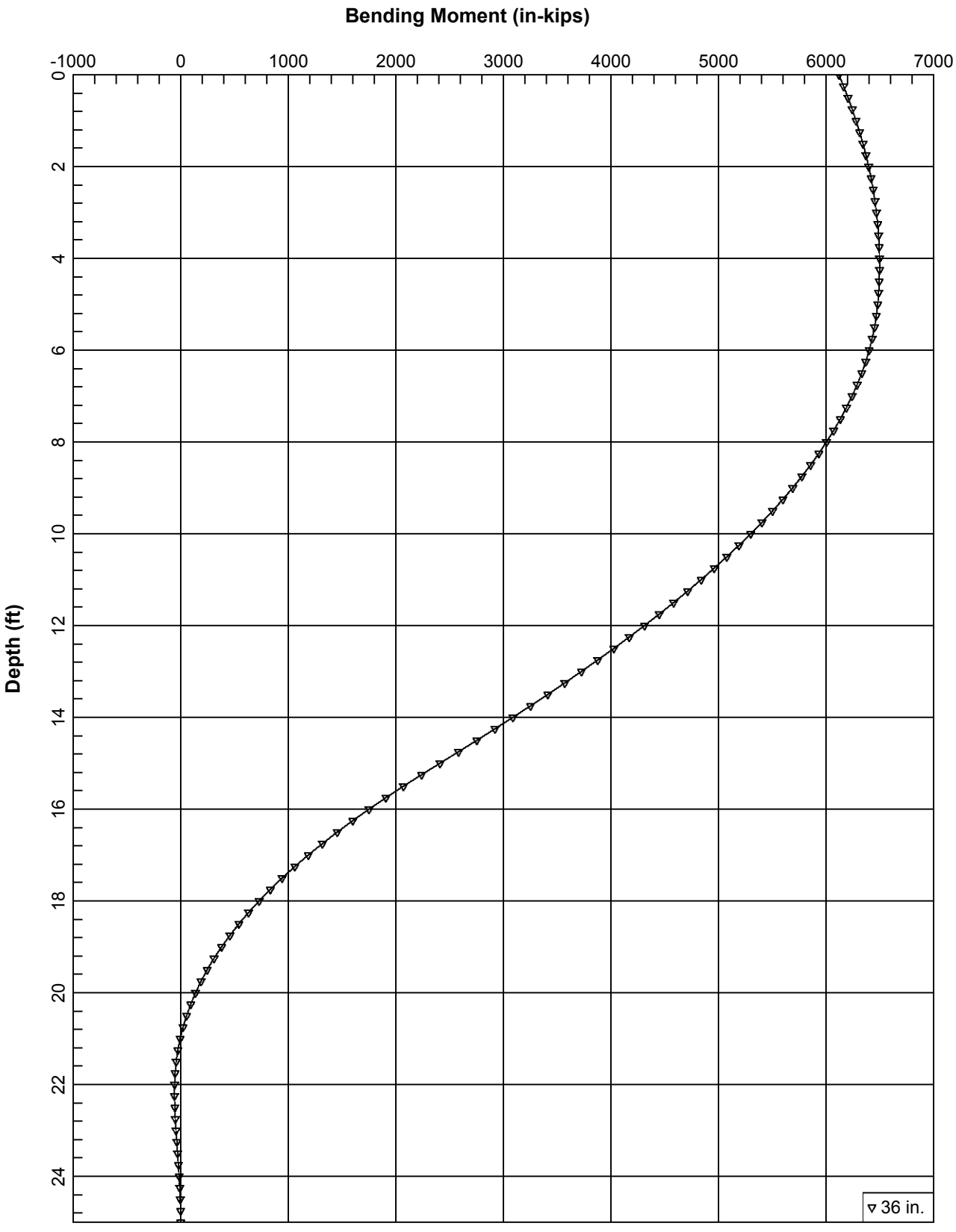
APPENDIX C



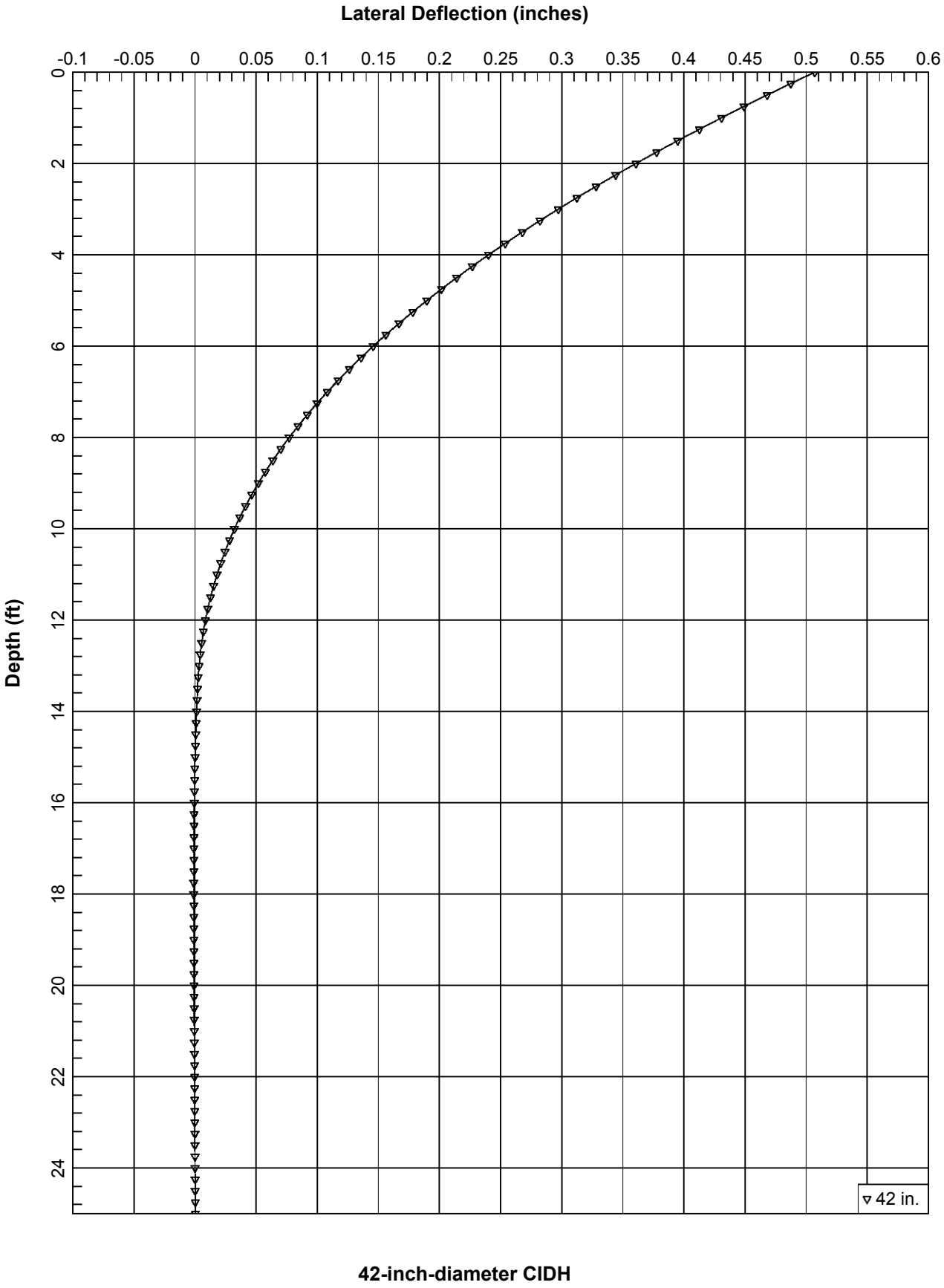
36-inch-diameter CIDH

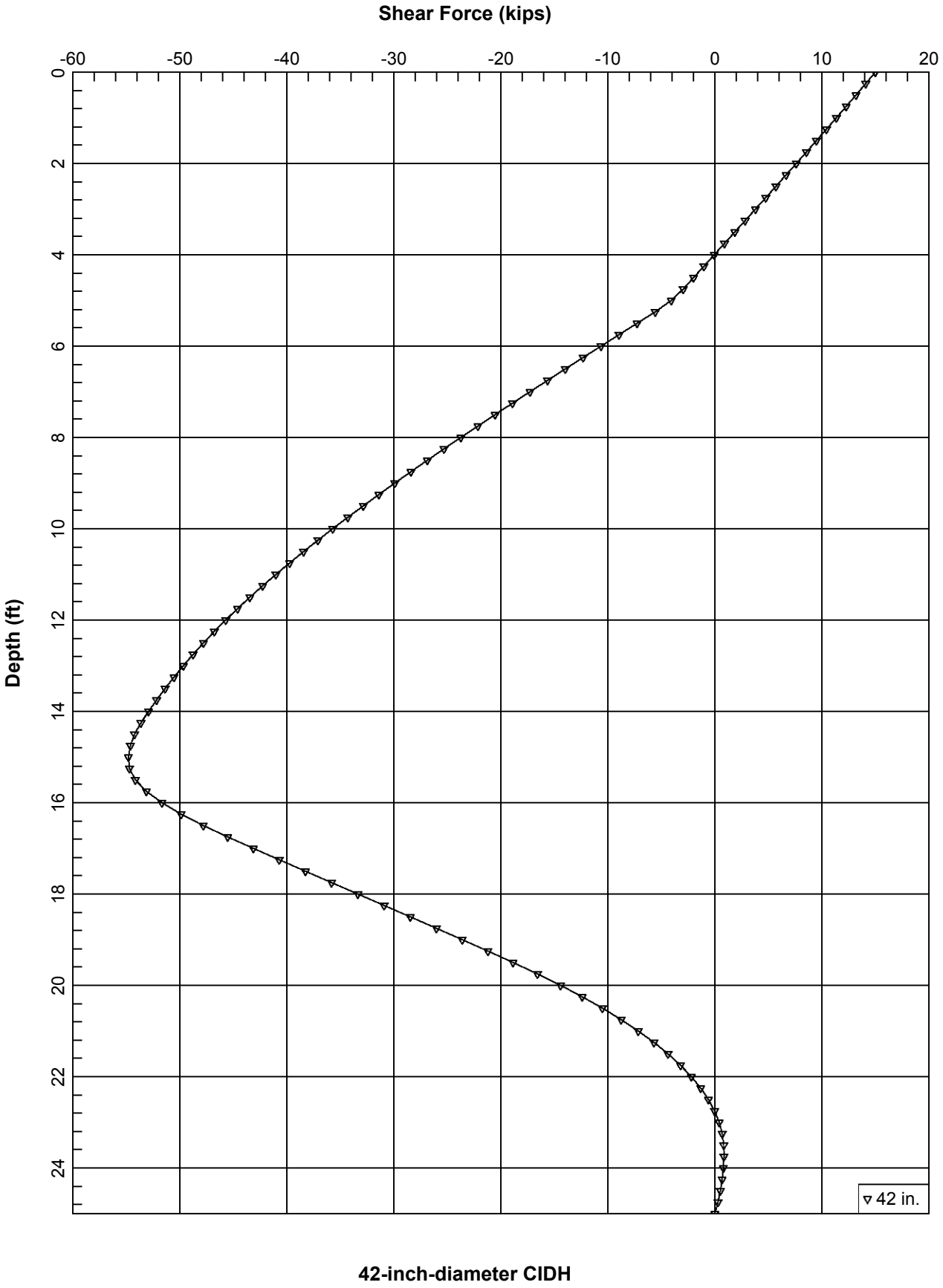


36-inch-diameter CIDH

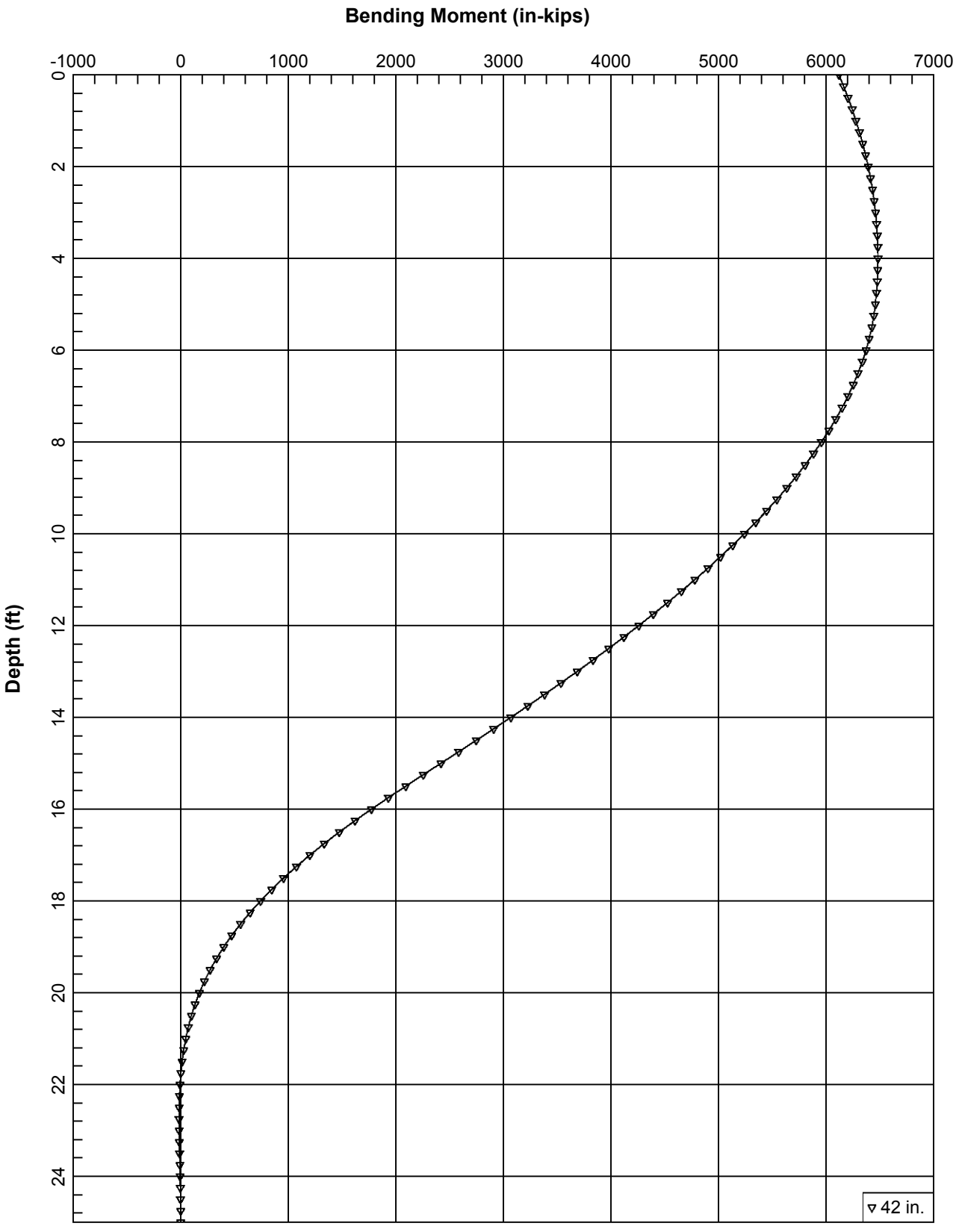


36-inch-diameter CIDH


Lateral Deflection (inches)
-0.1
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
0.45
0.5
0.55
0.6
Depth (ft)
0
2
4
6
8
10
12
14
16
18
20
22
24
▿ 42 in.
42-inch-diameter CIDH



42-inch-diameter CIDH



42-inch-diameter CIDH

LPile Plus for Windows, Version 6.0 (6.0.14)

Analysis of Individual Piles and Drilled Shafts
Subjected to Lateral Loading Using the p-y Method

This program is licensed to:

Carl Kim
Leighton Group

Files Used for Analysis

Path to file locations: P:\Infocus Projects\10296 Ford Theatre\Analyses\lpile\
Name of input data file: 36 inch Dia CIDH demand.lp6d
Name of output file: 36 inch Dia CIDH demand.lp6o
Name of plot output file: 36 inch Dia CIDH demand.lp6p
Name of runtime file: 36 inch Dia CIDH demand.lp6r

Date and Time of Analysis

Date: October 8, 2013 Time: 11:50:48

Problem Title

Ford Theater Foundation

603507-002

Ford Theater Foundation

SP

Drilled, Cast-in-Place Concrete Caissons - 30-inch Diameter

Program Options

Engineering units are US Customary Units: pounds, inches, feet

Basic Program Options:

This analysis computes nonlinear bending stiffness and nominal moment capacity with pile response computed using nonlinear EI

Computation Options:
- Only internally-generated p-y curves used in analysis
- Analysis does not use p-y multipliers (individual pile or shaft action only)
- Analysis assumes no shear resistance at pile tip
- Analysis for fixed-length pile or shaft only
- No computation of foundation stiffness matrix elements
- Output pile response for full length of pile
- Analysis assumes no soil movements acting on pile
- p-y curves computed and output for user-specified depths

Solution Control Parameters:
- Number of pile increments = 100
- Maximum number of iterations allowed = 1000
- Deflection tolerance for convergence = 1.0000E-05 in
- Maximum allowable deflection = 100.0000 in

Pile Response Output Options:
- Values of pile-head deflection, bending moment, shear force, and soil reaction are printed for full length of pile.
- Printing Increment (nodal spacing of output points) = 1

Pile Structural Properties and Geometry

Total Number of Sections = 1

Total Pile Length = 25.00 ft

Depth of ground surface below top of pile = 0.00 ft

Slope angle of ground surface = 45.00 deg.

Pile dimensions used for p-y curve computations defined using 2 points.
p-y curves are computed using values of pile diameter interpolated over the length of the pile.

Point	Depth X ft	Pile Diameter in
1	0.00000	36.0000000
2	25.000000	36.0000000

Input Structural Properties:

Section No. 1:

Section Type = Drilled Shaft (Bored Pile)

Section Length = 25.000 ft
Section Diameter = 36.000 in

Ground Slope and Pile Batter Angles

Ground Slope Angle = 45.000 degrees
= 0.785 radians

Pile Batter Angle = 0.000 degrees
= 0.000 radians

Soil and Rock Layering Information

The soil profile is modelled using 2 layers

Layer 1 is stiff clay without free water

Distance from top of pile to top of layer = 0.000 ft
Distance from top of pile to bottom of layer = 5.000 ft

Layer 2 is stiff clay without free water

Distance from top of pile to top of layer = 5.000 ft
Distance from top of pile to bottom of layer = 50.000 ft

(Depth of lowest layer extends 25.00 ft below pile tip)

Effective Unit Weight of Soil vs. Depth

Effective unit weight of soil with depth defined using 4 points

Point No.	Depth X ft	Eff. Unit Weight pcf
1	0.00	120.00000
2	5.00	120.00000
3	5.00	130.00000
4	50.00	130.00000

Summary of Soil Properties

Layer Num.	Soil Type (p-y Curve Criteria)	Depth ft	Eff. Unit Wt., pcf	Cohesion psf	Friction	Test Type	qu	RQD	Epsilon 50	kpy	Test Prop.	Rock Emass	krm	Elas. Subgr.

Ang., deg.	psi	percent	pci	pci	psi
1	Stiff Clay w/o Free Water		0.00	120.000	1500.000
			0.00	120.000	1500.000
2	Stiff Clay w/o Free Water		0.00	130.000	3000.000
			0.00	130.000	3000.000

Loading Type

Cyclic loading criteria were used for computation of p-y curves for all analyses.

Number of cycles of loading = 10

Pile-head Loading and Pile-head Fixity Conditions

Number of loads specified = 1

Load No.	Load Type	Condition 1	Condition 2	Axial Thrust Force, lbs
1	1	V = 15000.000 lbs	M = 6120000.000 in-lbs	25.000

V = perpendicular shear force applied to pile head
M = bending moment applied to pile head
y = lateral deflection relative to pile axis
S = pile slope relative to original pile batter angle
R = rotational stiffness applie to pile head
Axial thrust is assumed to be acting axially

Output of p-y Curves at Specified Depths

Lateral load-transfer (p-y) curves are computed and output at 6 depths.
(Note the depths of these curves may differ from nodal point depths.),/

Depth No.	Depth Below Pile Head ft	Depth Below Ground Surface ft
1	0.000	0.000
2	5.000	5.000
3	10.000	10.000

4	15.000	15.000
5	20.000	20.000
6	25.000	25.000

Depth of ground surface below top of pile = 0.00 ft

Computations of Nominal Moment Capacity and Nonlinear Bending Stiffness

---

Axial thrust force values were determined from pile-head loading conditions

Number of Sections Analyzed = 1

Section No. 1:

Dimensions and Properties of Drilled Shaft:

Length of Section	=	25.00000000 ft
Shaft Diameter	=	36.00000000 in
Concrete Cover Thickness	=	3.00000000 in
Number of Reinforcing Bars	=	12 bars
Yield Stress of Reinforcing Bars	=	60.00000000 ksi
Modulus of Elasticity of Reinforcing Bars	=	29000. ksi
Gross Area of Shaft	=	1017.87601976 sq. in.
Total Area of Reinforcing Steel	=	12.00000000 sq. in.
Area Ratio of Steel Reinforcement	=	1.18 percent

Axial Structural Capacities:

Nom. Axial Structural Capacity = 0.85 Fc Ac + Fy As	=	4139.979 kips
Tensile Load for Cracking of Concrete	=	-458.502 kips
Nominal Axial Tensile Capacity	=	-720.000 kips

Reinforcing Bar Dimensions and Positions Used in Computations:

Bar Number	Bar Diam. inches	Bar Area sq. in.	X inches	Y inches
1	1.12800	1.00000	14.43600	0.00000
2	1.12800	1.00000	12.50194	7.21800
3	1.12800	1.00000	7.21800	12.50194
4	1.12800	1.00000	0.00000	14.43600
5	1.12800	1.00000	-7.21800	12.50194
6	1.12800	1.00000	-12.50194	7.21800
7	1.12800	1.00000	-14.43600	0.00000
8	1.12800	1.00000	-12.50194	-7.21800
9	1.12800	1.00000	-7.21800	-12.50194
10	1.12800	1.00000	0.00000	-14.43600
11	1.12800	1.00000	7.21800	-12.50194
12	1.12800	1.00000	12.50194	-7.21800

Concrete Properties:

Compressive Strength of Concrete	=	4.0000000 ksi
Modulus of Elasticity of Concrete	=	3604.9965326 ksi
Modulus of Rupture of Concrete	=	-0.4743416 ksi
Compression Strain at Peak Stress	=	0.0018863
Tensile Strain at Fracture of Concrete	=	-0.0001154
Maximum Coarse Aggregate Size	=	0.7500000 in

Number of Axial Thrust Force Values Determined from Pile-head Loadings = 1

Number	Axial Thrust Force kips
1	0.025

Definitions of Run Messages and Notes:

C = concrete in section has cracked in tension
Y = stress in reinforcing steel has reached yield stress
T = tensile strain in reinforcement exceeds 0.005 when compressive strain in concrete is less than 0.003.
Z = depth of tensile zone in concrete section is less than 10 percent of section depth
Bending Stiffness (EI) = Bending Moment / Curvature
Position of neutral axis is computed from compression side of pile
Compressive stresses are positive in sign. Tensile stresses are negative in sign.

Axial Thrust Force = 0.025 kips

Bending Max Concrete Curvature rad/in.	Bending Max Steel Stress ksi	Bending Run Stiffness kip-in2	Depth to N Axis in	Max Comp Strain in/in	Max Tens Strain in/in	Msg
0.000000625	237.5023960	380003834.	18.0087019	0.0000113	-0.0000112	
0.0471195	0.3231452					
0.000001250	474.1329721	379306378.	18.0043674	0.0000225	-0.0000225	
0.0939372	0.6461333					
0.000001875	709.8917279	378608922.	18.0029226	0.0000338	-0.0000337	
0.1404759	0.9691214					
0.000002500	944.7786634	377911465.	18.0022003	0.0000450	-0.0000450	
0.1867358	1.2921095					
0.000003125	1178.7937786	377214009.	18.0017669	0.0000563	-0.0000562	
0.2327167	1.6150976					
0.000003750	1411.9370733	376516553.	18.0014780	0.0000675	-0.0000675	
0.2784187	1.9380857					
0.000004375	1644.2085478	375819097.	18.0012717	0.0000788	-0.0000787	
0.3238418	2.2610739					
0.000005000	1875.6082019	375121640.	18.0011170	0.0000900	-0.0000900	
0.3689860	2.5840620					
0.000005625	2106.1360356	374424184.	18.0009967	0.0001013	-0.0001012	
0.4138513	2.9070501					
0.000006250	2335.7920490	373726728.	18.0009004	0.0001125	-0.0001125	
0.4584377	3.2300382					
0.000006875	2335.7920490	339751571.	9.0870639	0.0000625	-0.0001850	
0.2554970	-5.3298791					C

0.000007500	2335.7920490	311438940.	9.0891541	0.0000682	-0.0002018
0.2783701	-5.8139590 C				
0.000008125	2335.7920490	287482098.	9.0912880	0.0000739	-0.0002186
0.3011852	-6.2979527 C				
0.000008750	2335.7920490	266947663.	9.0934572	0.0000796	-0.0002354
0.3239422	-6.7818602 C				
0.000009375	2335.7920490	249151152.	9.0956554	0.0000853	-0.0002522
0.3466411	-7.2656812 C				
0.0000100	2335.7920490	233579205.	9.0978781	0.0000910	-0.0002690
0.3692818	-7.7494153 C				
0.0000106	2335.7920490	219839252.	9.1001217	0.0000967	-0.0002858
0.3918642	-8.2330625 C				
0.0000113	2335.7920490	207625960.	9.1023834	0.0001024	-0.0003026
0.4143883	-8.7166224 C				
0.0000119	2335.7920490	196698278.	9.1046611	0.0001081	-0.0003194
0.4368539	-9.2000948 C				
0.0000125	2335.7920490	186863364.	9.1069530	0.0001138	-0.0003362
0.4592609	-9.6834795 C				
0.0000131	2335.7920490	177965108.	9.1092577	0.0001196	-0.0003529
0.4816094	-10.1667763 C				
0.0000138	2335.7920490	169875785.	9.1115741	0.0001253	-0.0003697
0.5038991	-10.6499848 C				
0.0000144	2335.7920490	162489882.	9.1139012	0.0001310	-0.0003865
0.5261301	-11.1331049 C				
0.0000150	2335.7920490	155719470.	9.1162383	0.0001367	-0.0004033
0.5483022	-11.6161363 C				
0.0000156	2335.7920490	149490691.	9.1185847	0.0001425	-0.0004200
0.5704154	-12.0990788 C				
0.0000163	2335.7920490	143741049.	9.1209398	0.0001482	-0.0004368
0.5924696	-12.5819321 C				
0.0000169	2335.7920490	138417307.	9.1233033	0.0001540	-0.0004535
0.6144647	-13.0646959 C				
0.0000175	2335.7920490	133473831.	9.1256746	0.0001597	-0.0004703
0.6364005	-13.5473701 C				
0.0000181	2335.7920490	128871285.	9.1280535	0.0001654	-0.0004871
0.6582771	-14.0299544 C				
0.0000188	2335.7920490	124575576.	9.1304396	0.0001712	-0.0005038
0.6800943	-14.5124484 C				
0.0000194	2335.7920490	120557009.	9.1328327	0.0001769	-0.0005206
0.7018521	-14.9948521 C				
0.0000200	2335.7920490	116789602.	9.1352326	0.0001827	-0.0005373
0.7235504	-15.4771650 C				
0.0000206	2335.7920490	113250524.	9.1376391	0.0001885	-0.0005540
0.7451890	-15.9593871 C				
0.0000213	2335.7920490	109919626.	9.1400521	0.0001942	-0.0005708
0.7667680	-16.4415179 C				
0.0000219	2335.7920490	106779065.	9.1424713	0.0002000	-0.0005875
0.7882871	-16.9235572 C				
0.0000225	2335.7920490	103812980.	9.1448966	0.0002058	-0.0006042
0.8097464	-17.4055049 C				
0.0000231	2335.7920490	101007224.	9.1473280	0.0002115	-0.0006210
0.8311457	-17.8873606 C				
0.0000238	2335.7920490	98349139.	9.1497654	0.0002173	-0.0006377
0.8524850	-18.3691240 C				
0.0000244	2335.7920490	95827366.	9.1522086	0.0002231	-0.0006544
0.8737642	-18.8507950 C				
0.0000256	2335.7920490	91152860.	9.1571123	0.0002347	-0.0006878
0.9161417	-19.8138584 C				
0.0000269	2335.7920490	86913193.	9.1620387	0.0002462	-0.0007213
0.9582776	-20.7765486 C				
0.0000281	2335.7920490	83050384.	9.1669873	0.0002578	-0.0007547
1.0001713	-21.7388635 C				
0.0000294	2340.7575926	79685365.	9.1719580	0.0002694	-0.0007881

1.0418219	-22.7008008 C				
0.0000306	2439.2596952	79649296.	9.1769504	0.0002810	-0.0008215
1.0832287	-23.6623585 C				
0.0000319	2537.6690616	79613147.	9.1818841	0.0002927	-0.0008548
1.1243819	-24.6236083 C				
0.0000331	2635.9854485	79576919.	9.1867134	0.0003043	-0.0008882
1.1652744	-25.5846010 C				
0.0000344	2734.2080334	79540597.	9.1915624	0.0003160	-0.0009215
1.2059192	-26.5452238 C				
0.0000356	2832.3363096	79504177.	9.1964312	0.0003276	-0.0009549
1.2463157	-27.5054746 C				
0.0000369	2930.3698135	79467656.	9.2013196	0.0003393	-0.0009882
1.2864631	-28.4653514 C				
0.0000381	3028.3080773	79431032.	9.2062279	0.0003510	-0.0010215
1.3263606	-29.4248519 C				
0.0000394	3126.1506285	79394302.	9.2111558	0.0003627	-0.0010548
1.3660076	-30.3839741 C				
0.0000406	3223.8969902	79357464.	9.2161035	0.0003744	-0.0010881
1.4054032	-31.3427157 C				
0.0000419	3321.5466807	79320518.	9.2210711	0.0003861	-0.0011214
1.4445468	-32.3010744 C				
0.0000431	3419.0992137	79283460.	9.2260585	0.0003979	-0.0011546
1.4834374	-33.2590482 C				
0.0000444	3516.5540983	79246290.	9.2310659	0.0004096	-0.0011879
1.5220745	-34.2166347 C				
0.0000456	3613.9108384	79209005.	9.2360934	0.0004214	-0.0012211
1.5604572	-35.1738316 C				
0.0000469	3711.1689334	79171604.	9.2411411	0.0004332	-0.0012543
1.5985846	-36.1306366 C				
0.0000481	3808.3278775	79134086.	9.2462090	0.0004450	-0.0012875
1.6364561	-37.0870473 C				
0.0000494	3905.3871599	79096449.	9.2512972	0.0004568	-0.0013207
1.6740708	-38.0430615 C				
0.0000506	4002.3462646	79058692.	9.2564060	0.0004686	-0.0013539
1.7114280	-38.9986767 C				
0.0000519	4099.2046705	79020813.	9.2615353	0.0004804	-0.0013871
1.7485267	-39.9538905 C				
0.0000531	4195.9618513	78982811.	9.2666854	0.0004923	-0.0014202
1.7853662	-40.9087006 C				
0.0000544	4292.6172752	78944686.	9.2718564	0.0005042	-0.0014533
1.8219457	-41.8631043 C				
0.0000556	4389.1704050	78906434.	9.2770484	0.0005160	-0.0014865
1.8582643	-42.8170992 C				
0.0000569	4485.6206981	78868056.	9.2822615	0.0005279	-0.0015196
1.8943213	-43.7706828 C				
0.0000581	4581.9676060	78829550.	9.2874959	0.0005398	-0.0015527
1.9301156	-44.7238526 C				
0.0000594	4678.2105749	78790915.	9.2927518	0.0005518	-0.0015857
1.9656465	-45.6766060 C				
0.0000606	4774.3490449	78752149.	9.2980292	0.0005637	-0.0016188
2.0009132	-46.6289403 C				
0.0000619	4870.3824505	78713252.	9.3033285	0.0005756	-0.0016519
2.0359147	-47.5808530 C				
0.0000631	4966.3102200	78674221.	9.3086496	0.0005876	-0.0016849
2.0706502	-48.5323413 C				
0.0000644	5062.1317758	78635057.	9.3139929	0.0005996	-0.0017179
2.1051187	-49.4834026 C				
0.0000656	5157.8465342	78595757.	9.3193584	0.0006116	-0.0017509
2.1393195	-50.4340342 C				
0.0000669	5253.4539052	78556320.	9.3247463	0.0006236	-0.0017839
2.1732515	-51.3842332 C				
0.0000681	5348.9532923	78516746.	9.3301569	0.0006356	-0.0018169
2.2069139	-52.3339970 C				

0.0000694	5444.3440927	78477032.	9.3355902	0.0006477	-0.0018498
2.2403058	-53.2833226 C				
0.0000706	5539.6256973	78437178.	9.3410466	0.0006597	-0.0018828
2.2734262	-54.2322072 C				
0.0000719	5634.7974899	78397182.	9.3465260	0.0006718	-0.0019157
2.3062741	-55.1806480 C				
0.0000731	5729.8588478	78357044.	9.3520289	0.0006839	-0.0019486
2.3388487	-56.1286420 C				
0.0000744	5824.8091414	78316762.	9.3575553	0.0006960	-0.0019815
2.3711490	-57.0761863 C				
0.0000794	6203.4872178	78154170.	9.3799003	0.0007445	-0.0021130
2.4975875	-60.0000000 CY				
0.0000844	6580.3357131	77989164.	9.4026383	0.0007933	-0.0022442
2.6195578	-60.0000000 CY				
0.0000894	6951.7426698	77781736.	9.4241587	0.0008423	-0.0023752
2.7366479	-60.0000000 CY				
0.0000944	7260.5371153	76932844.	9.4192512	0.0008889	-0.0025086
2.8433580	-60.0000000 CY				
0.0000994	7516.7878425	75640632.	9.3940074	0.0009335	-0.0026440
2.9408479	-60.0000000 CY				
0.0001044	7677.4214937	73556134.	9.3307992	0.0009739	-0.0027836
3.0252416	-60.0000000 CY				
0.0001094	7833.0668072	71616611.	9.2729509	0.0010142	-0.0029233
3.1060401	-60.0000000 CY				
0.0001144	7987.9150347	69839694.	9.2215203	0.0010547	-0.0030628
3.1836415	-60.0000000 CY				
0.0001194	8141.9254830	68204611.	9.1754958	0.0010953	-0.0032022
3.2579595	-60.0000000 CY				
0.0001244	8294.8791068	66692495.	9.1324633	0.0011359	-0.0033416
3.3285782	-60.0000000 CY				
0.0001294	8419.5664701	65078775.	9.0801511	0.0011747	-0.0034828
3.3929750	-60.0000000 CY				
0.0001344	8489.2099892	63175516.	9.0055216	0.0012101	-0.0036274
3.4485940	-60.0000000 CY				
0.0001394	8549.9119508	61344660.	8.9328692	0.0012450	-0.0037725
3.5008359	-60.0000000 CY				
0.0001444	8610.2016367	59637760.	8.8660471	0.0012800	-0.0039175
3.5506422	-60.0000000 CY				
0.0001494	8669.8648694	58040936.	8.8035109	0.0013150	-0.0040625
3.5977938	-60.0000000 CY				
0.0001544	8728.5282858	56541074.	8.7431164	0.0013497	-0.0042078
3.6419586	-60.0000000 CY				
0.0001594	8786.7867445	55132780.	8.6872598	0.0013845	-0.0043530
3.6836979	-60.0000000 CY				
0.0001644	8844.6337623	53807658.	8.6355383	0.0014195	-0.0044980
3.7229864	-60.0000000 CY				
0.0001694	8902.0626523	52558303.	8.5875971	0.0014545	-0.0046430
3.7597984	-60.0000000 CY				
0.0001744	8959.0665484	51378159.	8.5431222	0.0014897	-0.0047878
3.7941073	-60.0000000 CY				
0.0001794	9015.6383974	50261399.	8.5018353	0.0015250	-0.0049325
3.8258861	-60.0000000 CY				
0.0001844	9071.7709502	49202825.	8.4634885	0.0015605	-0.0050770
3.8551070	-60.0000000 CY				
0.0001894	9127.0515753	48195652.	8.4256498	0.0015956	-0.0052219
3.8814360	-60.0000000 CY				
0.0001944	9181.8595251	47237863.	8.3902288	0.0016309	-0.0053666
3.9051870	-60.0000000 CY				
0.0001994	9236.2296628	46325917.	8.3572766	0.0016662	-0.0055113
3.9263654	-60.0000000 CY				
0.0002044	9288.6333091	45448970.	8.3256465	0.0017016	-0.0056559
3.9448410	-60.0000000 CY				
0.0002094	9337.1813943	44595493.	8.2940349	0.0017366	-0.0058009

3.9605209	-60.0000000 CY				
0.0002144	9371.5028365	43715465.	8.2556616	0.0017698	-0.0059477
3.9729728	-60.0000000 CY				
0.0002194	9396.1339619	42831380.	8.2134836	0.0018018	-0.0060957
3.9827347	-60.0000000 CY				
0.0002244	9414.5761781	41959114.	8.1698684	0.0018331	-0.0062444
3.9901625	-60.0000000 CY				
0.0002294	9429.5126972	41109592.	8.1265043	0.0018640	-0.0063935
3.9954609	-60.0000000 CY				
0.0002344	9443.8922846	40293940.	8.0842187	0.0018947	-0.0065428
3.9987217	-60.0000000 CY				
0.0002394	9457.4802956	39509056.	8.0420123	0.0019251	-0.0066924
3.9999792	-60.0000000 CY				
0.0002444	9470.7754939	38755092.	8.0020673	0.0019555	-0.0068420
3.9955764	-60.0000000 CY				
0.0002494	9483.8529100	38030488.	7.9641550	0.0019861	-0.0069914
3.9986329	-60.0000000 CY				
0.0002544	9496.7229908	37333555.	7.9281441	0.0020167	-0.0071408
3.9999463	-60.0000000 CY				
0.0002594	9509.2739362	36662261.	7.8940703	0.0020475	-0.0072900
3.9941422	-60.0000000 CY				
0.0002644	9521.6012395	36015513.	7.8617043	0.0020784	-0.0074391
3.9976448	-60.0000000 CY				
0.0002694	9533.7409191	35392078.	7.8309075	0.0021095	-0.0075880
3.9995831	-60.0000000 CY				
0.0002744	9545.6413557	34790492.	7.8016626	0.0021406	-0.0077369
3.9976885	60.0000000 CY				
0.0003044	9610.5784835	31574796.	7.6457059	0.0023272	-0.0086303
3.9969371	60.0000000 CY				
0.0003344	9668.3149753	28914587.	7.5238012	0.0025158	-0.0095217
3.9988080	60.0000000 CY				
0.0003644	9721.0839946	26678790.	7.4309932	0.0027077	-0.0104098
3.9989028	60.0000000 CY				
0.0003944	9769.4136160	24771889.	7.3574056	0.0029016	-0.0112959
3.9972446	60.0000000 CY				
0.0004244	9813.8328494	23125379.	7.2956188	0.0030961	-0.0121814
3.9911390	60.0000000 CY				
0.0004544	9855.8048293	21690905.	7.2471793	0.0032929	-0.0130646
3.9948962	60.0000000 CY				
0.0004844	9895.4651063	20429347.	7.2095727	0.0034921	-0.0139454
3.9971106	60.0000000 CY				
0.0005144	9930.4435095	19305844.	7.1789610	0.0036927	-0.0148248
3.9851877	60.0000000 CY				
0.0005444	9930.4435095	18241917.	7.1884896	0.0039132	-0.0156843
3.9989353	60.0000000 CY				

Summary of Results for Nominal (Unfactored) Moment Capacity for Section 1

Moment values interpolated at maximum compressive strain = 0.003
or maximum developed moment if pile fails at smaller strains.

Load No.	Axial Thrust kips	Nominal Mom. Cap. in-kip	Max. Comp. Strain
1	0.025	9791.891	0.00300000

Note note that the values of moment capacity in the table above are not
factored by a strength reduction factor (phi-factor).

In ACI 318-08, the value of the strength reduction factor depends on whether

the transverse reinforcing steel bars are spirals or tied hoops.

The above values should be multiplied by the appropriate strength reduction factor to compute ultimate moment capacity according to ACI 318-08, Section 9.3.2.2 or the value required by the design standard being followed.

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p-y Curves Reported for Specified Depths

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p-y Curve Computed Using Cyclic Criteria for Stiff Clay without Free Water

Soil Layer Number	=	1
Depth below pile head	=	0.000 in
Depth below ground surface	=	0.000 in
Ground Slope Angle	=	45.000 degrees
Pile Batter Angle	=	0.000 degrees
Effective Slope	=	45.000 degrees
Equivalent Depth	=	0.000 in
Diameter	=	36.000 in
Undrained cohesion, c	=	10.41667 lbs/in**2
Average Eff. Unit Weight	=	0.06944 lbs/in**3
Epsilon-50	=	0.00700
Pct	=	562.500 lbs/in
Pcd	=	3375.000 lbs/in
Pu	=	562.500 lbs/in
y50	=	0.630 in
p-multiplier	=	1.00000
y-multiplier	=	1.00000
Number of cycles of loading	=	10.

y, in	p, lbs/in
0.0000	0.0000
0.0001008	28.12500
0.0005040	42.05668
0.00101	50.01411
0.00504	74.78854
0.01008	88.93906
0.05040	132.99491
0.10080	158.15850
0.25200	198.87378
0.50400	236.50212
0.75600	261.73262
1.00800	281.25000
2.52000	353.65315
5.04000	420.56684
10.08000	500.14108
15.12000	553.49709
20.16000	562.50000

p-y Curve Computed Using Cyclic Criteria for Stiff Clay without Free Water

Soil Layer Number	=	2
Depth below pile head	=	60.000 in
Depth below ground surface	=	60.000 in

Ground Slope Angle	=	45.000 degrees
Pile Batter Angle	=	0.000 degrees
Effective Slope	=	45.000 degrees
Equivalent Depth	=	22.547 in
Diameter	=	36.000 in
Undrained cohesion, c	=	15.62500 lbs/in**2
Average Eff. Unit Weight	=	0.06944 lbs/in**3
Epsilon-50	=	0.00500
Pct	=	960.010 lbs/in
Pcd	=	5062.500 lbs/in
Pu	=	960.010 lbs/in
y50	=	0.450 in
p-multiplier	=	1.00000
y-multiplier	=	1.00000
Number of cycles of loading	=	10.

y, in	p, lbs/in
0.0000	0.0000
0.0000720	48.00051
0.0003600	71.77750
0.0007200	85.35832
0.00360	127.64046
0.00720	151.79094
0.03600	226.98039
0.07200	269.92670
0.18000	339.41486
0.36000	403.63456
0.54000	446.69507
0.72000	480.00509
1.80000	603.57445
3.60000	717.77503
7.20000	853.58317
10.80000	944.64506
14.40000	960.01019

p-y Curve Computed Using Cyclic Criteria for Stiff Clay without Free Water

Soil Layer Number	=	2
Depth below pile head	=	120.000 in
Depth below ground surface	=	120.000 in
Ground Slope Angle	=	45.000 degrees
Pile Batter Angle	=	0.000 degrees
Effective Slope	=	45.000 degrees
Equivalent Depth	=	82.547 in
Diameter	=	36.000 in
Undrained cohesion, c	=	20.83333 lbs/in**2
Average Eff. Unit Weight	=	0.07234 lbs/in**3
Epsilon-50	=	0.00500
Pct	=	1662.418 lbs/in
Pcd	=	6750.000 lbs/in
Pu	=	1662.418 lbs/in
y50	=	0.450 in
p-multiplier	=	1.00000
y-multiplier	=	1.00000
Number of cycles of loading	=	10.

y, in	p, lbs/in
0.0000	0.0000

0.0000720	83.12091
0.0003600	124.29475
0.0007200	147.81220
0.00360	221.03079
0.00720	262.85139
0.03600	393.05450
0.07200	467.42321
0.18000	587.75358
0.36000	698.96074
0.54000	773.52722
0.72000	831.20908
1.80000	1045.19008
3.60000	1242.94748
7.20000	1478.12199
10.80000	1635.81089
14.40000	1662.41816

p-y Curve Computed Using Cyclic Criteria for Stiff Clay without Free Water

Soil Layer Number	=	2	
Depth below pile head	=	180.000	in
Depth below ground surface	=	180.000	in
Ground Slope Angle	=	45.000	degrees
Pile Batter Angle	=	0.000	degrees
Effective Slope	=	45.000	degrees
Equivalent Depth	=	142.547	in
Diameter	=	36.000	in
Undrained cohesion, c	=	20.83333	lbs/in**2
Average Eff. Unit Weight	=	0.07330	lbs/in**3
Epsilon-50	=	0.00500	
Pct	=	2055.518	lbs/in
Pcd	=	6750.000	lbs/in
Pu	=	2055.518	lbs/in
y50	=	0.450	in
p-multiplier	=	1.00000	
y-multiplier	=	1.00000	
Number of cycles of loading	=	10.	

y, in	p, lbs/in
0.0000	0.0000
0.0000720	102.77590
0.0003600	153.68581
0.0007200	182.76426
0.00360	273.29632
0.00720	325.00593
0.03600	485.99721
0.07200	577.95134
0.18000	726.73534
0.36000	864.23884
0.54000	956.43750
0.72000	1027.75897
1.80000	1292.33848
3.60000	1536.85812
7.20000	1827.64261
10.80000	2022.61904
14.40000	2055.51794

p-y Curve Computed Using Cyclic Criteria for Stiff Clay without Free Water

Soil Layer Number	=	2	
Depth below pile head	=	240.000	in
Depth below ground surface	=	240.000	in
Ground Slope Angle	=	45.000	degrees
Pile Batter Angle	=	0.000	degrees
Effective Slope	=	45.000	degrees
Equivalent Depth	=	202.547	in
Diameter	=	36.000	in
Undrained cohesion, c	=	20.83333	lbs/in**2
Average Eff. Unit Weight	=	0.07378	lbs/in**3
Epsilon-50	=	0.00500	
Pct	=	2448.943	lbs/in
Pcd	=	6750.000	lbs/in
Pu	=	2448.943	lbs/in
y50	=	0.450	in
p-multiplier	=	1.00000	
y-multiplier	=	1.00000	
Number of cycles of loading	=	10.	

y, in	p, lbs/in
0.0000	0.0000
0.0000720	122.44714
0.0003600	183.10118
0.0007200	217.74523
0.00360	325.60507
0.00720	387.21186
0.03600	579.01678
0.07200	688.57087
0.18000	865.83204
0.36000	1029.65363
0.54000	1139.49906
0.72000	1224.47142
1.80000	1539.69129
3.60000	1831.01184
7.20000	2177.45230
10.80000	2409.74710
14.40000	2448.94284

p-y Curve Computed Using Cyclic Criteria for Stiff Clay without Free Water

Soil Layer Number	=	2	
Depth below pile head	=	300.000	in
Depth below ground surface	=	300.000	in
Ground Slope Angle	=	45.000	degrees
Pile Batter Angle	=	0.000	degrees
Effective Slope	=	45.000	degrees
Equivalent Depth	=	262.547	in
Diameter	=	36.000	in
Undrained cohesion, c	=	20.83333	lbs/in**2
Average Eff. Unit Weight	=	0.07407	lbs/in**3
Epsilon-50	=	0.00500	
Pct	=	2842.498	lbs/in
Pcd	=	6750.000	lbs/in
Pu	=	2842.498	lbs/in
y50	=	0.450	in
p-multiplier	=	1.00000	
y-multiplier	=	1.00000	
Number of cycles of loading	=	10.	

y, in	p, lbs/in
0.0000	0.0000
0.0000720	142.12489
0.0003600	212.52628
0.0007200	252.73776
0.00360	377.93111
0.00720	449.43836
0.03600	672.06710
0.07200	799.22697
0.18000	1004.97472
0.36000	1195.12309
0.54000	1322.62113
0.72000	1421.24889
1.80000	1787.12585
3.60000	2125.26278
7.20000	2527.37762
10.80000	2797.00312
14.40000	2842.49777

Computed Values of Pile Loading and Deflection
for Lateral Loading for Load Case Number 1

Pile-head conditions are Shear and Moment (Loading Type 1)

Horizontal shear force at pile head = 15000.000 lbs
Applied moment at pile head = 6120000.000 in-lbs
Axial thrust load on pile head = 25.000 lbs

Depth X	Deflect. y	Bending Moment	Shear Force	Slope S	Total Stress	Bending Stiffness	Soil Res. Es*h	Soil Spr. Lat. Load	Distrib. p
inches	inches	in-lbs	lbs	radians	psi*	lb-in^2	lb/inch	lb/inch	lb/in
0.00	1.0338	6120000.	15000.	-0.0127	0.000	7.817E+10	-283.0321	410.6804	0.000
3.000	0.9959	6163727.	14146.	-0.0125	0.000	7.817E+10	-286.1673	862.0404	0.000
6.000	0.9587	6204879.	13283.	-0.0123	0.000	7.817E+10	-289.1688	904.8473	0.000
9.000	0.9223	6243428.	12411.	-0.0120	0.000	7.814E+10	-292.0347	949.9287	0.000
12.000	0.8866	6279349.	11531.	-0.0118	0.000	7.812E+10	-294.7630	997.4444	0.000
15.000	0.8515	6312617.	10643.	-0.0115	0.000	7.810E+10	-297.3518	1047.5682	0.000
18.000	0.8173	6343209.	9747.2962	-0.0113	0.000	7.809E+10	-299.7991	1100.4894	0.000
21.000	0.7837	6371103.	8844.4433	-0.0111	0.000	7.808E+10	-302.1028	1156.4145	0.000
24.000	0.7509	6396277.	7934.8978	-0.0108	0.000	7.807E+10	-304.2609	1215.5689	0.000
27.000	0.7188	6418714.	7019.0999	-0.0106	0.000	7.806E+10	-306.2711	1278.1992	0.000

30.000	0.6875	6438394.	6097.4966	-0.0103	0.000	7.805E+10	-308.1312	1344.5754	0.000
33.000	0.6569	6455300.	5170.5413	-0.0101	0.000	7.804E+10	-309.8390	1414.9938	0.000
36.000	0.6271	6469418.	4238.6945	-0.009825	0.000	7.804E+10	-311.3922	1489.7800	0.000
39.000	0.5980	6480734.	3302.4239	-0.009576	0.000	7.803E+10	-312.7883	1569.2924	0.000
42.000	0.5696	6489234.	2362.2043	-0.009327	0.000	7.803E+10	-314.0248	1653.9260	0.000
45.000	0.5420	6494909.	1418.5179	-0.009077	0.000	7.802E+10	-315.0994	1744.1171	0.000
48.000	0.5151	6497747.	471.8549	-0.008828	0.000	7.802E+10	-316.0093	1840.3487	0.000
51.000	0.4890	6497741.	-477.2870	-0.008578	0.000	7.802E+10	-316.7519	1943.1559	0.000
54.000	0.4637	6494884.	-1428.4016	-0.008328	0.000	7.802E+10	-317.3245	2053.1334	0.000
57.000	0.4391	6489172.	-2380.9747	-0.008078	0.000	7.803E+10	-317.7243	2170.9427	0.000
60.000	0.4152	6480600.	-3485.0007	-0.007829	0.000	7.803E+10	-418.2930	3022.3583	0.000
63.000	0.3921	6468263.	-4943.6442	-0.007580	0.000	7.804E+10	-554.1360	4239.9133	0.000
66.000	0.3697	6450939.	-6606.3278	-0.007332	0.000	7.804E+10	-554.3197	4497.9115	0.000
69.000	0.3481	6428626.	-8269.0696	-0.007084	0.000	7.805E+10	-554.1749	4776.0696	0.000
72.000	0.3272	6401326.	-9930.8735	-0.006838	0.000	7.807E+10	-553.6944	5076.4642	0.000
75.000	0.3071	6369042.	-11591.	-0.006592	0.000	7.808E+10	-552.8711	5401.4443	0.000
78.000	0.2877	6331782.	-13248.	-0.006348	0.000	7.810E+10	-551.6979	5753.6747	0.000
81.000	0.2690	6289557.	-14900.	-0.006106	0.000	7.811E+10	-550.1671	6136.1883	0.000
84.000	0.2510	6242381.	-16548.	-0.005865	0.000	7.814E+10	-548.2710	6552.4481	0.000
87.000	0.2338	6190270.	-18189.	-0.005627	0.000	7.816E+10	-546.0014	7006.4232	0.000
90.000	0.2173	6133245.	-19823.	-0.005390	0.000	7.818E+10	-543.3497	7502.6792	0.000
93.000	0.2014	6071330.	-21449.	-0.005156	0.000	7.821E+10	-540.3071	8046.4892	0.000
96.000	0.1863	6004552.	-23065.	-0.004925	0.000	7.824E+10	-536.8638	8643.9697	0.000
99.000	0.1719	5932943.	-24670.	-0.004696	0.000	7.827E+10	-533.0098	9302.2490	0.000
102.000	0.1582	5856536.	-26262.	-0.004470	0.000	7.830E+10	-528.7342	10030.	0.000
105.000	0.1451	5775371.	-27841.	-0.004247	0.000	7.834E+10	-524.0253	10836.	0.000
108.000	0.1327	5689489.	-29406.	-0.004028	0.000	7.837E+10	-518.8704	11733.	0.000
111.000	0.1209	5598937.	-30954.	-0.003812	0.000	7.841E+10	-513.2560	12735.	0.000
114.000	0.1098	5503767.	-32484.	-0.003599	0.000	7.845E+10	-507.1669	13857.	0.000
117.000	0.0993	5404031.	-33996.	-0.003391	0.000	7.849E+10	-500.5869	15121.	0.000
120.000	0.0895	5299791.	-35487.	-0.003186	0.000	7.854E+10	-493.4977	16550.	0.000
123.000	0.0802	5191109.	-36956.	-0.002986	0.000	7.858E+10			

-485.8793	18175.	0.000				
126.000	0.0715	5078054.	-38402.	-0.002790	0.000	7.863E+10
-477.7091	20033.	0.000				
129.000	0.0635	4960699.	-39822.	-0.002599	0.000	7.868E+10
-468.9616	22170.	0.000				
132.000	0.0559	4839124.	-41215.	-0.002412	0.000	7.873E+10
-459.6080	24645.	0.000				
135.000	0.0490	4713412.	-42578.	-0.002230	0.000	7.878E+10
-449.6153	27534.	0.000				
138.000	0.0426	4583654.	-43911.	-0.002053	0.000	7.883E+10
-438.9449	30935.	0.000				
141.000	0.0367	4449946.	-45211.	-0.001881	0.000	7.888E+10
-427.5519	34977.	0.000				
144.000	0.0313	4312389.	-46475.	-0.001714	0.000	7.894E+10
-415.3829	39835.	0.000				
147.000	0.0264	4171094.	-47702.	-0.001553	0.000	7.899E+10
-402.3737	45750.	0.000				
150.000	0.0220	4026178.	-48888.	-0.001398	0.000	7.905E+10
-388.4453	53060.	0.000				
153.000	0.0180	3877765.	-50031.	-0.001248	0.000	7.911E+10
-373.4992	62254.	0.000				
156.000	0.0145	3725991.	-51127.	-0.001104	0.000	7.917E+10
-357.4087	74068.	0.000				
159.000	0.0114	3571000.	-52174.	-0.000965	0.000	7.923E+10
-340.0063	89655.	0.000				
162.000	0.008684	3412950.	-53165.	-0.000833	0.000	7.929E+10
-321.0615	110918.	0.000				
165.000	0.006378	3252009.	-54097.	-0.000707	0.000	7.935E+10
-300.2399	141228.	0.000				
168.000	0.004441	3088367.	-54963.	-0.000587	0.000	7.941E+10
-277.0204	187149.	0.000				
171.000	0.002854	2922231.	-55754.	-0.000474	0.000	7.947E+10
-250.5006	263358.	0.000				
174.000	0.001597	2753841.	-56458.	-0.000367	0.000	7.953E+10
-218.8272	410975.	0.000				
177.000	0.000653	2583481.	-57063.	-0.000266	0.000	7.960E+10
-184.5960	848272.	0.000				
180.000	4.264E-07	2411460.	-57341.	-0.000172	0.000	7.966E+10
-0.1217	856466.	0.000				
183.000	-0.000380	2239438.	-56807.	-0.000118	0.000	3.740E+11
355.8187	2812500.	0.000				
186.000	-0.000706	2070619.	-55281.	-0.000100	0.000	3.745E+11
661.5152	2812500.	0.000				
189.000	-0.000982	1907752.	-53316.	-8.448E-05	0.000	3.750E+11
648.4626	1981179.	0.000				
192.000	-0.001212	1750723.	-51318.	-6.985E-05	0.000	3.755E+11
683.6020	1691431.	0.000				
195.000	-0.001401	1599845.	-49229.	-5.647E-05	0.000	3.759E+11
708.7795	1517689.	0.000				
198.000	-0.001551	1455346.	-47076.	-4.429E-05	0.000	3.764E+11
727.0796	1406066.	0.000				
201.000	-0.001667	1317392.	-44875.	-3.324E-05	0.000	3.768E+11
740.2581	1332379.	0.000				
204.000	-0.001751	1186099.	-42640.	-2.328E-05	0.000	3.772E+11
749.4219	1284156.	0.000				
207.000	-0.001806	1061552.	-40383.	-1.435E-05	0.000	3.775E+11
755.3194	1254357.	0.000				
210.000	-0.001837	943802.	-38112.	-6.384E-06	0.000	3.779E+11
758.4821	1238769.	0.000				
213.000	-0.001845	832878.	-35836.	6.654E-07	0.000	3.782E+11
759.3027	1234789.	0.000				
216.000	-0.001833	728789.	-33559.	6.857E-06	0.000	3.785E+11
758.0789	1240807.	0.000				

219.000	-0.001804	631522.	-31290.	1.225E-05	0.000	3.788E+11
755.0418	1255867.	0.000				
222.000	-0.001759	541050.	-29032.	1.689E-05	0.000	3.790E+11
750.3723	1279483.	0.000				
225.000	-0.001702	457332.	-26790.	2.084E-05	0.000	3.793E+11
744.2135	1311535.	0.000				
228.000	-0.001634	380311.	-24568.	2.415E-05	0.000	3.795E+11
736.6777	1352219.	0.000				
231.000	-0.001557	309921.	-22372.	2.688E-05	0.000	3.797E+11
727.8515	1402034.	0.000				
234.000	-0.001473	246081.	-20203.	2.907E-05	0.000	3.800E+11
717.7983	1461795.	0.000				
237.000	-0.001383	188702.	-18067.	3.079E-05	0.000	3.800E+11
706.5603	1532685.	0.000				
240.000	-0.001288	137681.	-15966.	3.208E-05	0.000	3.800E+11
694.1575	1616343.	0.000				
243.000	-0.001191	92909.	-13903.	3.299E-05	0.000	3.800E+11
680.5858	1715008.	0.000				
246.000	-0.001090	54261.	-11884.	3.357E-05	0.000	3.800E+11
665.8140	1831739.	0.000				
249.000	-0.000989	21605.	-9910.4589	3.387E-05	0.000	3.800E+11
649.7766	1970781.	0.000				
252.000	-0.000887	-5201.9370	-7987.2486	3.393E-05	0.000	3.800E+11
632.3636	2138153.	0.000				
255.000	-0.000786	-26318.	-6118.5971	3.381E-05	0.000	3.800E+11
613.4041	2342663.	0.000				
258.000	-0.000684	-41914.	-4236.0399	3.354E-05	0.000	3.800E+11
641.6340	2812500.	0.000				
261.000	-0.000584	-51734.	-2451.9306	3.317E-05	0.000	3.800E+11
547.7722	2812500.	0.000				
264.000	-0.000485	-56625.	-947.6837	3.274E-05	0.000	3.800E+11
455.0590	2812500.	0.000				
267.000	-0.000388	-57420.	280.3096	3.229E-05	0.000	3.800E+11
363.6032	2812500.	0.000				
270.000	-0.000292	-54943.	1235.8478	3.185E-05	0.000	3.800E+11
273.4223	2812500.	0.000				
273.000	-0.000197	-50005.	1922.6732	3.143E-05	0.000	3.800E+11
184.4613	2812500.	0.000				
276.000	-0.000103	-43407.	2344.2811	3.106E-05	0.000	3.800E+11
96.6106	2812500.	0.000				
279.000	-1.037E-05	-35940.	2503.7827	3.075E-05	0.000	3.800E+11
9.7238	2812500.	0.000				
282.000	8.146E-05	-28385.	2472.1348	3.050E-05	0.000	3.800E+11
-30.8223	1135176.	0.000				
285.000	0.000173	-21107.	2327.2212	3.030E-05	0.000	3.800E+11
-65.7868	1143376.	0.000				
288.000	0.000263	-14421.	2076.9546	3.016E-05	0.000	3.800E+11
-101.0576	1151575.	0.000				
291.000	0.000354	-8645.1093	1720.3303	3.007E-05	0.000	3.800E+11
-136.6920	1159775.	0.000				
294.000	0.000444	-4099.2346	1256.1818	3.002E-05	0.000	3.800E+11
-172.7403	1167974.	0.000				
297.000	0.000534	-1108.0229	683.2065	3.000E-05	0.000	3.800E+11
-209.2432	1176174.	0.000				
300.000	0.000624	0.000	0.000	3.000E-05	0.000	3.800E+11
-246.2278	592187.	0.000				

* This analysis makes computations of pile response using nonlinear moment-curvature relationships.
  The above values of total stress are computed for combined axial stress and do not equal the
  actual stresses in concrete and steel in the range of nonlinear bending.

Output Verification: Computed forces and moments are within specified convergence limits.

Output Summary for Load Case No. 1:

```
Pile-head deflection             =      1.0337679 inches
Computed slope at pile head      =     -0.0127416 radians
Maximum bending moment           =      6497747. inch-lbs
Maximum shear force              =       -57341. lbs
Depth of maximum bending moment  =     48.0000000 inches below pile head
Depth of maximum shear force     =    180.0000000 inches below pile head
Number of iterations             =             55
Number of zero deflection points =              2
```

Pile-head Deflection vs. Pile Length for Load Case 1

Boundary Condition Type 1, Shear and Moment

```
Shear      =          15000. lbs
Moment     =        6120000. in-lbs
Axial Load =             25. lbs
```

Pile Length in	Pile Head Deflection in	Maximum Moment in-lbs	Maximum Shear lbs
300.000	1.0337679	6497747.	-57341.
285.000	1.0489069	6496493.	-56888.
270.000	1.0443903	6496955.	-56767.
255.000	1.0481950	6496534.	-57813.
240.000	1.0776772	6493622.	-62521.
225.000	1.2667619	6477807.	-68989.
210.000	1.7207090	6450576.	-75157.
195.000	2.7281931	6415102.	-81183.
180.000	5.0619441	6374078.	-87220.
165.000	10.4347758	6333747.	-94573.
150.000	25.7988810	6309280.	-104327.

Summary of Pile Response(s)

Definitions of Pile-Head Loading Conditions:

```
Load Type 1: Load 1 = Shear, lbs, and Load 2 = Moment, in-lbs
Load Type 2: Load 1 = Shear, lbs, and Load 2 = Slope, radians
Load Type 3: Load 1 = Shear, lbs, and Load 2 = Rotational Stiffness, in-lbs/radian
Load Type 4: Load 1 = Top Deflection, inches, and Load 2 = Moment, in-lbs
Load Type 5: Load 1 = Top Deflection, inches, and Load 2 = Slope, radians
```

Load No.	Load Type	Condition 1 V(lbs) or Shear lbs	Condition 2 in-lb, rad., y(inches) or Rotation in-lb/rad.	Axial Load lbs	Pile-Head Deflection inches	Maximum Moment in-lbs	Maximum Pile-Head Shear lbs
1	1	V = 15000.	M = 6120000.	25.00000000	1.03376790	6497747.	-57341.

The analysis ended normally.

LPile Plus for Windows, Version 6.0 (6.0.14)

Analysis of Individual Piles and Drilled Shafts
Subjected to Lateral Loading Using the p-y Method

This program is licensed to:

Carl Kim
Leighton Group

Files Used for Analysis

Path to file locations: P:\Infocus Projects\10296 Ford Theatre\Analyses\lpile\
Name of input data file: 42 inch Dia CIDH demand.lp6d
Name of output file: 42 inch Dia CIDH demand.lp6o
Name of plot output file: 42 inch Dia CIDH demand.lp6p
Name of runtime file: 42 inch Dia CIDH demand.lp6r

Date and Time of Analysis

Date: October 8, 2013 Time: 12:01:35

Problem Title

Ford Theater Foundation

603507-002

Ford Theater Foundation

SP

Drilled, Cast-in-Place Concrete Caissons - 30-inch Diameter

Program Options

Engineering units are US Customary Units: pounds, inches, feet

Basic Program Options:

This analysis computes nonlinear bending stiffness and nominal moment capacity with pile response computed using nonlinear EI

Computation Options:
- Only internally-generated p-y curves used in analysis
- Analysis does not use p-y multipliers (individual pile or shaft action only)
- Analysis assumes no shear resistance at pile tip
- Analysis for fixed-length pile or shaft only
- No computation of foundation stiffness matrix elements
- Output pile response for full length of pile
- Analysis assumes no soil movements acting on pile
- No p-y curves to be computed and output for user-specified depths

Solution Control Parameters:
- Number of pile increments = 100
- Maximum number of iterations allowed = 1000
- Deflection tolerance for convergence = 1.0000E-05 in
- Maximum allowable deflection = 100.0000 in

Pile Response Output Options:
- Values of pile-head deflection, bending moment, shear force, and soil reaction are printed for full length of pile.
- Printing Increment (nodal spacing of output points) = 1

Pile Structural Properties and Geometry

Total Number of Sections = 1

Total Pile Length = 25.00 ft

Depth of ground surface below top of pile = 0.00 ft

Slope angle of ground surface = 45.00 deg.

Pile dimensions used for p-y curve computations defined using 2 points.
p-y curves are computed using values of pile diameter interpolated over the length of the pile.

Point	Depth X ft	Pile Diameter in
1	0.00000	42.0000000
2	25.000000	42.0000000

Input Structural Properties:

Section No. 1:

Section Type = Drilled Shaft (Bored Pile)

Section Length = 25.000 ft
Section Diameter = 42.000 in

Ground Slope and Pile Batter Angles

Ground Slope Angle = 45.000 degrees
= 0.785 radians

Pile Batter Angle = 0.000 degrees
= 0.000 radians

Soil and Rock Layering Information

The soil profile is modelled using 2 layers

Layer 1 is stiff clay without free water

Distance from top of pile to top of layer = 0.000 ft
Distance from top of pile to bottom of layer = 5.000 ft

Layer 2 is stiff clay without free water

Distance from top of pile to top of layer = 5.000 ft
Distance from top of pile to bottom of layer = 50.000 ft

(Depth of lowest layer extends 25.00 ft below pile tip)

Effective Unit Weight of Soil vs. Depth

Effective unit weight of soil with depth defined using 4 points

Point No.	Depth X ft	Eff. Unit Weight pcf
1	0.00	120.00000
2	5.00	120.00000
3	5.00	130.00000
4	50.00	130.00000

Summary of Soil Properties

Layer Num.	Soil Type (p-y Curve Criteria)	Depth ft	Eff. Unit Wt., pcf	Cohesion psf	Friction	Test Type	qu	RQD	Epsilon 50	kpy	Test Prop.	Rock Emass	Elas. Subgr. krm
1	Stiff Clay w/o Free Water	0.00	120.000	1500.000	--	--	--	--	0.00	--	--	--	--
		5.000	120.000	1500.000	--	--	--	--	0.00	--	--	--	--
2	Stiff Clay w/o Free Water	5.000	130.000	3000.000	--	--	--	--	0.00	--	--	--	--
		50.000	130.000	3000.000	--	--	--	--	0.00	--	--	--	--

Ang., deg.	psi	percent	pci	pci	psi
1	Stiff Clay w/o Free Water	0.00	120.000	1500.000	
		0.00	5.000	120.000	1500.000
2	Stiff Clay w/o Free Water	0.00	5.000	130.000	3000.000
		0.00	50.000	130.000	3000.000

Loading Type

Static loading criteria were used when computing p-y curves for all analyses.

Pile-head Loading and Pile-head Fixity Conditions

Number of loads specified = 1

Load No.	Load Type	Condition 1	Condition 2	Axial Thrust Force, lbs
1	1	V = 15000.000 lbs	M = 6120000.000 in-lbs	25.000

V = perpendicular shear force applied to pile head
M = bending moment applied to pile head
y = lateral deflection relative to pile axis
S = pile slope relative to original pile batter angle
R = rotational stiffness applie to pile head
Axial thrust is assumed to be acting axially

Computations of Nominal Moment Capacity and Nonlinear Bending Stiffness

Axial thrust force values were determined from pile-head loading conditions

Number of Sections Analyzed = 1

Section No. 1:

Dimensions and Properties of Drilled Shaft:

Length of Section = 25.00000000 ft

Shaft Diameter	=	42.00000000 in
Concrete Cover Thickness	=	3.00000000 in
Number of Reinforcing Bars	=	12 bars
Yield Stress of Reinforcing Bars	=	60.00000000 ksi
Modulus of Elasticity of Reinforcing Bars	=	29000. ksi
Gross Area of Shaft	=	1385.44236023 sq. in.
Total Area of Reinforcing Steel	=	15.24000000 sq. in.
Area Ratio of Steel Reinforcement	=	1.10 percent

Axial Structural Capacities:

Nom. Axial Structural Capacity = 0.85 Fc Ac + Fy As	=	5573.088 kips
Tensile Load for Cracking of Concrete	=	-620.869 kips
Nominal Axial Tensile Capacity	=	-914.400 kips

Reinforcing Bar Dimensions and Positions Used in Computations:

Bar Number	Bar Diam. inches	Bar Area sq. in.	X inches	Y inches
1	1.27000	1.27000	17.36500	0.00000
2	1.27000	1.27000	15.03853	8.68250
3	1.27000	1.27000	8.68250	15.03853
4	1.27000	1.27000	0.00000	17.36500
5	1.27000	1.27000	-8.68250	15.03853
6	1.27000	1.27000	-15.03853	8.68250
7	1.27000	1.27000	-17.36500	0.00000
8	1.27000	1.27000	-15.03853	-8.68250
9	1.27000	1.27000	-8.68250	-15.03853
10	1.27000	1.27000	0.00000	-17.36500
11	1.27000	1.27000	8.68250	-15.03853
12	1.27000	1.27000	15.03853	-8.68250

Concrete Properties:

Compressive Strength of Concrete	=	4.0000000 ksi
Modulus of Elasticity of Concrete	=	3604.9965326 ksi
Modulus of Rupture of Concrete	=	-0.4743416 ksi
Compression Strain at Peak Stress	=	0.0018863
Tensile Strain at Fracture of Concrete	=	-0.0001154
Maximum Coarse Aggregate Size	=	0.7500000 in

Number of Axial Thrust Force Values Determined from Pile-head Loadings = 1

Number	Axial Thrust Force kips
1	0.025

Definitions of Run Messages and Notes:

C = concrete in section has cracked in tension
Y = stress in reinforcing steel has reached yield stress
T = tensile strain in reinforcement exceeds 0.005 when compressive strain in concrete is less than 0.003.

Z = depth of tensile zone in concrete section is less than 10 percent of section depth
Bending Stiffness (EI) = Bending Moment / Curvature
Position of neutral axis is computed from compression side of pile
Compressive stresses are positive in sign. Tensile stresses are negative in sign.

Axial Thrust Force = 0.025 kips

Bending Max Concrete Curvature Stress rad/in. ksi	Bending Max Steel Stress ksi	Bending Run Moment in-kip	Stiffness kip-in2	Depth to N Axis in	Max Comp Strain in/in	Max Tens Strain in/in	Msg
0.000000625	439.5675038	703308006.		21.0064639	0.0000131	-0.0000131	
0.0549359	0.3769359						
0.000001250	877.2513129	701801050.		21.0032657	0.0000263	-0.0000262	
0.1094753	0.7537559						
0.000001875	1313.0514258	700294094.		21.0021998	0.0000394	-0.0000394	
0.1636350	1.1305759						
0.000002500	1746.9678424	698787137.		21.0016670	0.0000525	-0.0000525	
0.2174151	1.5073959						
0.000003125	2179.0005628	697280180.		21.0013474	0.0000656	-0.0000656	
0.2708156	1.8842159						
0.000003750	2609.1495870	695773223.		21.0011344	0.0000788	-0.0000787	
0.3238365	2.2610359						
0.000004375	3037.4149149	694266266.		21.0009823	0.0000919	-0.0000919	
0.3764777	2.6378559						
0.000005000	3463.7965467	692759309.		21.0008683	0.0001050	-0.0001050	
0.4287394	3.0146759						
0.000005625	3463.7965467	615786053.		10.3893633	0.0000584	-0.0001778	
0.2391591	-5.1222289		C				
0.000006250	3463.7965467	554207447.		10.3921122	0.0000650	-0.0001975	
0.2653477	-5.6908672		C				
0.000006875	3463.7965467	503824952.		10.3949185	0.0000715	-0.0002173	
0.2914604	-6.2593944		C				
0.000007500	3463.7965467	461839540.		10.3977695	0.0000780	-0.0002370	
0.3174972	-6.8278101		C				
0.000008125	3463.7965467	426313421.		10.4006563	0.0000845	-0.0002567	
0.3434579	-7.3961141		C				
0.000008750	3463.7965467	395862462.		10.4035726	0.0000910	-0.0002765	
0.3693423	-7.9643059		C				
0.000009375	3463.7965467	369471632.		10.4065137	0.0000976	-0.0002962	
0.3951505	-8.5323853		C				
0.0000100	3463.7965467	346379655.		10.4094762	0.0001041	-0.0003159	
0.4208822	-9.1003519		C				
0.0000106	3463.7965467	326004381.		10.4124575	0.0001106	-0.0003356	
0.4465373	-9.6682053		C				
0.0000113	3463.7965467	307893026.		10.4154554	0.0001172	-0.0003553	
0.4721157	-10.2359452		C				
0.0000119	3463.7965467	291688130.		10.4184684	0.0001237	-0.0003750	
0.4976173	-10.8035712		C				
0.0000125	3463.7965467	277103724.		10.4214952	0.0001303	-0.0003947	
0.5230420	-11.3710830		C				
0.0000131	3463.7965467	263908308.		10.4245348	0.0001368	-0.0004144	
0.5483897	-11.9384802		C				
0.0000138	3463.7965467	251912476.		10.4275863	0.0001434	-0.0004341	
0.5736602	-12.5057624		C				
0.0000144	3463.7965467	240959760.		10.4306490	0.0001499	-0.0004538	
0.5988533	-13.0729294		C				

0.0000150	3463.7965467	230919770.	10.4337223	0.0001565	-0.0004735
0.6239691	-13.6399807	C			
0.0000156	3463.7965467	221682979.	10.4368059	0.0001631	-0.0004932
0.6490073	-14.2069160	C			
0.0000163	3463.7965467	213156711.	10.4398993	0.0001696	-0.0005129
0.6739678	-14.7737349	C			
0.0000169	3463.7965467	205262018.	10.4430021	0.0001762	-0.0005325
0.6988505	-15.3404371	C			
0.0000175	3463.7965467	197931231.	10.4461140	0.0001828	-0.0005522
0.7236553	-15.9070221	C			
0.0000181	3463.7965467	191106016.	10.4492349	0.0001894	-0.0005719
0.7483821	-16.4734896	C			
0.0000188	3463.7965467	184735816.	10.4523646	0.0001960	-0.0005915
0.7730307	-17.0398392	C			
0.0000194	3463.7965467	178776596.	10.4555027	0.0002026	-0.0006112
0.7976010	-17.6060706	C			
0.0000200	3463.7965467	173189827.	10.4586493	0.0002092	-0.0006308
0.8220928	-18.1721833	C			
0.0000206	3463.7965467	167941651.	10.4618042	0.0002158	-0.0006505
0.8465061	-18.7381771	C			
0.0000213	3463.7965467	163002190.	10.4649673	0.0002224	-0.0006701
0.8708407	-19.3040514	C			
0.0000219	3463.7965467	158344985.	10.4681384	0.0002290	-0.0006898
0.8950964	-19.8698059	C			
0.0000225	3463.7965467	153946513.	10.4713175	0.0002356	-0.0007094
0.9192733	-20.4354403	C			
0.0000231	3463.7965467	149785797.	10.4745046	0.0002422	-0.0007290
0.9433710	-21.0009541	C			
0.0000238	3463.7965467	145844065.	10.4776996	0.0002488	-0.0007487
0.9673895	-21.5663469	C			
0.0000244	3502.0242141	143672788.	10.4809024	0.0002555	-0.0007683
0.9913287	-22.1316184	C			
0.0000256	3679.8014106	143602006.	10.4873313	0.0002687	-0.0008075
1.0389685	-23.2617958	C			
0.0000269	3857.3960218	143531015.	10.4937912	0.0002820	-0.0008467
1.0862892	-24.3914828	C			
0.0000281	4034.8069503	143459803.	10.5002819	0.0002953	-0.0008859
1.1332900	-25.5206764	C			
0.0000294	4212.0331442	143388362.	10.5068033	0.0003086	-0.0009251
1.1799695	-26.6493733	C			
0.0000306	4389.0735400	143316687.	10.5133555	0.0003220	-0.0009643
1.2263267	-27.7775701	C			
0.0000319	4565.9270619	143244771.	10.5199384	0.0003353	-0.0010034
1.2723606	-28.9052634	C			
0.0000331	4742.5926222	143172607.	10.5265520	0.0003487	-0.0010426
1.3180700	-30.0324499	C			
0.0000344	4919.0691210	143100193.	10.5331967	0.0003621	-0.0010817
1.3634537	-31.1591260	C			
0.0000356	5095.3554456	143027521.	10.5398723	0.0003755	-0.0011208
1.4085106	-32.2852884	C			
0.0000369	5271.4504706	142954589.	10.5465791	0.0003889	-0.0011598
1.4532396	-33.4109335	C			
0.0000381	5447.3530579	142881392.	10.5533173	0.0004023	-0.0011989
1.4976394	-34.5360576	C			
0.0000394	5623.0620558	142807925.	10.5600870	0.0004158	-0.0012379
1.5417090	-35.6606572	C			
0.0000406	5798.5762995	142734186.	10.5668884	0.0004293	-0.0012770
1.5854470	-36.7847287	C			
0.0000419	5973.8946105	142660170.	10.5737218	0.0004428	-0.0013160
1.6288524	-37.9082682	C			
0.0000431	6149.0157962	142585874.	10.5805874	0.0004563	-0.0013550
1.6719238	-39.0312720	C			
0.0000444	6323.9386502	142511294.	10.5874854	0.0004698	-0.0013939

1.7146601	-40.1537364	C			
0.0000456	6498.6619515	142436426.	10.5944161	0.0004834	-0.0014329
1.7570599	-41.2756574	C			
0.0000469	6673.1844646	142361269.	10.6013797	0.0004969	-0.0014718
1.7991222	-42.3970312	C			
0.0000481	6847.5049389	142285817.	10.6083766	0.0005105	-0.0015107
1.8408455	-43.5178538	C			
0.0000494	7021.6221090	142210068.	10.6154069	0.0005241	-0.0015496
1.8822286	-44.6381211	C			
0.0000506	7195.5346938	142134019.	10.6224709	0.0005378	-0.0015885
1.9232702	-45.7578292	C			
0.0000519	7369.2413966	142057665.	10.6295691	0.0005514	-0.0016273
1.9639691	-46.8769739	C			
0.0000531	7542.7409046	141981005.	10.6367016	0.0005651	-0.0016662
2.0043238	-47.9955511	C			
0.0000544	7716.0318890	141904035.	10.6438687	0.0005788	-0.0017050
2.0443330	-49.1135565	C			
0.0000556	7889.1130041	141826751.	10.6510709	0.0005925	-0.0017438
2.0839954	-50.2309858	C			
0.0000569	8061.9828875	141749150.	10.6583084	0.0006062	-0.0017826
2.1233096	-51.3478347	C			
0.0000581	8234.6401596	141671229.	10.6655815	0.0006199	-0.0018213
2.1622743	-52.4640989	C			
0.0000594	8407.0834233	141592984.	10.6728906	0.0006337	-0.0018600
2.2008880	-53.5797738	C			
0.0000606	8579.3112636	141514413.	10.6802360	0.0006475	-0.0018988
2.2391494	-54.6948549	C			
0.0000619	8751.3222473	141435511.	10.6876181	0.0006613	-0.0019375
2.2770569	-55.8093377	C			
0.0000631	8923.1149227	141356276.	10.6950372	0.0006751	-0.0019761
2.3146092	-56.9232175	C			
0.0000644	9094.6878194	141276704.	10.7024937	0.0006890	-0.0020148
2.3518048	-58.0364896	C			
0.0000656	9266.0394474	141196792.	10.7099880	0.0007028	-0.0020534
2.3886422	-59.1491492	C			
0.0000669	9437.1819445	141116739.	10.7171842	0.0007167	-0.0020920
2.4250602	-60.0000000	CY			
0.0000681	9608.1003200	141036335.	10.7244150	0.0007306	-0.0021306
2.4611153	-60.0000000	CY			
0.0000694	9778.7952961	140955608.	10.7316814	0.0007445	-0.0021692
2.4968063	-60.0000000	CY			
0.0000706	9949.2646640	140874544.	10.7389837	0.0007584	-0.0022078
2.5321318	-60.0000000	CY			
0.0000719	10120.	140793140.	10.7463221	0.0007724	-0.0022464
2.5670903	-60.0000000	CY			
0.0000731	10290.	140711392.	10.7536972	0.0007864	-0.0022849
2.6016801	-60.0000000	CY			
0.0000744	10454.	140564312.	10.7594726	0.0008002	-0.0023235
2.6355984	-60.0000000	CY			
0.0000794	11013.	138742702.	10.7509013	0.0008534	-0.0024804
2.7615210	-60.0000000	CY			
0.0000844	11417.	135317745.	10.6959126	0.0009025	-0.0026413
2.8723537	-60.0000000	CY			
0.0000894	11698.	130884218.	10.6063532	0.0009479	-0.0028058
2.9701745	-60.0000000	CY			
0.0000944	11977.	126904797.	10.5283780	0.0009936	-0.0029701
3.0639634	-60.0000000	CY			
0.0000994	12254.	123310642.	10.4602817	0.0010395	-0.0031343
3.1536692	-60.0000000	CY			
0.0001044	12529.	120036916.	10.4003275	0.0010855	-0.0032982
3.2391696	-60.0000000	CY			
0.0001094	12729.	116377437.	10.3205222	0.0011288	-0.0034649
3.3152649	-60.0000000	CY			

0.0001144	12839.	112253844.	10.2130205	0.0011681	-0.0036356	
3.3807513	-60.0000000	CY				
0.0001194	12946.	108449771.	10.1133382	0.0012073	-0.0038065	
3.4427230	-60.0000000	CY				
0.0001244	13053.	104945528.	10.0228329	0.0012466	-0.0039772	
3.5016446	-60.0000000	CY				
0.0001294	13158.	101706256.	9.9404580	0.0012860	-0.0041477	
3.5574819	-60.0000000	CY				
0.0001344	13263.	98701665.	9.8650159	0.0013256	-0.0043181	
3.6101453	-60.0000000	CY				
0.0001394	13366.	95898695.	9.7918062	0.0013647	-0.0044890	
3.6589247	-60.0000000	CY				
0.0001444	13468.	93284662.	9.7247295	0.0014040	-0.0046597	
3.7046219	-60.0000000	CY				
0.0001494	13569.	90840501.	9.6631887	0.0014434	-0.0048303	
3.7472003	-60.0000000	CY				
0.0001544	13670.	88549614.	9.6066644	0.0014830	-0.0050007	
3.7866224	-60.0000000	CY				
0.0001594	13770.	86397485.	9.5547032	0.0015228	-0.0051710	
3.8228493	-60.0000000	CY				
0.0001644	13869.	84371358.	9.5069077	0.0015627	-0.0053411	
3.8558415	-60.0000000	CY				
0.0001694	13967.	82459983.	9.4629280	0.0016028	-0.0055110	
3.8855578	-60.0000000	CY				
0.0001744	14057.	80611252.	9.4170559	0.0016421	-0.0056817	
3.9113626	-60.0000000	CY				
0.0001794	14123.	78735611.	9.3627416	0.0016794	-0.0058543	
3.9327949	-60.0000000	CY				
0.0001844	14165.	76829348.	9.3003543	0.0017148	-0.0060290	
3.9503099	-60.0000000	CY				
0.0001894	14195.	74958289.	9.2360549	0.0017491	-0.0062047	
3.9647945	-60.0000000	CY				
0.0001944	14222.	73165370.	9.1741807	0.0017832	-0.0063805	
3.9767340	-60.0000000	CY				
0.0001994	14247.	71460382.	9.1160540	0.0018175	-0.0065562	
3.9862416	-60.0000000	CY				
0.0002044	14273.	69836835.	9.0614083	0.0018519	-0.0067318	
3.9932886	-60.0000000	CY				
0.0002094	14297.	68286031.	9.0082308	0.0018861	-0.0069077	
3.9978095	-60.0000000	CY				
0.0002144	14321.	66801551.	8.9555097	0.0019198	-0.0070839	
3.9998526	-60.0000000	CY				
0.0002194	14343.	65382556.	8.9058918	0.0019537	-0.0072600	
3.9943731	-60.0000000	CY				
0.0002244	14366.	64024966.	8.8591064	0.0019878	-0.0074360	
3.9982134	-60.0000000	CY				
0.0002294	14388.	62724986.	8.8149214	0.0020219	-0.0076118	
3.9999119	-60.0000000	CY				
0.0002344	14409.	61478170.	8.7733526	0.0020563	-0.0077875	
3.9934877	-60.0000000	CY				
0.0002394	14430.	60281787.	8.7340959	0.0020907	-0.0079630	
3.9975282	-60.0000000	CY				
0.0002444	14451.	59133029.	8.6969429	0.0021253	-0.0081384	
3.9996538	60.0000000	CY				
0.0002494	14471.	58028542.	8.6618939	0.0021601	-0.0083137	
3.9962549	60.0000000	CY				
0.0002544	14491.	56965639.	8.6288458	0.0021950	-0.0084888	
3.9952151	60.0000000	CY				
0.0002594	14510.	55941300.	8.5962344	0.0022296	-0.0086641	
3.9983848	60.0000000	CY				
0.0002644	14528.	54952791.	8.5634547	0.0022640	-0.0088398	
3.9998655	60.0000000	CY				
0.0002694	14546.	53999385.	8.5325109	0.0022984	-0.0090153	

3.9949231	60.0000000	CY				
0.0002744	14564.	53079505.	8.5031984	0.0023331	-0.0091907	
3.9942085	60.0000000	CY				
0.0003044	14664.	48177469.	8.3554440	0.0025432	-0.0102406	
3.9976016	60.0000000	CY				
0.0003344	14756.	44130029.	8.2460881	0.0027573	-0.0112865	
3.9980330	60.0000000	CY				
0.0003644	14841.	40728932.	8.1611888	0.0029737	-0.0123300	
3.9959096	60.0000000	CY				
0.0003944	14919.	37829694.	8.0915489	0.0031911	-0.0133726	
3.9880534	60.0000000	CY				
0.0004244	14993.	35330760.	8.0385240	0.0034113	-0.0144124	
3.9968463	60.0000000	CY				
0.0004544	15049.	33120196.	7.9936910	0.0036321	-0.0154516	
3.9949392	60.0000000	CY				
0.0004844	15083.	31138165.	7.9458239	0.0038488	-0.0164950	
3.9906472	60.0000000	CY				

Summary of Results for Nominal (Unfactored) Moment Capacity for Section 1

Moment values interpolated at maximum compressive strain = 0.003
or maximum developed moment if pile fails at smaller strains.

Load No.	Axial Thrust kips	Nominal Mom. Cap. in-kip	Max. Comp. Strain
1	0.025	14850.088	0.00300000

Note note that the values of moment capacity in the table above are not
factored by a strength reduction factor (phi-factor).

In ACI 318-08, the value of the strength reduction factor depends on whether
the transverse reinforcing steel bars are spirals or tied hoops.

The above values should be multiplied by the appropriate strength reduction
factor to compute ultimate moment capacity according to ACI 318-08, Section
9.3.2.2 or the value required by the design standard being followed.

Computed Values of Pile Loading and Deflection
for Lateral Loading for Load Case Number 1

Pile-head conditions are Shear and Moment (Loading Type 1)

Horizontal shear force at pile head = 15000.000 lbs
Applied moment at pile head = 6120000.000 in-lbs
Axial thrust load on pile head = 25.000 lbs

Depth X	Deflect. y	Bending Moment	Shear Force	Slope S	Total Stress	Bending Stiffness	Soil Res. Spr. Distrib. p
Es*h	Lat. Load						
inches	inches	in-lbs	lbs	radians	psi*	lb-in^2	lb/in
lb/inch	lb/inch						
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0.00	0.5070	6120000.	15000.	-0.006621	0.000	1.426E+11
-299.0422	884.6696	0.000				
3.000	0.4874	6163655.	14099.	-0.006491	0.000	1.426E+11
-301.5980	1856.4760	0.000				
6.000	0.4681	6204595.	13191.	-0.006361	0.000	1.426E+11
-304.0139	1948.4230	0.000				
9.000	0.4492	6242799.	12275.	-0.006230	0.000	1.425E+11
-306.2876	2045.5345	0.000				
12.000	0.4307	6278247.	11353.	-0.006099	0.000	1.425E+11
-308.4170	2148.1971	0.000				
15.000	0.4126	6310919.	10425.	-0.005966	0.000	1.425E+11
-310.3998	2256.8340	0.000				
18.000	0.3949	6340797.	9490.9372	-0.005833	0.000	1.425E+11
-312.2336	2371.9088	0.000				
21.000	0.3776	6367866.	8551.7127	-0.005699	0.000	1.425E+11
-313.9161	2493.9307	0.000				
24.000	0.3607	6392109.	7607.6716	-0.005565	0.000	1.425E+11
-315.4446	2623.4592	0.000				
27.000	0.3442	6413512.	6659.2796	-0.005430	0.000	1.425E+11
-316.8167	2761.1107	0.000				
30.000	0.3281	6432065.	5707.0098	-0.005295	0.000	1.425E+11
-318.0298	2907.5655	0.000				
33.000	0.3125	6447755.	4751.3437	-0.005159	0.000	1.425E+11
-319.0810	3063.5755	0.000				
36.000	0.2972	6460574.	3792.7710	-0.005023	0.000	1.425E+11
-319.9675	3229.9740	0.000				
39.000	0.2823	6470513.	2831.7901	-0.004887	0.000	1.424E+11
-320.6864	3407.6854	0.000				
42.000	0.2679	6477565.	1868.9083	-0.004751	0.000	1.424E+11
-321.2347	3597.7384	0.000				
45.000	0.2538	6481727.	904.6423	-0.004614	0.000	1.424E+11
-321.6093	3801.2795	0.000				
48.000	0.2402	6482994.	-60.4818	-0.004478	0.000	1.424E+11
-321.8068	4019.5899	0.000				
51.000	0.2270	6481365.	-1025.9279	-0.004341	0.000	1.424E+11
-321.8240	4254.1042	0.000				
54.000	0.2141	6476839.	-1991.1498	-0.004205	0.000	1.424E+11
-321.6573	4506.4330	0.000				
57.000	0.2017	6469418.	-2955.5903	-0.004068	0.000	1.424E+11
-321.3031	4778.3890	0.000				
60.000	0.1897	6459106.	-4079.6749	-0.003932	0.000	1.425E+11
-428.0867	6769.1685	0.000				
63.000	0.1781	6444941.	-5569.9038	-0.003796	0.000	1.425E+11
-565.3993	9522.2807	0.000				
66.000	0.1669	6425687.	-7263.8207	-0.003661	0.000	1.425E+11
-563.8787	10133.	0.000				
69.000	0.1562	6401359.	-8952.6396	-0.003526	0.000	1.425E+11
-562.0006	10796.	0.000				
72.000	0.1458	6371972.	-10635.	-0.003391	0.000	1.425E+11
-559.7560	11518.	0.000				
75.000	0.1358	6337547.	-12311.	-0.003258	0.000	1.425E+11
-557.1356	12306.	0.000				
78.000	0.1262	6298109.	-13978.	-0.003125	0.000	1.425E+11
-554.1296	13168.	0.000				
81.000	0.1171	6253683.	-15635.	-0.002992	0.000	1.425E+11
-550.7281	14113.	0.000				
84.000	0.1083	6204300.	-17281.	-0.002861	0.000	1.426E+11
-546.9204	15152.	0.000				
87.000	0.0999	6149996.	-18916.	-0.002731	0.000	1.426E+11
-542.6953	16297.	0.000				
90.000	0.0919	6090807.	-20537.	-0.002603	0.000	1.426E+11
-538.0412	17564.	0.000				
93.000	0.0843	6026775.	-22143.	-0.002475	0.000	1.426E+11

-532.9454	18969.	0.000				
96.000	0.0771	5957947.	-23734.	-0.002349	0.000	1.427E+11
-527.3947	20534.	0.000				
99.000	0.0702	5884373.	-25307.	-0.002225	0.000	1.427E+11
-521.3749	22284.	0.000				
102.000	0.0637	5806106.	-26861.	-0.002102	0.000	1.427E+11
-514.8708	24247.	0.000				
105.000	0.0576	5723205.	-28395.	-0.001981	0.000	1.428E+11
-507.8660	26460.	0.000				
108.000	0.0518	5635734.	-29908.	-0.001861	0.000	1.428E+11
-500.3432	28967.	0.000				
111.000	0.0464	5543759.	-31397.	-0.001744	0.000	1.428E+11
-492.2834	31820.	0.000				
114.000	0.0414	5447354.	-32861.	-0.001628	0.000	1.429E+11
-483.6668	35086.	0.000				
117.000	0.0366	5346596.	-34298.	-0.001515	0.000	1.429E+11
-474.4718	38847.	0.000				
120.000	0.0323	5241567.	-35707.	-0.001404	0.000	1.430E+11
-464.6755	43206.	0.000				
123.000	0.0282	5132357.	-37085.	-0.001295	0.000	1.430E+11
-454.2541	48295.	0.000				
126.000	0.0245	5019058.	-38431.	-0.001189	0.000	1.431E+11
-443.1827	54282.	0.000				
129.000	0.0211	4901771.	-39743.	-0.001085	0.000	1.431E+11
-431.4366	61385.	0.000				
132.000	0.0180	4780600.	-41019.	-0.000983	0.000	1.432E+11
-418.9922	69891.	0.000				
135.000	0.0152	4655659.	-42256.	-0.000884	0.000	1.432E+11
-405.8299	80176.	0.000				
138.000	0.0127	4527065.	-43453.	-0.000788	0.000	1.433E+11
-391.9377	92743.	0.000				
141.000	0.0105	4394944.	-44606.	-0.000695	0.000	1.433E+11
-377.3195	108264.	0.000				
144.000	0.008509	4259427.	-45715.	-0.000604	0.000	1.434E+11
-362.0076	127633.	0.000				
147.000	0.006830	4120652.	-46778.	-0.000517	0.000	1.434E+11
-346.0855	152021.	0.000				
150.000	0.005409	3978762.	-47791.	-0.000432	0.000	1.435E+11
-329.7283	182876.	0.000				
153.000	0.004238	3833904.	-48756.	-0.000350	0.000	1.435E+11
-313.2695	221761.	0.000				
156.000	0.003307	3686227.	-49672.	-0.000272	0.000	1.436E+11
-297.3102	269691.	0.000				
159.000	0.002608	3535874.	-50542.	-0.000196	0.000	1.437E+11
-282.8637	325437.	0.000				
162.000	0.002129	3382976.	-51373.	-0.000152	0.000	6.930E+11
-271.4676	382460.	0.000				
165.000	0.001695	3227634.	-52169.	-0.000138	0.000	6.935E+11
-258.8554	458110.	0.000				
168.000	0.001303	3069962.	-52924.	-0.000124	0.000	6.941E+11
-244.6491	563358.	0.000				
171.000	0.000950	2910089.	-53633.	-0.000111	0.000	6.947E+11
-228.2062	720449.	0.000				
174.000	0.000635	2748162.	-54229.	-9.902E-05	0.000	6.952E+11
-168.8664	797257.	0.000				
177.000	0.000356	2584715.	-54626.	-8.752E-05	0.000	6.958E+11
-95.5141	804520.	0.000				
180.000	0.000110	2420408.	-54814.	-7.673E-05	0.000	6.964E+11
-29.8556	811784.	0.000				
183.000	-0.000104	2255833.	-54712.	-6.666E-05	0.000	6.970E+11
97.7034	2812500.	0.000				
186.000	-0.000290	2092137.	-54158.	-5.731E-05	0.000	6.975E+11
271.5350	2812500.	0.000				

```
   189.000  -0.000448   1930885.    -53121. -4.866E-05      0.000  6.981E+11
420.0598   2812500.      0.000
   192.000  -0.000582   1773413.    -51673. -4.070E-05      0.000  6.987E+11
545.2459   2812500.      0.000
   195.000  -0.000692   1620849.    -49881. -3.342E-05      0.000  6.991E+11
649.0155   2812500.      0.000
   198.000  -0.000782   1474126.    -47808. -2.678E-05      0.000  6.996E+11
733.2241   2812500.      0.000
   201.000  -0.000853   1334002.    -45522. -2.076E-05      0.000  7.002E+11
790.4251   2780038.      0.000
   204.000  -0.000907   1200991.    -43133. -1.533E-05      0.000  7.006E+11
802.6048   2655644.      0.000
   207.000  -0.000945   1075204.    -40713. -1.046E-05      0.000  7.010E+11
810.9617   2574584.      0.000
   210.000  -0.000969    956716.    -38272. -6.114E-06      0.000  7.014E+11
816.1761   2525710.      0.000
   213.000  -0.000982    845573.    -35819. -2.261E-06      0.000  7.019E+11
818.7432   2502156.      0.000
   216.000  -0.000983    741799.    -33363.  1.131E-06      0.000  7.021E+11
819.0359   2499586.      0.000
   219.000  -0.000975    645396.    -30908.  4.095E-06      0.000  7.023E+11
817.3413   2515264.      0.000
   222.000  -0.000958    556350.    -28461.  6.661E-06      0.000  7.027E+11
813.8850   2547534.      0.000
   225.000  -0.000935    474628.    -26027.  8.861E-06      0.000  7.031E+11
808.8463   2595523.      0.000
   228.000  -0.000905    400186.    -23610.  1.073E-05      0.000  7.033E+11
802.3680   2658979.      0.000
   231.000  -0.000871    332965.    -21215.  1.229E-05      0.000  7.033E+11
794.5623   2738193.      0.000
   234.000  -0.000832    272895.    -18854.  1.358E-05      0.000  7.033E+11
779.5601   2812500.      0.000
   237.000  -0.000789    219842.    -16575.  1.463E-05      0.000  7.033E+11
739.7218   2812500.      0.000
   240.000  -0.000744    173446.    -14420.  1.547E-05      0.000  7.033E+11
697.2460   2812500.      0.000
   243.000  -0.000696    133325.    -12395.  1.613E-05      0.000  7.033E+11
652.6895   2812500.      0.000
   246.000  -0.000647     99078.    -10506.  1.662E-05      0.000  7.033E+11
606.5334   2812500.      0.000
   249.000  -0.000596     70290. -8757.1966  1.698E-05      0.000  7.033E+11
559.1888   2812500.      0.000
   252.000  -0.000545     46535. -7151.9121  1.723E-05      0.000  7.033E+11
511.0009   2812500.      0.000
   255.000  -0.000493     27379. -5692.0287  1.739E-05      0.000  7.033E+11
462.2547   2812500.      0.000
   258.000  -0.000441     12383. -4378.8766  1.748E-05      0.000  7.033E+11
413.1801   2812500.      0.000
   261.000  -0.000388  1105.2909 -3213.1712  1.750E-05      0.000  7.033E+11
363.9569   2812500.      0.000
   264.000  -0.000336 -6896.4179 -2195.1552  1.749E-05      0.000  7.033E+11
314.7204   2812500.      0.000
   267.000  -0.000283    -12066. -1324.7245  1.745E-05      0.000  7.033E+11
265.5667   2812500.      0.000
   270.000  -0.000231    -14845.  -601.5379  1.739E-05      0.000  7.033E+11
216.5577   2812500.      0.000
   273.000  -0.000179    -15675.   -25.1110  1.733E-05      0.000  7.033E+11
167.7269   2812500.      0.000
   276.000  -0.000127    -14995.   405.1054  1.726E-05      0.000  7.033E+11
119.0840   2812500.      0.000
   279.000 -7.533E-05    -13244.   689.6631  1.720E-05      0.000  7.033E+11
70.6211   2812500.      0.000
   282.000 -2.380E-05    -10857.   829.0703  1.715E-05      0.000  7.033E+11
```



```
22.3171   2812500.      0.000
   285.000  2.758E-05 -8269.8239   847.8436  1.711E-05      0.000  7.033E+11
-9.8016   1066141.      0.000
   288.000  7.886E-05 -5770.4015   790.8166  1.708E-05      0.000  7.033E+11
-28.2164   1073410.      0.000
   291.000   0.000130 -3524.9266   678.2123  1.706E-05      0.000  7.033E+11
-46.8531   1080680.      0.000
   294.000   0.000181 -1701.1301   509.3501  1.705E-05      0.000  7.033E+11
-65.7217   1087950.      0.000
   297.000   0.000232  -468.8288   283.5221  1.705E-05      0.000  7.033E+11
-84.8303   1095219.      0.000
   300.000   0.000283      0.000      0.000  1.704E-05      0.000  7.033E+11
-104.1845    551245.      0.000

* This analysis makes computations of pile response using nonlinear moment-curvature
relationships.
  The above values of total stress are computed for combined axial stress and do not
equal the
  actual stresses in concrete and steel in the range of nonlinear bending.


Output Verification: Computed forces and moments are within specified convergence
limits.


Output Summary for Load Case No. 1:

Pile-head deflection             =      0.5070405 inches
Computed slope at pile head      =     -0.0066206 radians
Maximum bending moment           =      6482994. inch-lbs
Maximum shear force              =       -54814. lbs
Depth of maximum bending moment  =     48.0000000 inches below pile head
Depth of maximum shear force     =    180.0000000 inches below pile head
Number of iterations             =             70
Number of zero deflection points =              2



---------------------------------------------------------------------------------
                          Summary of Pile Response(s)
---------------------------------------------------------------------------------


Definitions of Pile-Head Loading Conditions:

Load Type 1: Load 1 = Shear, lbs, and Load 2 = Moment, in-lbs
Load Type 2: Load 1 = Shear, lbs, and Load 2 = Slope, radians
Load Type 3: Load 1 = Shear, lbs, and Load 2 = Rotational Stiffness, in-lbs/radian
Load Type 4: Load 1 = Top Deflection, inches, and Load 2 = Moment, in-lbs
Load Type 5: Load 1 = Top Deflection, inches, and Load 2 = Slope, radians


Load  Load    Condition 1    Condition 2        Axial        Pile-Head       Maximum
       Maximum       Pile-Head
Case  Type    V(lbs) or     in-lb, rad.,        Load        Deflection       Moment
        Shear         Rotation
 No.   No.    y(inches)     or in-lb/rad.        lbs          inches         in-lbs
         lbs          radians
----  ----  --------------  --------------  -------------  -------------
-------------  -------------  -------------
  1     1   V =     15000.  M =   6120000.    25.00000000     0.50704045
6482994.        -54814.    -0.00662060
```

42 inch Dia CIDH demand

The analysis ended normally.

Appendix H.3

Addendum 2 to Geotechnical Exploration Report

ADDENDUM NO. 2 TO GEOTECHNICAL EXPLORATION REPORT RESPONSE TO REVIEW COMMENTS OFF-SEASON TWO IMPROVEMENTS JOHN ANSON FORD THEATERS 2580 CAHUENGA BOULEVARD EAST HOLLYWOOD DISTRICT OF LOS ANGELES, CALIFORNIA

Prepared for

Ford Theatre Foundation

2580 Cahuenga Boulevard East
Hollywood, California 90068

Project No. 10296.002

February 27, 2014

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

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February 27, 2014

Project No. 10296.002

Ford Theatre Foundation
2580 Cahuenga Boulevard East
Hollywood, California 90068

Attention: Mr. Mohammad Saeid, CCM Senior Project Manager

Subject: Addendum No. 2 to Geotechnical Exploration Report
Response to Review Comments
Off-Season Two Improvements
John Anson Ford Theaters
2580 Cahuenga Boulevard East
Hollywood District of Los Angeles, California

Leighton Consulting, Inc. (Leighton) is pleased to present this second addendum to the referenced geotechnical exploration report (Leighton, 2013b) responding to review comments from the County of Los Angeles Department of Public Works (County).

This addendum responds to comments in the Geologic Review Sheet from the Geotechnical and Materials Engineering Division (GMED), dated December 24, 2013; comments in the Soils Engineering Review Sheet from GMED, dated December 11, 2013; and Comment Nos. 46, 47, and 55 from the Building and Safety Division (Plan Check No. BL1311250035), dated December 18, 2013. Copies of the referenced review sheets are included in Appendix A. For the ease of reference, the comments are presented below in italics before our responses.

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213.892.4530 ▪ 213.892.1563 Fax ▪ www.leightongroup.com

RESPONSES TO GEOLOGIC REVIEW SHEET

Comment

The geotechnical consultants provide recommendations for rockfall and debris flow protection/mitigation, none of which appear to have been incorporated into the plans submitted to this office.

The project manager and developer/owner should determine if protecting the facility from these hazards is within the scope of the proposed work, and if so, should have the consultant's recommendations incorporated into the plans. If it is determined that protecting the facility from these hazards is not within the scope of work for this project, then it must be understood by all parties that these hazards will continue to affect the facility.

Response to Comment

We understand that our recommendations for rockfall and debris hazard mitigation will be incorporated into future plans. Leighton will review the plans and document their general conformance with our recommendations.

RESPONSES TO SOILS ENGINEERING REVIEW SHEET

Comment No. 1

Provide original copies of the Leighton report dated 2/7/13 and 7/12/13 to the Soils Engineering Section for review. These reports are referenced on the submitted plans however were not provided for our review. Additional comments may arise once the requested information is provided.

Response to Comment No. 1

The requested reports along with Leighton (2013b) and Leighton (2013c) are included in the enclosed CD-ROM. The July 12, 2013 report was a draft version of Leighton (2013b).

Comment No. 2

Provide calculations and recommendations for seismic earth pressure for all retaining walls with retained heights greater than 6 feet. Per County policy, the seismic loading for retaining walls with retained heights greater than 6 feet must be derived from the peak ground acceleration at the subject site. Verify and provide calculations and recommendations as necessary.

Response to Comment No. 2

The requested recommendations are presented in Leighton (2013b). It was our understanding that the project falls under the 2010 California Building Code and 2011 County of Los Angeles Building Code. Accordingly, the recommended seismic increment of 20 pounds per cubic foot (page 31 of Leighton, 2013b) was based on 50 percent of the site ground acceleration per Section 3.5.14 of the County's 2010 Manual for Preparation of Geotechnical Reports.

Calculations are included in Appendix B. We used a friction angle of 33 degrees with a cohesion intercept of zero. See our response to Comment No. 7 below for further discussion on shear strength parameters.

Comment No. 3

Provide calculations for the surcharge loads recommended in the soils report.

Response to Comment No. 3

Surcharge loads were based on an at-rest horizontal earth pressure coefficient of 0.5. Actual surcharge pressures are anticipated to range between induced active and at-rest pressures. Accordingly, the recommended coefficient of 0.5 (half of bearing pressure) is deemed appropriately conservative.

Comment No. 4

Clarify which of the proposed retaining walls will be designed with additional surcharge load due to stacked (upslope) retaining walls. Show and identify these retaining walls on the plans and geotechnical map.

Response to Comment No. 4

The subject terraced (stacked) landscape planter and retaining walls are located behind the stage in the main amphitheater and were shown on plan view on Plate 2 of Leighton (2013b) and in cross-section on Plate 4 of Leighton (2013b), and reproduced herein as Figures 1a and 1b for ease of reference. The stacked walls are clouded and identified on Figures 1a and 1b.

As stated in Leighton (2013b), only the new basement wall immediately adjacent to the lowermost stacked wall will be designed to accommodate surcharge. The surcharge loading of 50 pounds per cubic foot was calculated based on an equivalent sloped backfill (Appendix C).

Comment No. 5

Provide a table with all the retaining walls, basement walls, and the design lateral earth pressures. Include the expected surcharge loading and seismic loading for each wall. Add the table to the plans.

Response to Comment No. 5

All walls are to be designed to accommodate the earth pressures recommended in Leighton (2013b) and surcharge pressures recommended in Leighton (2013c). Final dimensioning and tallying of retaining walls will be performed by others and reviewed by Leighton for conformance with Leighton recommendations.

Comment No. 6

Discuss and address the Soils Nail shoring system shown on the shoring plans. Provide calculations and analyses that show the proposed soil nail wall shoring system will meet the County minimum factors of safety. Specify the soil nails which will be tested. Per the submitted shoring plans, the geotechnical engineer must observe all proof and performance tests and clarify soil types. The soils engineer must discuss and verify existing soil conditions and provide recommendations and conclusions and/or provide appropriate modifications.

Response to Comment No. 6

Soil nail design calculations are included herein as Appendix D.

Five percent of the soil nails will be proof tested. In general, every 20th anchor will be proof tested in sequence. Proof testing will be performed out of sequence if necessary to obtain a relatively uniform area distribution of test anchors.

In addition, two anchors will be performance tested. We currently anticipate testing one of the top row anchors shown on Sheets ES-2 and ES-6 of shoring drawings in Appendix D.

Comment No. 7

Provide direct shear test data results which substantiate the shear strengths utilized in the Soil Nail system. Provide boring logs and the locations of soil samples of the shear tests.

Response to Comment No. 7

The shear strengths utilized in the soil nail wall design were based on parameters used for slope stability analysis in Leighton (2013a). These shear strength parameters were generally based on the group mean values listed in CDMG (1998)[1]. Pertinent pages from the reference are included in Appendix E.

Comment Nos. 8 to 10

These comments pertain to required additions to design drawings, which are being addressed by others.

Comment No. 11

The Soils Engineer of record must review the building plans and sign and stamp the plans in verification of his recommendations. Original manual signature and wet stamp are required.

[1] California Division of Mines and Geology (CDMG), 1998, State of California Seismic Hazard Zones Report, Hollywood 7.5-Minute Quadrangle, scale 1:24,000.

Response to Comment No. 11

Acknowledged. Leighton will review, sign, and stamp the final plans.

Comment No. 12

This comment pertains to submittal of revised drawings, which is being addressed by others.

Comment No. 13

Requirements of the Geology Section are attached.

Response to Comment No. 13

Acknowledged.

Comment No. 14

Include a copy of this review sheet with your response.

Response to Comment No. 14

Acknowledged. The review sheet is included in Appendix A.

RESPONSES TO BUILDING AND SAFETY REVIEW SHEET

Comment No. 46

Update the soils report references, include all reports.

Response to Comment No. 46

Acknowledged.

Comment No. 47

Have the consulting soils/geotechnical engineer review and approve the foundation plans, shoring plans and details (106.4.3).

Response to Comment No. 46

Acknowledged. Leighton will review, and upon acceptance will sign and stamp the final plans. Additional recommendations, if any, will be provided at that time.

Comment No. 55

The soils report does not contain recommendation for the soil nail and the shoring design is based on the soil nail and shotcrete. Provide recommendations for the soil nail from the soil engineer or revise the shoring design per the soils report. The shoring design is not checked at this time. Resubmit the revised shoring design or revised soils report for shoring plan check. Additional corrections may follow.

Response to Comment No. 55

Acknowledged. Shoring design had not been started at the time Leighton (2013a) and Leighton (2013b) were published. We have reviewed the shoring design in Appendix D and it is in general conformance with our recommendations. Leighton will review, sign, and stamp the final plans.

CLOSURE

Leighton appreciates the opportunity to be of continued service to the Ford Theater Foundation on this project. Should you have any questions regarding this report, or if we may be of further assistance, please contact us at your convenience. The undersigned may be reached at (213) 892-1530.

Respectfully submitted,

LEIGHTON CONSULTING, INC.

Joe A. Roe, CEG 2456
Senior Project Geologist

Carl C. Kim, GE 2620
Senior Principal Engineer

JAR/CCK/lr

Attachments: References
Figures 1a and 1b
Appendix A – County of Los Angeles Review Sheets
Appendix B – Seismic Increment of Earth Pressure
Appendix C – Surcharge from Stacked Walls
Appendix D – Shoring Design
Appendix E – Reference for Shear Strength Parameters

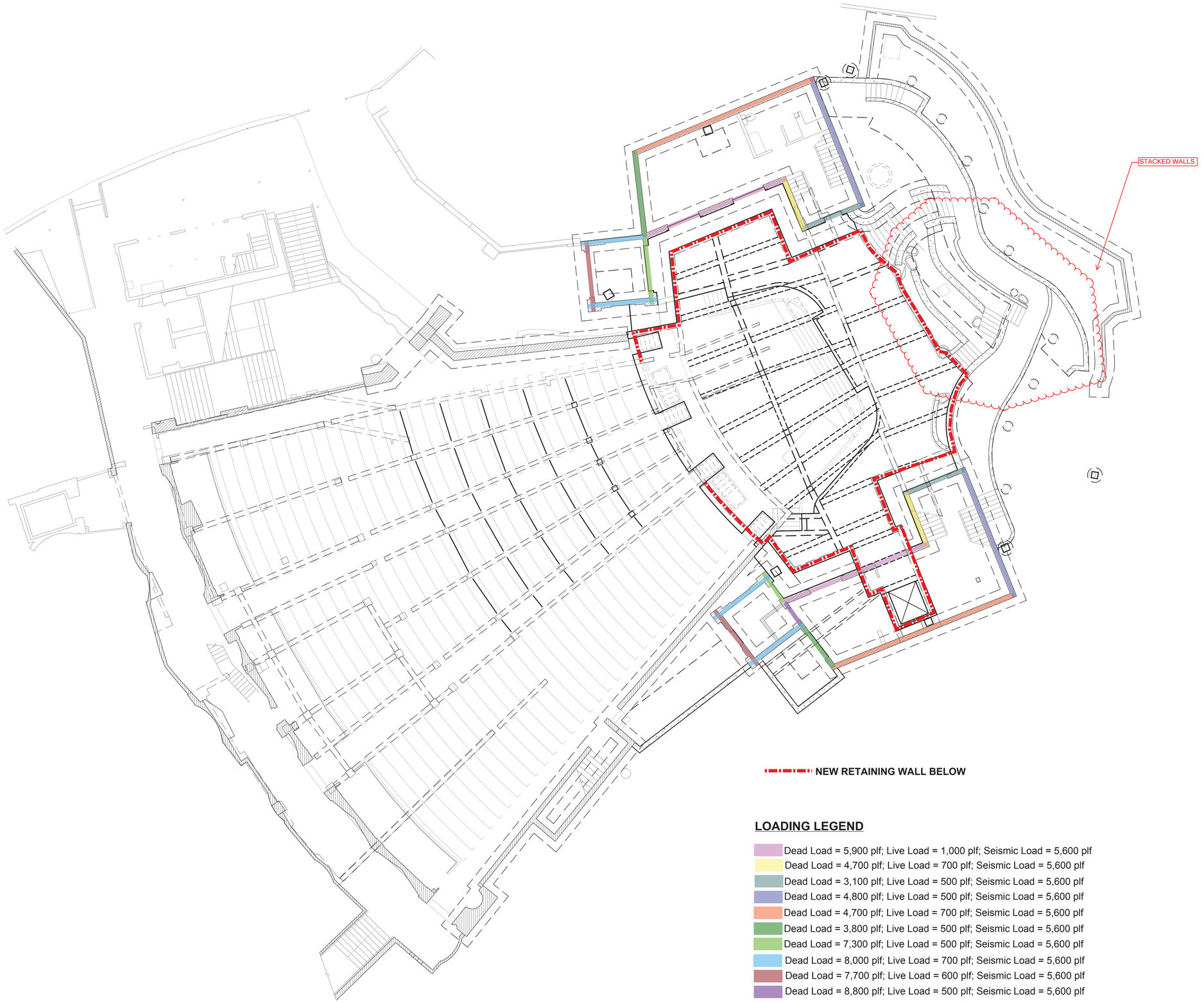
Distribution: (1) Addressee
(1) County of Los Angeles Department of Public Works

References

Leighton Consulting, Inc., 2013a, Preliminary Geotechnical Evaluation, John Anson Ford Theaters Master Plan, 2580 Cahuenga Boulevard East, Hollywood District of Los Angeles, California, dated February 7.

Leighton Consulting, Inc., 2013b, Geotechnical Exploration Report Off-Season Two Improvements, 2580 Cahuenga Boulevard East, Hollywood District of Los Angeles, California, dated September 10.

Leighton Consulting, Inc., 2013c, Addendum to Geotechnical Exploration Report Off-Season Two Improvements, John Anson Ford Theater 2580 Cahuenga Boulevard East, Hollywood District of Los Angeles, California, dated October 15.



NEW RETAINING WALL BELOW

LOADING LEGEND

- Dead Load = 5,900 plf; Live Load = 1,000 plf; Seismic Load = 5,600 plf
- Dead Load = 4,700 plf; Live Load = 700 plf; Seismic Load = 5,600 plf
- Dead Load = 3,100 plf; Live Load = 500 plf; Seismic Load = 5,600 plf
- Dead Load = 4,800 plf; Live Load = 500 plf; Seismic Load = 5,600 plf
- Dead Load = 4,700 plf; Live Load = 700 plf; Seismic Load = 5,600 plf
- Dead Load = 3,800 plf; Live Load = 500 plf; Seismic Load = 5,600 plf
- Dead Load = 7,300 plf; Live Load = 500 plf; Seismic Load = 5,600 plf
- Dead Load = 8,000 plf; Live Load = 700 plf; Seismic Load = 5,600 plf
- Dead Load = 7,700 plf; Live Load = 600 plf; Seismic Load = 5,600 plf
- Dead Load = 8,800 plf; Live Load = 500 plf; Seismic Load = 5,600 plf

FIGURE 1a

OFF-SEASON TWO IMPROVEMENTS

John Anson Ford Theatres
2580 Cahuenga Boulevard East
Hollywood, California 90068

Levin & Associates Architects
811 West Seventh Street, Suite 900
Los Angeles, California 90017
213.623.8141 Fax 213.623.9207

STRUCTURAL FOCUS
19210 S. VERMONT AVENUE
BUILDING B, SUITE 210
GARDENA, CALIFORNIA 90248
TEL: 310.323.9924
FAX: 310.323.9925

REGISTERED PROFESSIONAL ENGINEER
DAVID W. COOKE
No. S3005
Exp. 6/30/14
STRUCTURAL
STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

Issued For:

SCHEMATIC DESIGN	04/26/13
DESIGN DEVELOPMENT	08/08/13

Sheet Title

Scale:

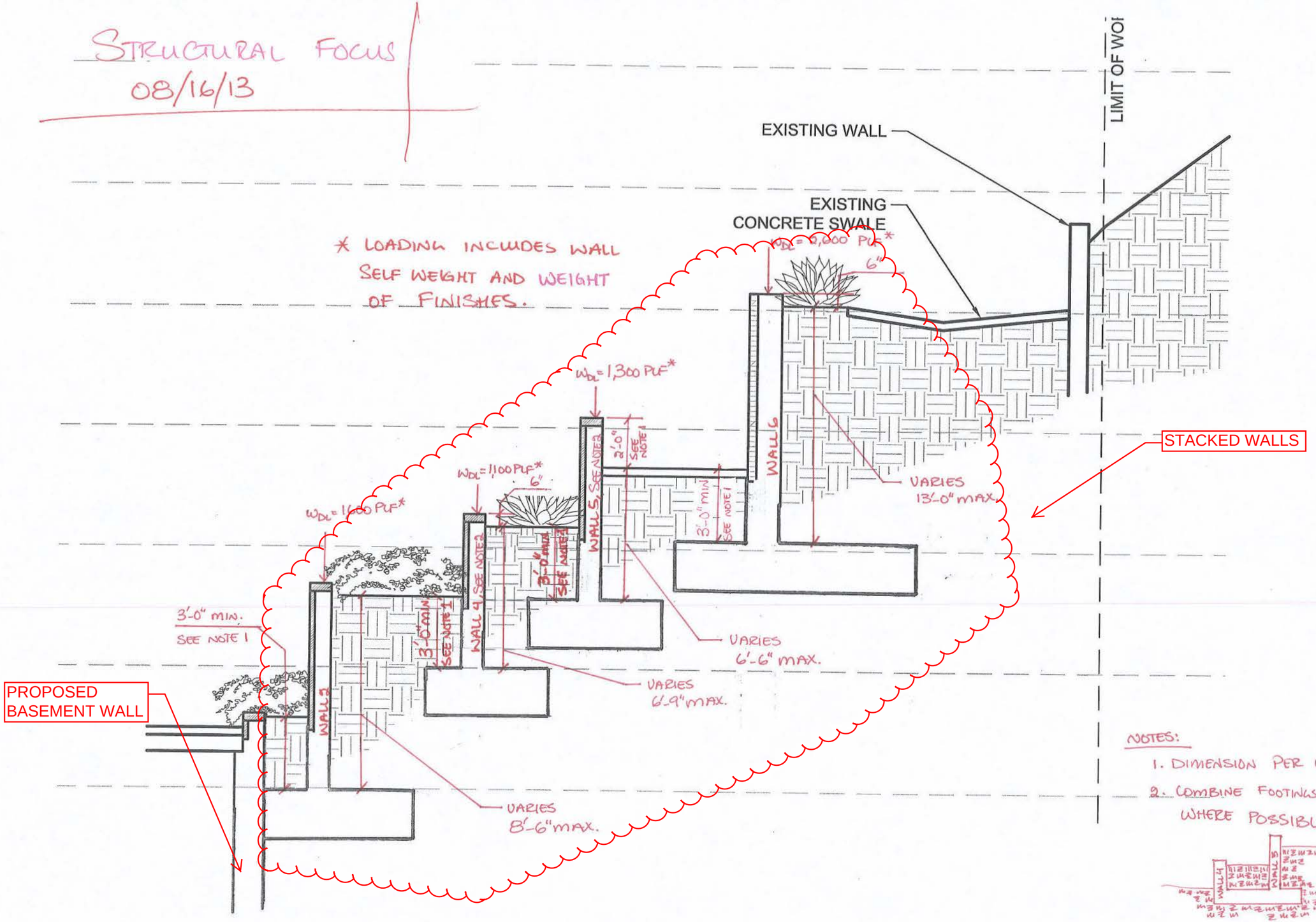
Date	Project Number
	13023

CAD File

Sheet Number

STRUCTURAL FOCUS
08/16/13

* LOADING INCLUDES WALL SELF WEIGHT AND WEIGHT OF FINISHES.



NOTES:
1. DIMENSION PER LANDSCAPE REQUIREMENTS.
2. COMBINE FOOTINGS FOR WALL 4 & 5 WHERE POSSIBLE.

STACKED SITE RETAINING WALL SECTION

FIGURE 1b

APPENDIX A

Dist. Office 99.01

Sheet 1 of 1

County of Los Angeles Department of Public Works
GEOTECHNICAL AND MATERIALS ENGINEERING DIVISION
GEOLOGIC REVIEW SHEET
900 So. Fremont Ave., Alhambra, CA 91803
TEL. (626) 458-7984

DISTRIBUTION
1 Dist. Office
__ Geologist
1 Soils Engineer
1 GMED File
__ LDD - Grading

Tract / Parcel Map		**Lot(s)**	
Parent Tract		**Location**	Los Angeles
Site Address	2580 Cahuenga Blvd	**APN**	5577-025-904
Geologist	Leighton Consulting	**Developer/Owner**	County of Los Angeles
Soils Engineer	Leighton Consulting	**Engineer/Arch.**	Structural Focus / Levin & Assoc.

Building P.C. No. 1310240093 & 1311250035 For: Rehab portions of amphitheater & retaining walls
Geologic Report(s) Dated
Soils Engineering Report(s) Dated 10/15/13
Geology and Soils Engineering Report(s) Dated 9/10/13
Additional Reports Reviewed

Action: Plan is not recommended for approval for reasons below.

Remarks/Conditions:

The geotechnical consultants provide recommendations for rockfall and debrisflow protection/mitigation, none of which appear to have been incorporated into the plans submitted to this office.

The project manager and developer/owner should determine if protecting the facility from these hazards is within the scope of the proposed work, and if so, should have the consultant's recommendations incorporated into the plans. If it is determined that protecting the facility from these hazards is not within the scope of work for this project, then it must be understood by all parties that these hazards will continue to affect the facility.

Requirements of the Soils Engineering Section dated 12/11/13 are attached

Prepared by  Reviewed by _____ Date 12/24/13
Charles Nestle

Please complete a Customer Service Survey at http://dpw.lacounty.gov/go/gmedsurvey

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
GEOTECHNICAL AND MATERIALS ENGINEERING DIVISION

SOILS ENGINEERING REVIEW SHEET

Address: 900 S. Fremont Ave., Alhambra, CA 91803
Telephone: (626) 458-4925
Fax: (626) 458-4913

District Office 99.01
Job Number GMBPRR

Review No. 1

John Anson Ford Theater
Restoration and Rehabilitation of Amphitheater
Replace Stage and New Below Stage - Basement Walls, Retaining Walls, Piles, Shoring

Location	2580 Cahuenga Boulevard, East Los Angeles
Developer/Owner	County of Los Angeles
Engineer/Architect	Structural Focus / Levin and Associates Architects
Soils Engineer	Leighton Consulting, Inc. (10296.001)
Geologist	-----

DISTRIBUTION:

___	Drainage
___	Grading
1	Geo/Soils Central File
___	District Engineer
___	Geologist
1	Soils Engineer
1	Engineer/Architect

Building Plan Check No. 1310240093, 1311250035

Review of:
Building Plan Dated By Processing Center **11/25/13, 9/10/13**
Soils Engineering Report Dated **10/15/13**

ACTION:

Building plan is not recommended for approval.

REMARKS:

1. Provide original copies of the Leighton report dated 2/7/13 and 7/12/13 to the Soils Engineering Section for review. These reports are referenced on the submitted plans however were not provided for review. Additional comments may arise once the requested information is provided.

2. Provide calculations and recommendations for seismic earth pressure for all retaining walls and basement walls with retained height greater than 6 feet. Per County policy, the seismic loading for retaining walls with a retained height greater than 6 feet must be derived from the peak ground acceleration at the subject site. Verify and provide calculations and recommendations, as necessary.

3. Provide calculations for the surcharge loads recommended in the soils report.

4. Clarify which of the proposed retaining walls will be designed with additional surcharge load due to stacked (upslope) retaining walls. Show and identify these retaining walls on the plans and on the geotechnical map.

5. Provide a table with all of the retaining walls, basement walls, and the design lateral earth pressures. Include the expected surcharge loading and seismic loading for each wall. Add the table to the plans.

6. Discuss and address the Soils Nail shoring system shown on the Shoring Plans. Provide calculations and analyses that show the proposed soil nail wall shoring system will meet County minimum factors of safety. Specify the soil nails which will be tested. Per the submitted shoring plans, the geotechnical engineer must observe all proof and performance tests and clarify soil types. The soils engineer must discuss and verify existing soils conditions and provide recommendations and conclusions and/or provide appropriate modifications.

7. Provide direct shear test data results which substantiate the shear strengths utilized in the Soil Nail system. Provide boring logs and the locations of soil samples of the shear tests.

8. Show the following on the Building plans:
   a. Indicate all relevant soils reports by the Soils Engineer of record. The latest soils reports submitted are not shown on the plans.
   b. Existing and proposed grades.
   c. Show table of retaining walls with design earth pressures recommended by the Soils Engineer. See Remark 5 above.
   d. Provide reference to the submitted Shoring Plans.
   e. All standard notes regarding fill compaction and density testing requirements, as necessary.
   f. All recommended mitigation measures, as necessary.

9. Show the following on the Shoring Plans:
   a. Indicate the Soils Engineer of record and all relevant soils reports by the Soils Engineer of record.
   b. Provide foundation details for the Soil Nail shoring system.
   c. Specify the soil nails which will be proof and performance tested.
   d. All recommended mitigation measures, as necessary.

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
GEOTECHNICAL AND MATERIALS ENGINEERING DIVISION

SOILS ENGINEERING REVIEW SHEET

Building Plan Check No. 1310240093, 1311250035

10. Add the following notes on the building plans:
    The Soils Engineer of record shall inspect and approve the foundation excavations before steel or concrete is placed.
11. The Soils Engineer of record must review the building plans and sign and stamp the plans in verification of his recommendations. Original manual signature and wet stamp are required.
12. Submit two sets of revised plans to the Soils Section for verification of compliance with County codes and policies.
13. Requirements of the Geology Section are attached.
14. Include a copy of this review sheet with your response.

NOTE TO THE PLAN CHECKER/BUILDING AND SAFETY DISTRICT ENGINEER:
THE ON-SITE SOILS ARE MODERATELY CORROSIVE TO FERROUS METALS.

REGISTERED PROFESSIONAL ENGINEER
YOSHIYA MORISAKU
No. 67587
Exp. 6/30/15
CIVIL
STATE OF CALIFORNIA

Reviewed by Yoshiya Morisaku Date 12/11/13

Yoshiya Morisaku

NOTICE: Public safety, relative to geotechnical subsurface exploration, shall be provided in accordance with current codes for excavations, inclusive of the Los Angeles County Code, Chapter 11.48, and the State of California, Title 8, Construction Safety Orders.

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
BUILDING AND SAFETY DIVISION

NON-RESIDENTIAL
PLAN REVIEW LIST

GENERAL PROJECT INFORMATION

PLAN CHECK NO. BL1311250035 DISTRICT NO _____ INITIAL VALUATION $12.9 mil

JOB ADDRESS 2580 E Cahuenga Bl CITY Hollywood ZIP _____

OWNER County of LA TELEPHONE ( ) _____

ARCHITECT Brenda Levin TELEPHONE ( ) _____

ENGINEER _____ TELEPHONE ( ) _____

APPLICANT Robert Stone TELEPHONE (213) 623-8141

ADDRESS _____ CITY _____ ZIP _____

PROJECT INFORMATION

USE ZONE _____ CLIMATE ZONE _____ VHFHSZ: ☐YES ☐NO FLOOD ZONE: ☐YES ☐NO

BUILDING ELEMENT	SQ. FT.	NO. OF STORIES	CONSTR. TYPE	OCC. GROUP	$ / SQ. FT.	$ VALUE
Ford Theater		2	II-B			
				New Valuation:		

PROJECT DESCRIPTION

Repair and addition to Ford Theater.

FIRE SPRINKLER AND CONSTRUCTION INFORMATION

FIRE SPRINKLER ☑YES ☐NO

PLAN CHECK ENGINEER AND CORRECTION INFROMATION

REVIEWED BY Jae Lee DATE 12-18-2013 TELEPHONE 626-458-6389

RECHECKED BY _____ DATE _____ TELEPHONE _____

RECHECKED BY _____ DATE _____ TELEPHONE _____

APPROVED BY _____ DATE _____ TELEPHONE _____

Your application for a permit, together with plans and specifications, has been examined and you are advised that the issuance of a permit is withheld for the reasons hereinafter set forth. The approval of plans and specifications does not permit the violation of any section of the Building Code, or other local ordinance or state law.

NOTE: Numbers in the parenthesis ( ) refer to sections of the 2011 edition of the County of Los Angeles Building Code (LACBC), Table (T), Plumbing Code (PC), Mechanical Code (MC), Electrical Code (EC), Fire Code (FC), or Building Code Manual (B.C.M.), 2005 National Design Specifications (NDS), 2008 AF&PA Special Design Provisions for Wind and Seismic (SDPWS), 2005 Minimum Design Loads for Buildings and Other Structures including Supplement No. 1 (ASCE7). For County of Los Angeles Building Code Amendments and B.C.M.s, visit www.dpw.lacounty.gov/bsd.

INSTRUCTIONS

- All corrections apply to this plan check.
- In the left-hand margin of the circled corrections, please indicate the sheet number and detail or note number on the plans where the corrections are made. Resubmit marked original plans and two corrected sets of plans, calculations and this plan review list.
- Incomplete, unclear, or faded drawings or calculations will not be accepted.
- The plan check engineer will be available for conference and telephone calls between the hours of 9 AM and 3 PM on the following days: Tue and Thurs. **Appointments are recommended**. Incorporate all comments as marked on checked set of plans and calculations and these correction sheets.

GENERAL REQUIREMENTS

APPLICATION AND PERMIT

1. A separate application and permit(s) is/are required for: (106.1)
   a. Electrical work
   b. Mechanical work
   c. Plumbing work
2. The permit application must be signed by the property owner, or licensed contractor, or authorized agent at the time the permit is to be issued:
   a. For owner-builder permits: Owners' signature must be verified by notarization or personal identification.
   b. For contractor building permits: Prior to the issuance of a building permit, the contractor shall have the following:
      i. A certificate of workers Compensation Insurance made out to the Contractors State License Board.
      ii. Notarized letter of authorization for agents.
      iii. Copy of Contractors State License or pocket ID.

REFERRALS

(issued by Ben Ling during prior meeting) ← NOT RECEIVED BY LBA

ALL AGENCY APPROVALS are required prior to permit issuance. Please see the attached agency referral sheet for details.

3. (Soil)(Foundation)(Geology) report(s) must be approved by the Geotechnical & Materials Engineering Division. Provide a copy of approved report and Department approval letter.
4. A Grading Permit may be / is required and a separate grading permit application may need to be processed. Contact Drainage & Grading Section of Building and Safety Division to determine if a grading permit is required. (Appendix J103)

   A grading permit is required for the following:
   a. All excavations exceeding 2-ft. in depth (except for footings, basements and retaining walls). Note: the placement of excess material from such excavations may require a grading permit.
   b. All fills:
      i. Intended to support structures.
      ii. That obstructs or diverts a drainage course.
      iii. One foot or more in depth placed on natural slopes steeper than 5 units horizontal to 1 unit vertical.
      iv. 3-ft. or more in depth at its deepest point and greater than 50 cubic yards.
      v. 5-ft. or more in depth at its deepest point and greater than 20 cubic yards.
   c. The grading of access roads or pads for exploratory excavations.
5. Rough grading approval is required before a building permit can be issued. (Appendix J105.7)

SUPPLEMENTAL PLAN REVIEW COMMENTS/SHEETS

6. Refer to the attached sheets for supplemental plan review comments:
   a. Solid Waste Disposal
   b. Non-residential Green Building Standards Code Review
7. Photocopy/blueprint the following on the plans: (Do NOT staple to the plans)
   a. Best Management Practice for Construction Activity (Attachment A) requirements

AREA, OCCUPANCY, AND CONSTRUCTION

8. Specify the type of construction on the Title Sheet.
9. The basic allowable building area is 8500 SF per Table 503. Justify and provide allowable building area analysis on the plan.

MEANS OF EGRESS

10. Provide required head room: 6'8" at the stairs and 7'6" at exit path.
11. Provide details for all stairway showing the following: (1009, 1012)

a. Maximum 7-in., minimum 4-in. rise and minimum 11-in. run (tread).
b. The tolerance between the largest and smallest riser height and/or tread depth shall not exceed 0.375-in. in any flight of stairs.
c. Minimum headroom over the stairs 6-ft. 8-in.
d. Minimum 44-in. clear width.
e. Provide handrails at both sides. The handrail height shall be 34-in. to 38-in. above the nosing, with 1-1/2-in. clearance to the wall, and ends returned to the wall. Open handrails shall have intermediate rails or an ornamental pattern such that a 4-in. sphere in diameter cannot pass through.
f. Handgrip portion of handrails shall not be less than 1-1/4-in. nor more than 2-in. in cross-sectional dimension having a smooth surface with no sharp corners.
g. Stairway framing, connections, bracings, and footings.
h. One-hour construction for the enclosed usable space under the stairs.

12. Provide Exit signs.
13. Exit signs shall be internally or externally illuminated. Internally illuminated exit signs shall be listed and labeled in accordance with UL 924 and shall be installed in accordance with the manufacturer's instructions and Chapter 27. Externally illuminated exits signs shall comply with the graphics and power source requirements in Sections 1011.5.1 and 1011.5.3, respectively. When the face of an exit sign is illuminated from an external source, it shall have an intensity of not less than 5-foot-candles (54 lux).(1011.2)
14. Note on the plans: "Any time a building or a portion of a building is occupied, the means of egress serving the occupied portion shall be illuminated at an intensity of not less than 1-foot-candle (11 lux) at the walking surface level." (1006)
15. The power supply for means of egress illumination shall be provided by the premise's electrical supply. In the event of power supply failure, illumination shall be automatically provided from an emergency system for the following areas: (1006.3)
    a. Aisles and unenclosed egress stairways in rooms and spaces that require two or more means of egress.
    b. Corridors, exit enclosures, and exit passageways in buildings required to have two or more exits.
    c. Exterior egress components at other than the level of exit discharge until exit discharge is accomplished for buildings required to have two or more exits.
    d. Interior exit discharge elements, as permitted in Section 1027.1, in buildings required to have two or more exits.
    e. Exterior landings, as required by Section 1008.1.6, for exit discharge doorways in buildings required to have two or more exits.
16. The exit signs shall also be connected to an emergency electrical system which is to provide continued illumination for a duration of not less than 1-1/2 hr. in case of primary power loss. Continued illumination is to be provided from storage batteries, unit equipment, or an on-site generator and the installation of the emergency power system shall be installed in accordance with Chapter 27. (1006.3)
17. Emergency lighting facilities shall be arranged to provide initial illumination that is at least an average of 1-foot-candle (11 lux) and a minimum at any point of 0.1-foot-candle (1 lux) measured along the path of egress at floor level. A maximum-to-minimum illumination uniformity ratio of 40 to 1 shall not be exceeded. (1006.4)
18. Egress doors or gates shall be openable from the egress side without the use of a key, special knowledge, or effort. Door handles, pulls, latches, locks, and other operating devices shall be installed 34 to 48 in. above the finished floor. Manually operated flush bolts or surface bolts are not permitted. The unlatching of any door or leaf shall not require more than one operation. (1008.1.9)
19. Plans must indicate / detail the floor or landing on each side of doors is not more than 1/2-in. lower than the threshold of the doorway. Raised thresholds and floor level changes greater than 1/4-in. at doorways shall be beveled with a slope not greater than one unit vertical in two units horizontal (50% slope). (1008.1.7)

FIRE DAMPERS, DUCTS AND RETURN AIR PLENUMS

20. Fire and smoke dampers to be installed at penetrations in the following locations: (716.5)
    a. fire barrier,

GENERAL REQUIREMENTS

21. Obtain architect's and engineer's stamp and signature on the plan include soils engineer.
22. Update code reference to LACBC.
23. Identify historical stairs and guardrails on the plan.
24. Submit a modification for use of non-complying ramp to Research Section, Jonathan Lam at 626-458-6352, for approval.

25. Provide 45 min door at 1 hour fire barrier.
26. Provide panic hardware at the door from an electrical room with more than 1200 A.
27. Provide 1 hour separation from each other: dressing rooms, store room and etc per 410.5.2.
28. Coordinate door number at the lower level between the door schedule and floor plan.
29. Detail guards when located along open-sided walking surfaces, mezzanines, industrial equipment platforms, stairways, ramps and landings that are located more than 30-in above the floor or grade below. (1013.1)
    a. Have a minimum height of 42-in.
    b. Have intermediate rails or an ornamental pattern such that a 4-in. diameter sphere cannot pass through. (1013.3)
    c. Shall be designed for 50-plf applied in any direction at the top and to transfer the load through the supports of the structure. (1607.7)
    d. Shall be designed for a 200 lb concentrated load applied in any direction at any point along the top.(1607.7.1)
30. Provide 42" guard at the roof hatch that located within 10 feet from the roof boundary.

Disabled Access

31. Provide a detailed program to explain how path of travel will be provided to the Public Street and accessible parking space to the theater. The program shall be approved by Research Section, Jonathan Lam at 626-458-6352 and provide the approved program on the plan.
32. Provide an accessible route from wheel chair seats to stage, dressing rooms, locker rooms and other spaces use by performers. 1104B.3.11
33. Provide applicable and enlarged accessible parking plan and passenger loading space plan with details, dimensions and notes to verify disabled access requirements.
34. Provide loading and unloading space on the passenger side for van access parking.
35. Provide applicable and enlarged plans and sections for each stairs (include scenic stairs): rise/run, stripping, handrail, handrail extension, guard, nosing, width, and dimensions.
36. Handrail extension shall be in the direction of the stair flight.
37. Handrails shall extend a minimum of 12 inches beyond the top nosing and 12 inches plus the tread width beyond the bottom nosing
38. Provide a removal base under sinks for knee clearance and reference knee clearance details.
39. Provide 28: to 34: high counter with knee clearance under the sink.
40. Provide applicable enlarged restroom plan with dimensions, details and all clear spaces marked.
41. A door is not allowed to encroach into the required clear space at the front of plumbing fixtures.
42. Provide applicable enlarged stair plan and sections
43. Comply with Emergency Standard effective August 1, 2012:
    a. Provide 16" to 18" between the centerline of the accessible water closet and the side of wall or partition.
    b. Provide 60" clear space around the water closet. A fixture is not allowed within the clear space.
    c. Provide toilet tissue dispensers at 7" to 9" in the front of the water closet measured to the center of the dispenser.
    d. Provide the spout of the drinking fountain at minimum 15" from the vertical support and Maximum 5" from the front edge of the unit, including bumpers.
    e. Provide visual characters and raised characters on the signs with fonts comply with the width of the upper case letter "O" is 60% minimum of and 110% maximum of the height of the uppercase letter "I" and stroke thickness of the uppercase letter "I" shall be maximum 15% of the height of the character.
    f. Signs with raised characters and Braille shall be located 48" minimum above the finish floor or ground surface, measured from the baseline of the lowest line of Braille and 60 inches maximum above the finish floor or ground surface, measured from the baseline of the highest line of raised characters.
    g. Provide the sign within 3" from the approach side of a door

STRUCTURAL REQUIREMENTS

44. NOTE ON THE PLANS: "The use of rolled steel sections and/or bolts manufactured outside the United States will require verification that the products comply with applicable ASTM Standards. Mill certificates will be required for all steel. Steel grades other than ASTM-A36 will require testing by an approved laboratory. All foreign bolts must be approved by County of Los Angeles Building and Safety prior to their use."
45. Note on the plans: "Compaction report shall be submitted to the Building Inspector prior to footing inspection."

46. Update the soils report references, include all the reports.
47. Have the consulting soils/geotechnical engineer review and approve the foundation plans, shoring plans and details. (106.4.3)
48. All shop welding shall be performed within a licensed fabricator by LA City of ICC.
49. The occupancy category for this building is III. Design the building with I factor of 1.25.
50. Update occupancy category and I factor on seismic design information.
51. Provide structural calculations for foundation, stairs, handrail, guard
52. Provide framing plan over the pit as shown on the calc.
53. Use 0.35 for friction per the soils report.
54. Obtain seismic load requirement for retaining wall and basement wall over 6 feet from the soils engineer.
55. The soils reports do not contain recommendation for the soil nail and the shoring design is based on the soil nail and shotcrete. Provide recommendations for soil nail from the soil engineer or revise the shoring design per the soils report. The shoring design is not checked at this time. Resubmit the revised shoring design or revised soils report for shoring plan check. Additional corrections may follow.

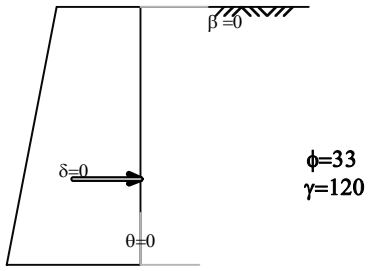
APPENDIX B

INPUT DATA

Condition:…… Horizontal Soil Layer (DE)

ϕ, Soil friction (deg)	33.0
δ, Friction angle between soil and concrete wall (deg)	0.0
β, Backfill slope angle (deg)	0.0
θ, Angle of wall slope with vertical wall	0.0
γ, Wet unit weight of the soil (pcf)	120
PeakHorizontal Acceleration	0.48
k_h, Horizontal acceleration coefficient	0.24
k_v, Vertical acceleration coefficient	0.00
$\psi = \tan^{-1}(k_h/(1-k_v))$	13.5 deg

CONFIGURATION



OUTPUT

a) At Rest condition

1. Coeff of **Earth Pressure at Rest, Ko** :…… **0.46**
   Equivalent Fluid Pressure…… 54.6 psf/ft

USE 55 psf/ft

Rankine Solution (For vertical wall only, θ = 0, assuming no wall friction, δ = 0, and upward backfill only, β = 0)

1. Coeff of **Active Earth Pressure, K_A** :…… **0.29**
   Equivalent Fluid Pressure…… 35.4 psf/ft

$$K_A^{RANKINE} = \frac{\cos\beta - \sqrt{\cos^2\beta - \cos^2\phi}}{\cos\beta + \sqrt{\cos^2\beta - \cos^2\phi}}$$

USE 35 psf/ft

2. Coeff of **Passive Earth Pressure, K_P**:…… **3.39**
   Equivalent Fluid Pressure…… 407.1 psf/ft

$$K_P^{RANKINE} = \frac{\cos\beta + \sqrt{\cos^2\beta - \cos^2\phi}}{\cos\beta - \sqrt{\cos^2\beta - \cos^2\phi}}$$

USE 400 psf/ft

3. Coeff of **Seismic - Static Active Earth Pressure, K_{AE}** :…… **0.46**
   Equivalent Fluid Pressure…… 55 psf/ft

$$K_{AE} = \frac{\cos^2(\phi-\theta-\psi)}{\cos\psi\cos^2\theta\cos(\delta+\theta+\psi)\left[1+\sqrt{\frac{\sin(\delta+\phi)\sin(\phi-\beta-\psi)}{\cos(\delta+\theta+\psi)\cos(\beta-\theta)}}\right]^2}$$

4. **Seismic Active Earth Pressure**
   Equivalent Fluid Pressure: 55 psf/ft- 35 psf/ft= 20.0 psf/ft

USE 20 psf/ft

Ref:
1. Steven L. Kramer, "Geotechnical Earthquake Engineering", Prince Hall, 1996.
2. Donald P. Couto, "Foundation Design, Principles and Design", Prince Hall, 1994.

C:\Users\ckim\SkyDrive\Documents\2013 projects\ford theater\cad\[appendix b.xls]Output

PASSIVE AND ACTIVE PRESSURES **Ford Theater** **Hollywood, CALIFORNIA**	PROJECT NAME : JAFT PROJECT NUMBER : 10296.002 DESIGNED/CHECKED BY: sp/ck	**Figure B-1**

APPENDIX C

Ind. Surcharge on Basement Wall
(See attached Figure)

equivalent backslope $\beta \sim 40°$

$\phi = 33°$, $c = 600$ psf (CDMG, 1998)

Basement wall ~ 12' High

Calculate equivalent ϕ^*

ϕ^* incorporates cohesion

$\tau = c + \sigma \tan\phi = \sigma \tan\phi^*$

$= 600 \text{ psf} + 12 \times 120 \tan 33 = 12 \times 120 \tan\phi^*$

$\Rightarrow \phi^* = 46.8°$

considering that a portion of the active soil wedge may be in wall backfill, reduce c by FS = 2 $\Rightarrow c^* = 300$ psf

$\tan\phi^{**} = [300 \text{ psf} + 12 \times 120 \tan 33°] / 12 \times 120$

$\phi^{**} = 40.6° \sim 40°$

Project No.	10296.001
Project Name	JAFT
Engineer	CK
Date	Oct '13
Figure No.	X1

Leighton and Associates
A LEIGHTON GROUP COMPANY

Using NAVFAC 7.2-64 (Anchored)

with $\beta = 45°$, $\phi^{**} = 40°$

$K_A = 0.6 \Rightarrow 72$ pcf

Rec'd surcharge for active case

$= 72 - 35$ (rec'd active pressure for level backfill) $= 37$ pcf

Ratio of $\frac{\text{At-Rest}}{\text{Active}} = \frac{55 \text{ pcf}}{35 \text{ pcf}} = 1.57$

Rec'd surcharge for at-rest case

$= 37 \times 1.57 = 58$ pcf

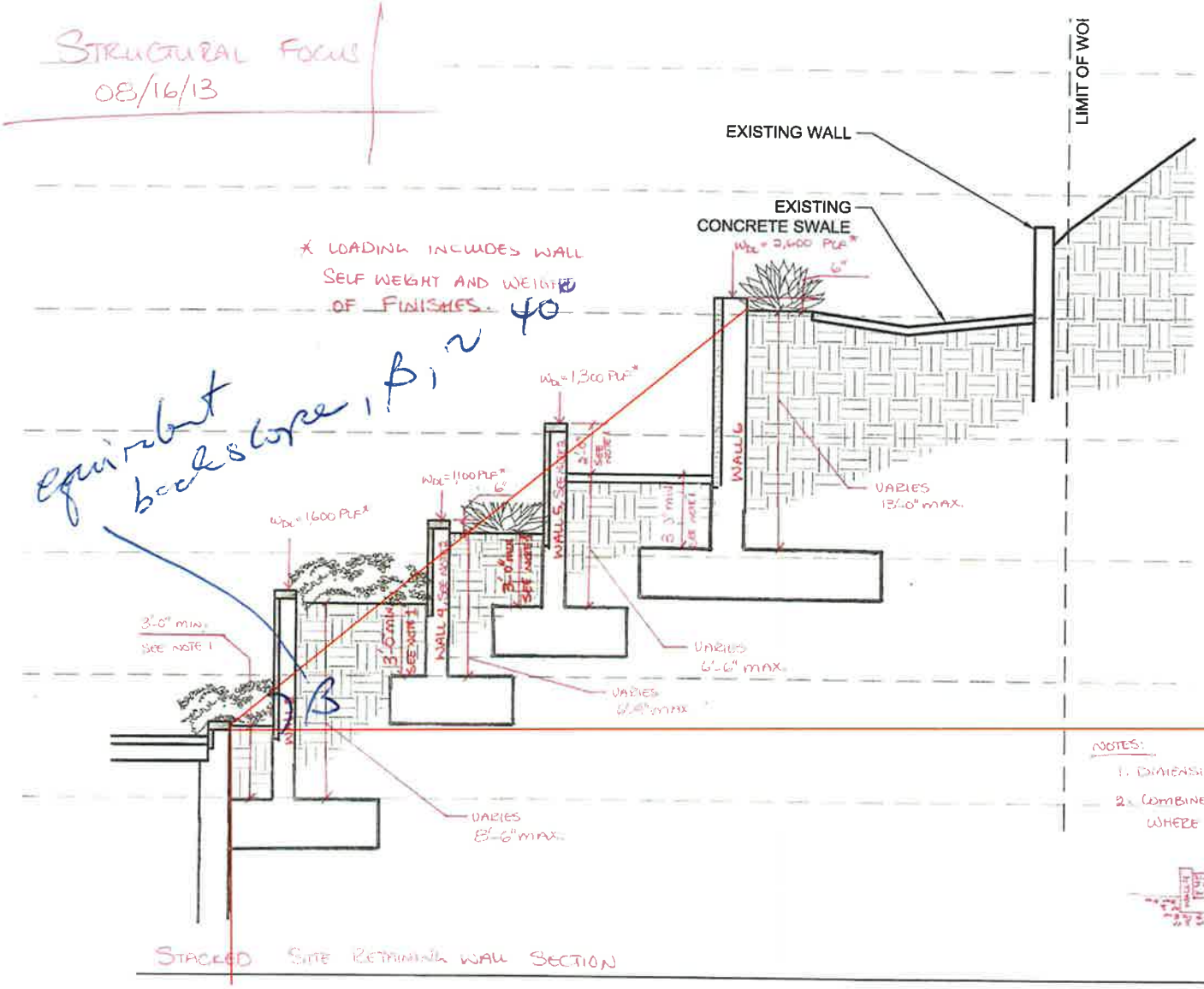
Considering that actual case will be between Active & At-rest condition, use Arith. of values: $\frac{37 + 58}{2} = 47.6$

$\Rightarrow$ Rec'd surcharge = $\boxed{50 \text{ pcf}}$

	Project No. _____
	Project Name _____
	Engineer _____
	Date _____ Figure No. X2

Leighton and Associates
A LEIGHTON GROUP COMPANY

STRUCTURAL FOCUS
08/16/13



NOTES:
1. DIMENSION PER LANDSCAPE REQUIREMENTS.
2. COMBINE FOOTINGS FOR WALL 4 & 5 WHERE POSSIBLE.

STACKED SITE RETAINING WALL SECTION

FIGURE 1b

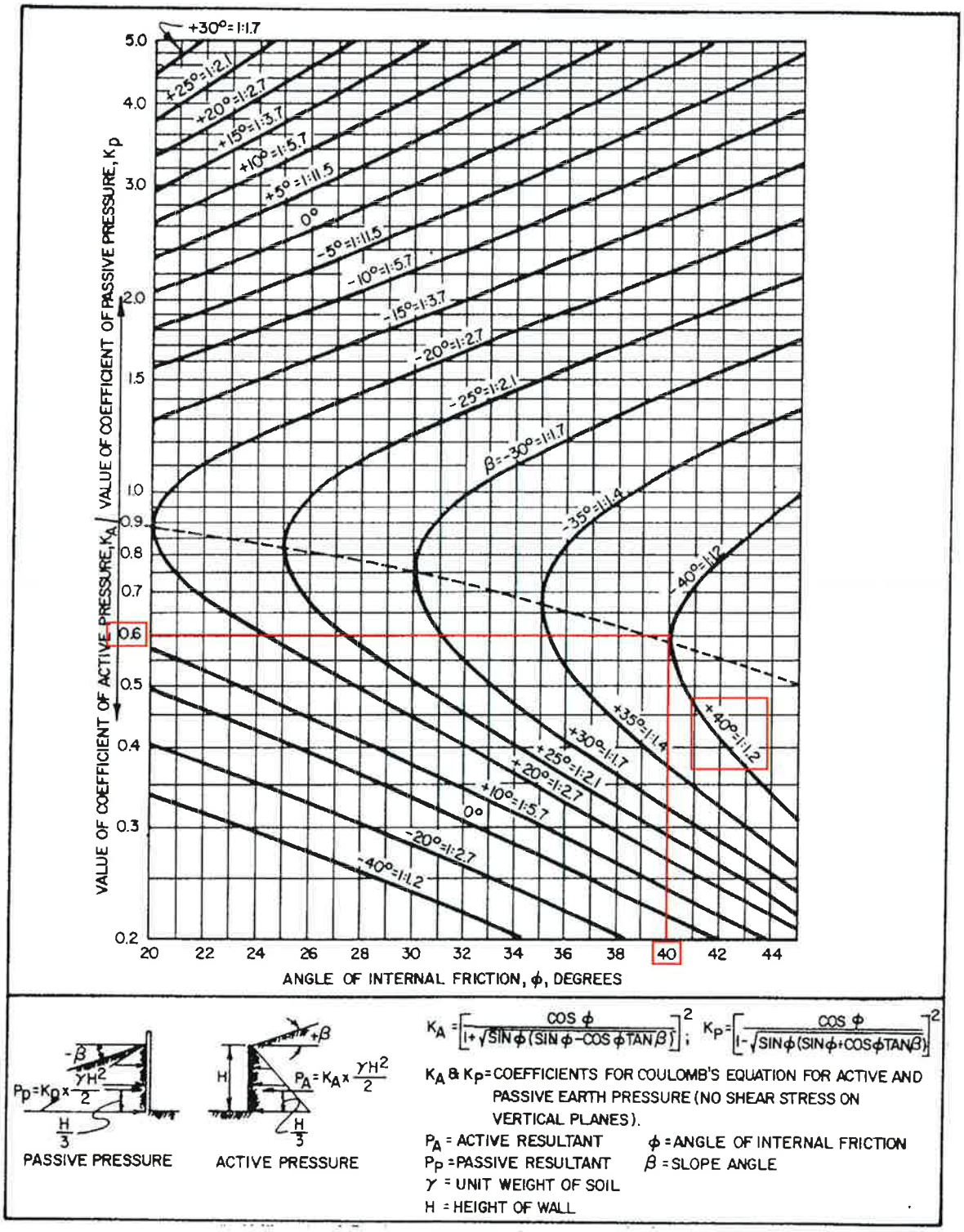


FIGURE 3
Active and Passive Coefficients, Sloping Backfill
(Granular Soils)

APPENDIX D

EARTH SUPPORT SYSTEMS

November 15, 2013

Mr. Rudy Delgadillo
Bernards
555 First Street
San Fernando, CA 91340

(818) 898-1521 tel.
(818) 838-7956 fax

Re: **JAF Amphitheatre** **JOB #13-146**
Hollywood, California

Subject: **Temporary Shoring Design Submittal**

Dear Mr. Delgadillo:

Enclosed please find the temporary shoring design submittal for the above referenced project.

Should you have any additional questions or comments regarding this matter, please advise.

Sincerely,

EARTH SUPPORT SYSTEMS, INC.

Roy P. Reed, P.E.
Project Engineer

Encl: Design Calculations

EARTH SUPPORT SYSTEMS

Temporary Shoring Design Calculations

John Ansen Ford Theaters (JAF Amphitheatre)

Hollywood, California

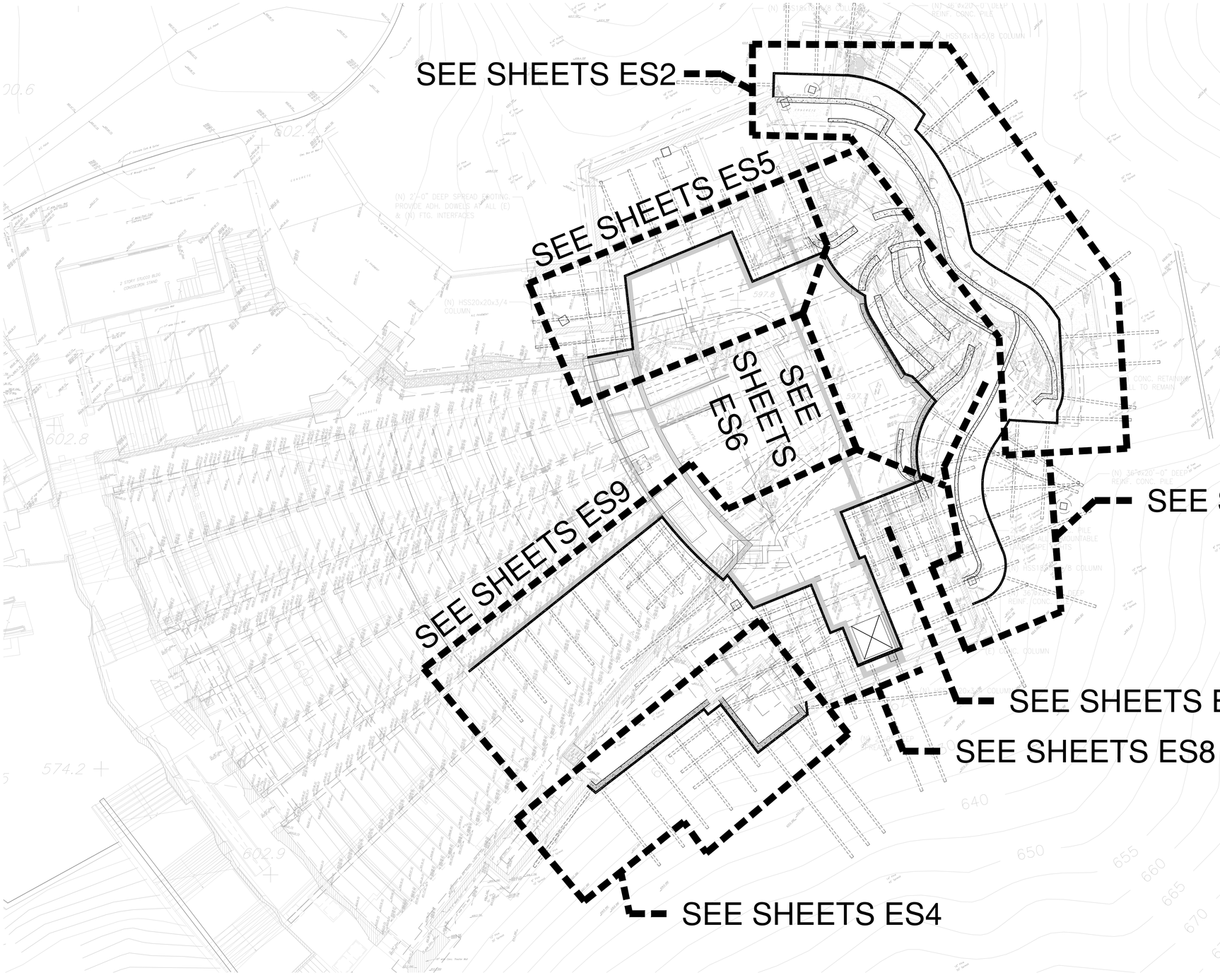
November 15, 2013

ESSI Project # 13-146

Table of Contents: **Section**

9685 Via Excelencia, Suite 104 | San Diego, CA 92126 | phone (760) 929-2851
www.earthsupportsys.com

SECTION 1



Underground Service Alert of Southern California

Call: TOLL FREE
800-422-4133

TWO WORKING DAYS BEFORE YOU DIG
RE-NOTIFY EVERY TWO WEEKS

TICKET # _____

DATE CALLED: _____

CAUTION!!!

ALL EXISTING UTILITIES MAY NOT BE SHOWN ON THESE PLANS. DIG ALERT & GENERAL CONTRACTOR SHALL LOCATE & POTHOLE (AS NEEDED), ALL EXISTING UTILITIES BEFORE SHORING WALL CONSTRUCTION BEGINS.

THINK SAFETY:

1. SAFETY MEETING AT LEAST ONCE A WEEK.
2. IN CASE OF ACCIDENT, CALL GENERAL CONTRACTOR'S OFFICE IMMEDIATELY.

STATE OF CALIFORNIA

DEPARTMENT OF INDUSTRIAL RELATIONS
DIVISION OF OCCUPATIONAL SAFETY AND HEALTH
TRENCH/EXCAVATION PERMIT NO._____

SITE PLAN VIEW
SCALE: 1" = 10'

90% DD Drawings

ROY P. REED R.C.E. 80503 EXP. 3-31-15 DATE

REGISTERED PROFESSIONAL ENGINEER ROY P. REED C 80503 Exp. 3/31/15 CIVIL STATE OF CALIFORNIA

EARTH SUPPORT SYSTEMS
5937 DARWIN CT. SUITE 105 CARLSBAD, CA 92008
TEL (760) 929-2851 FAX (760) 929-2852

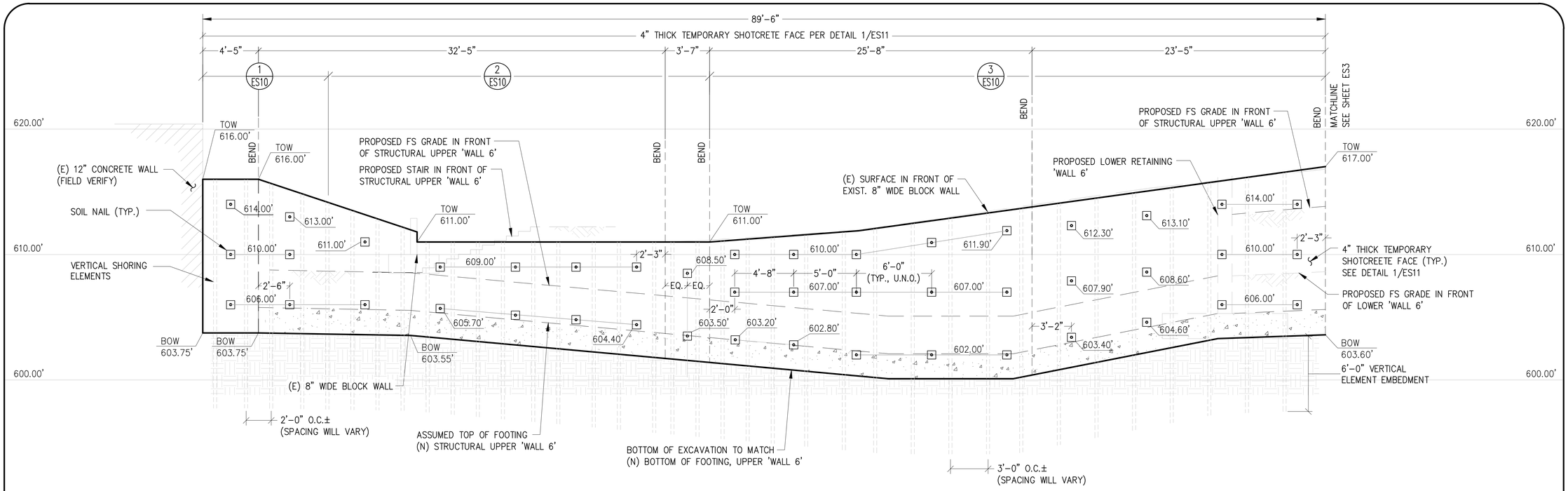
DELTA	REVISION	DATE

PROJECT: JOHN ANSEN FORD THEATERS
2580 CAHUENGA BOULEVARD EAST
HOLLYWOOD, CA

DRAWING NAME: PROPOSED TEMPORARY SHORING
SITE PLAN VIEW

DATE: 11/15/2013
DRAWN BY: R.M.
PROJECT No: 13-146
REVISION: -
SCALE: 1" = 10'

SHEET
ES1
OF 13 SHEETS



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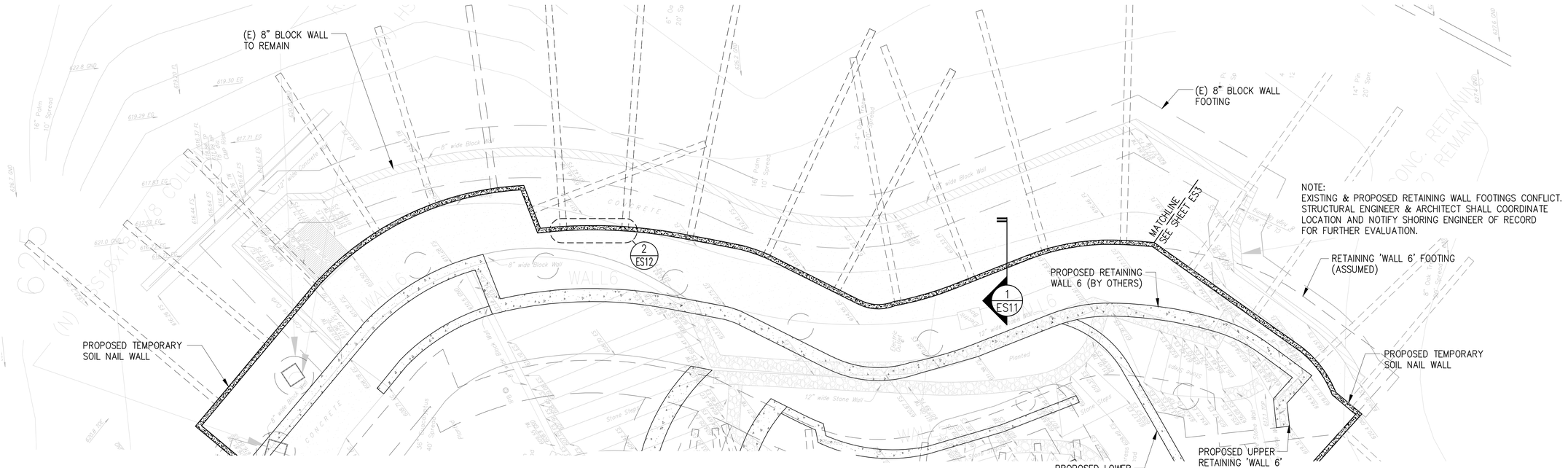
3. TEMPORARY SHOTCRETE FACING MAY BE OMITTED IN EXCAVATIONS EXPLORING COMPETENT ROCK.

ELEVATION VIEW - LOOKING NORTH - WALL '6'
SCALE: 1" = 4'



PLAN VIEW - WALL '6'
SCALE: 1" = 4'

90% DD Drawings

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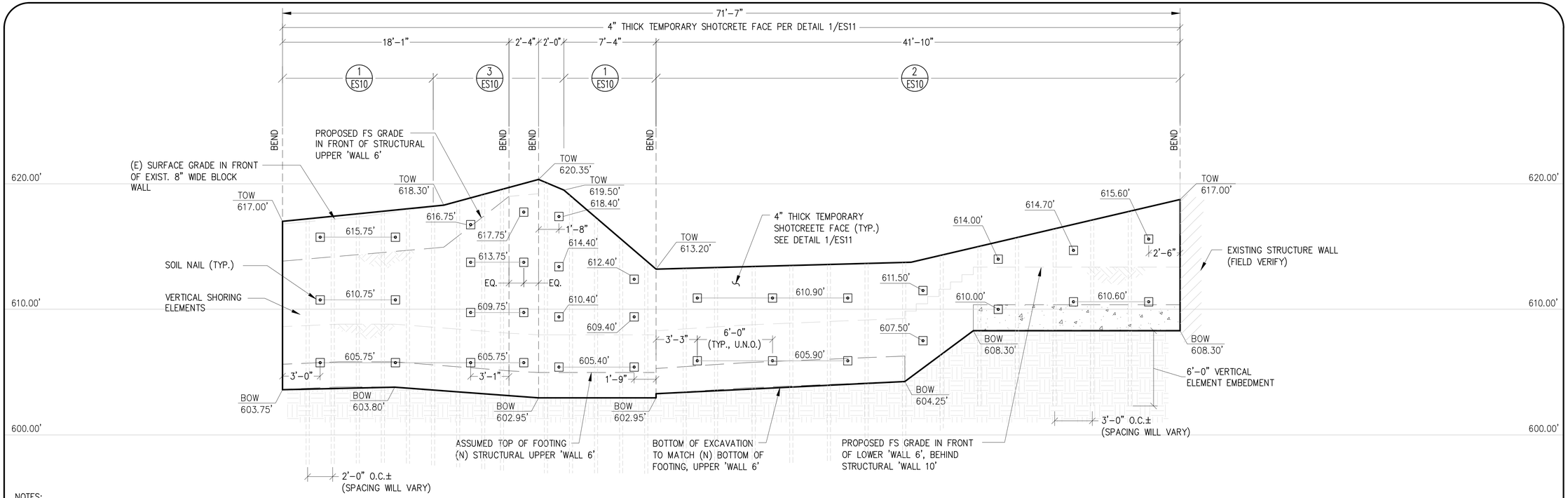
DRAWN BY: R.M.
PROJECT No: 13-146
REVISION: -
SCALE: 1" = 4'

SHEET ES2 OF 13 SHEETS

REFERENCE ONLY - NOT FOR CONSTRUCTION



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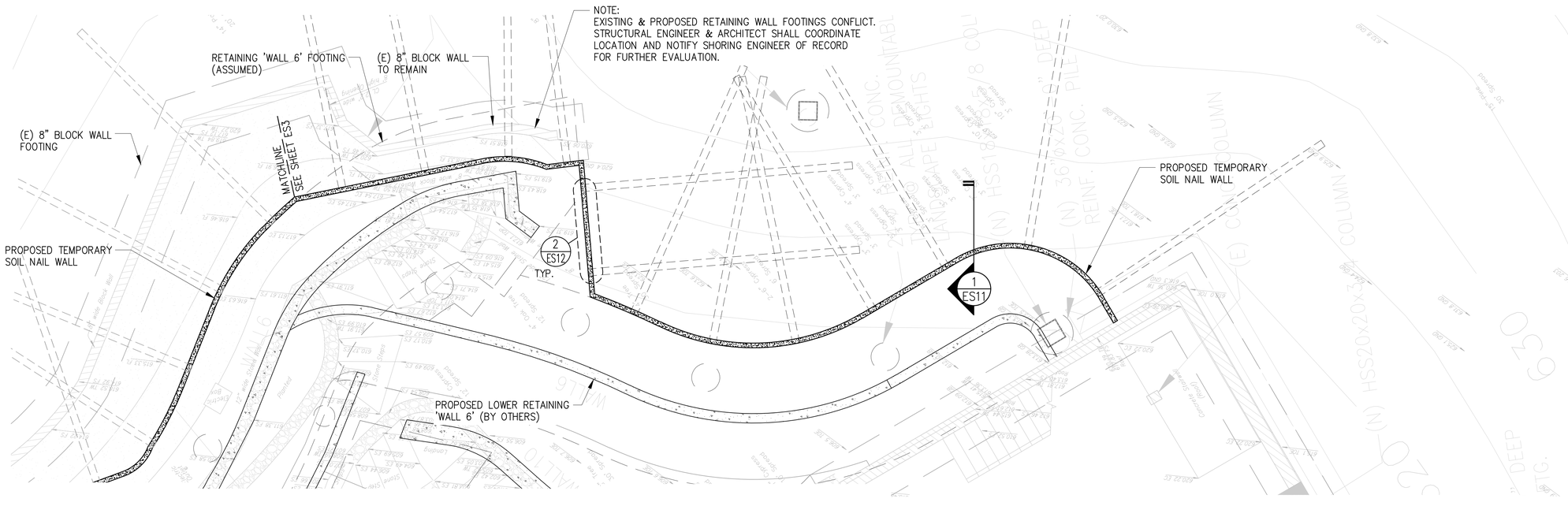

PLAN VIEW @ WALL '6'
SCALE: 1" = 4'

90% DD Drawings

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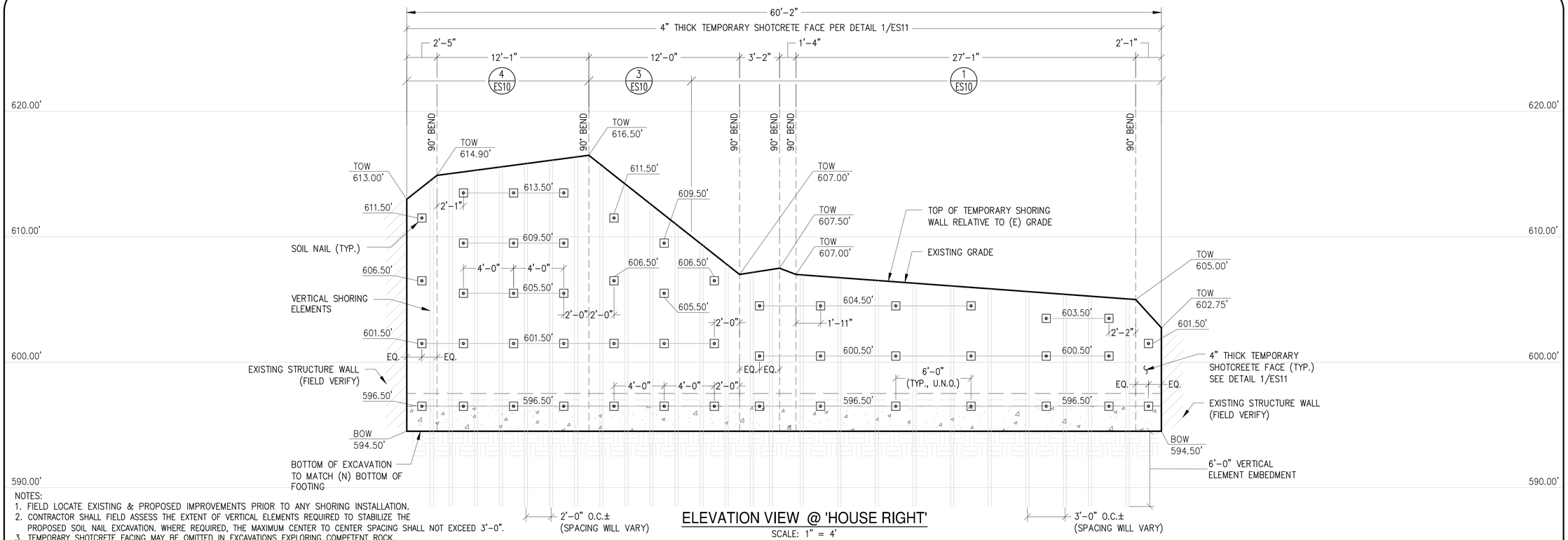
DATE: 11/15/2013
DRAWN BY: R.M.
PROJECT No: 13-146
REVISION: -
SCALE: 1" = 4'

SHEET ES3 OF 13 SHEETS



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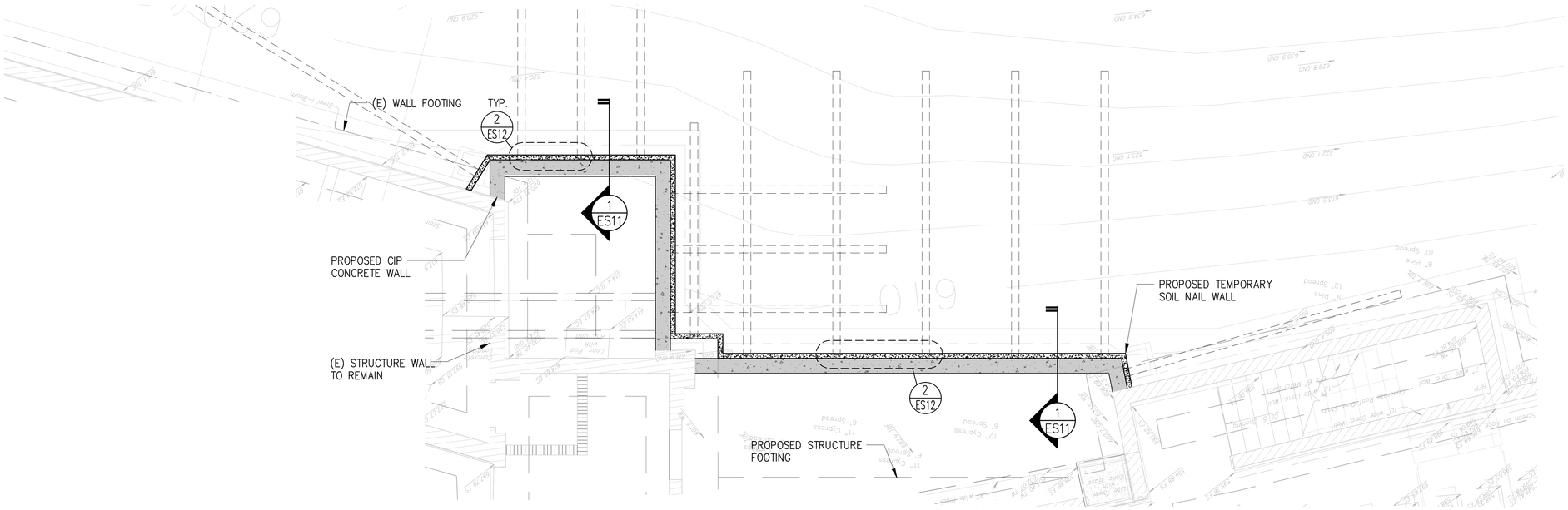
ELEVATION VIEW @ 'HOUSE RIGHT'
SCALE: 1" = 4'



PLAN VIEW @ 'HOUSE RIGHT'
SCALE: 1" = 4'

90% DD Drawings

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2580 CAHUENGA BOULEVARD EAST
HOLLYWOOD, CA

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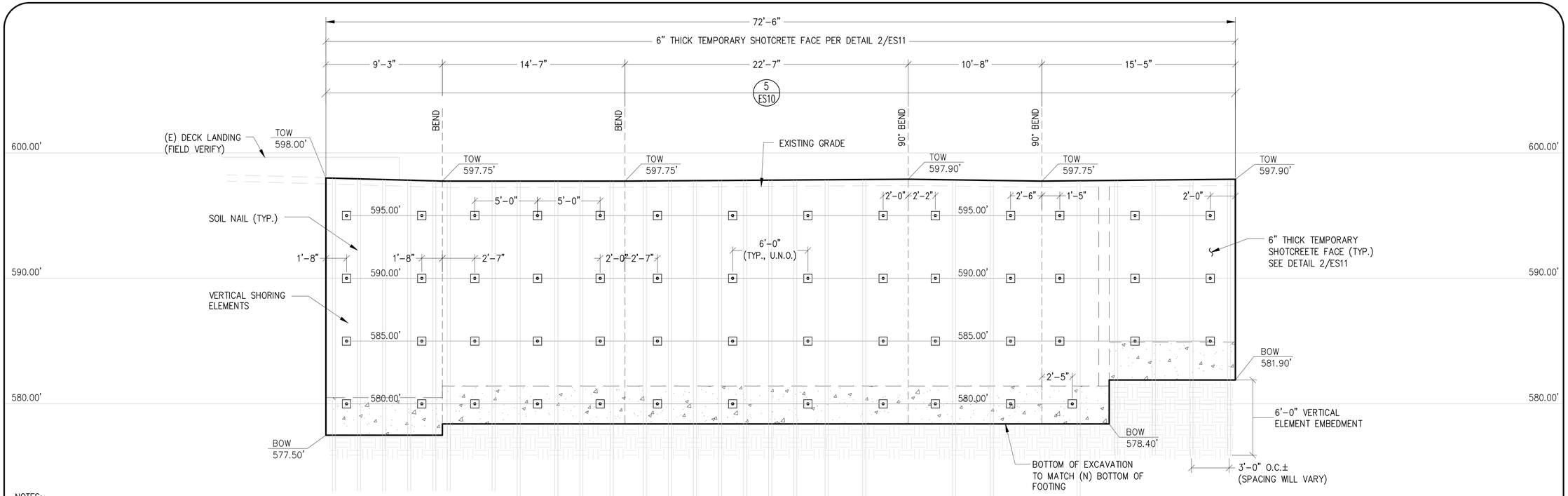
DATE: 11/15/2013
DRAWN BY: R.M.
PROJECT No: 13-146
REVISION: -
SCALE: 1" = 4'

SHEET ES4 OF 13 SHEETS



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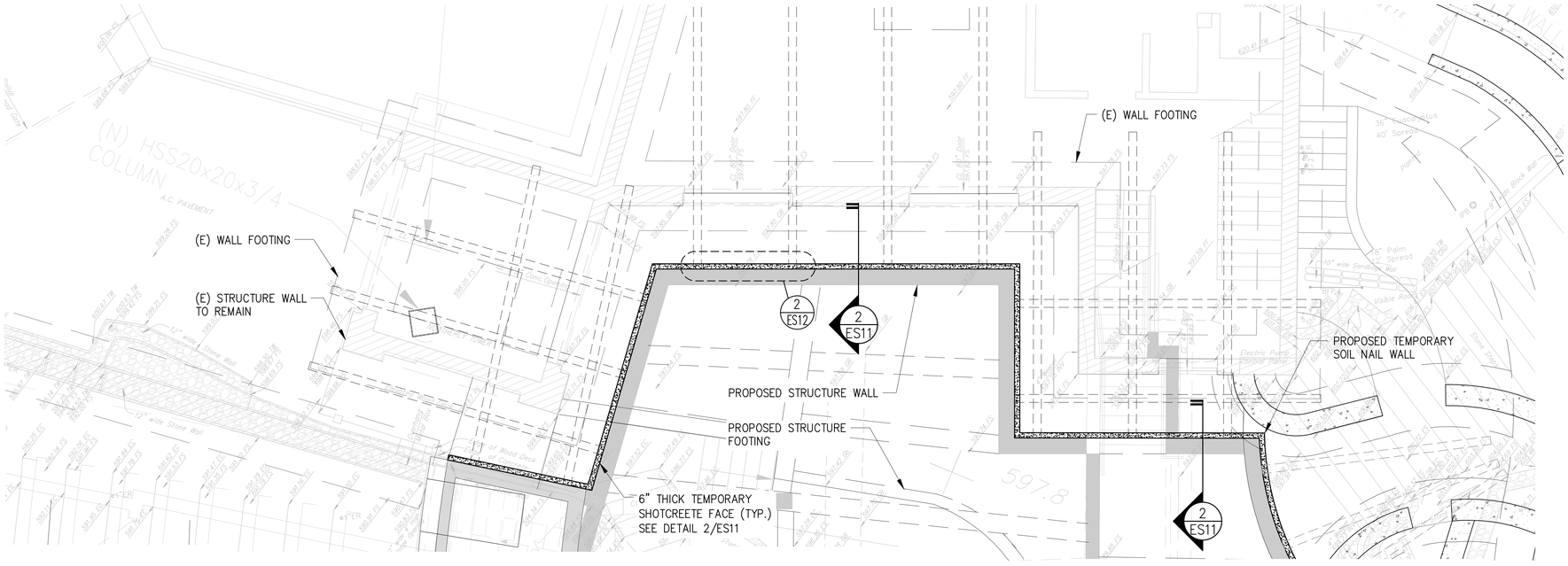
ELEVATION VIEW - LOOKING WEST
SCALE: 1" = 4'



PLAN VIEW - WEST
SCALE: 1" = 4'

90% DD Drawings

ROY P. REED R.C.E. 80503 EXP. 3-31-15 DATE

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TEL (760) 929-2851 FAX (760) 929-2852

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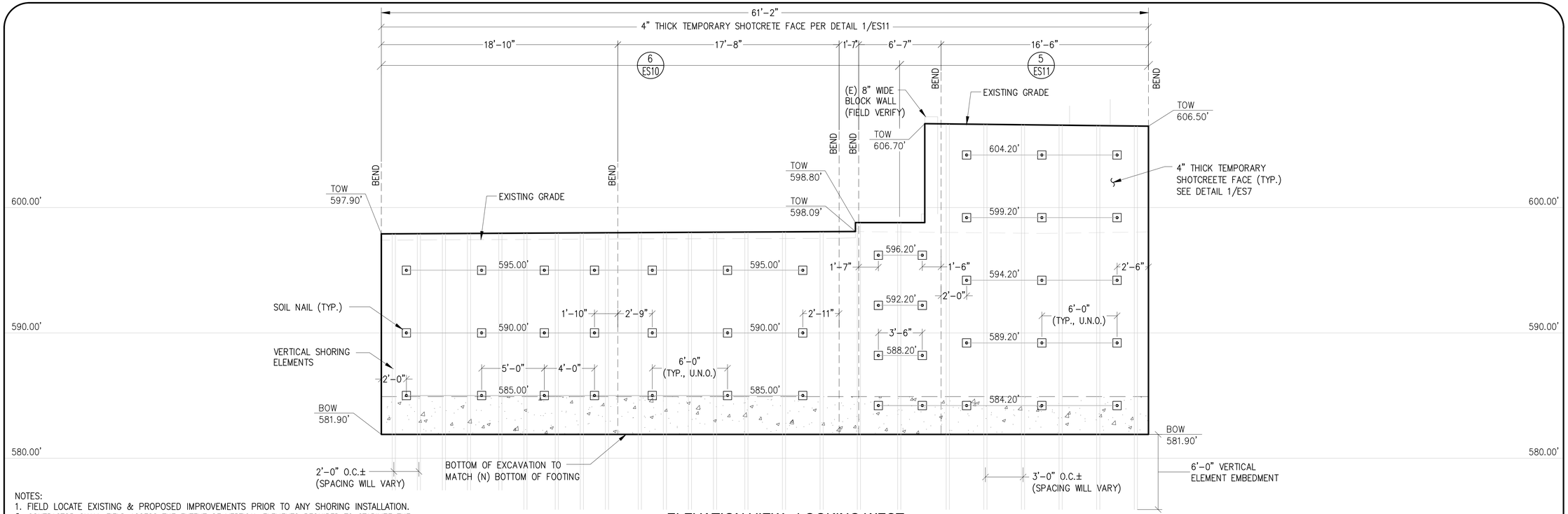
2580 CAHUENGA BOULEVARD EAST
HOLLYWOOD, CA

DRAWING NAME: PROPOSED TEMPORARY SHORING
PLAN AND ELEVATION

DATE: 11/15/2013
DRAWN BY: R.M.
PROJECT No: 13-146
REVISION: -
SCALE: 1" = 4'

SHEET ES5 OF 13 SHEETS

REFERENCE ONLY - NOT FOR CONSTRUCTION



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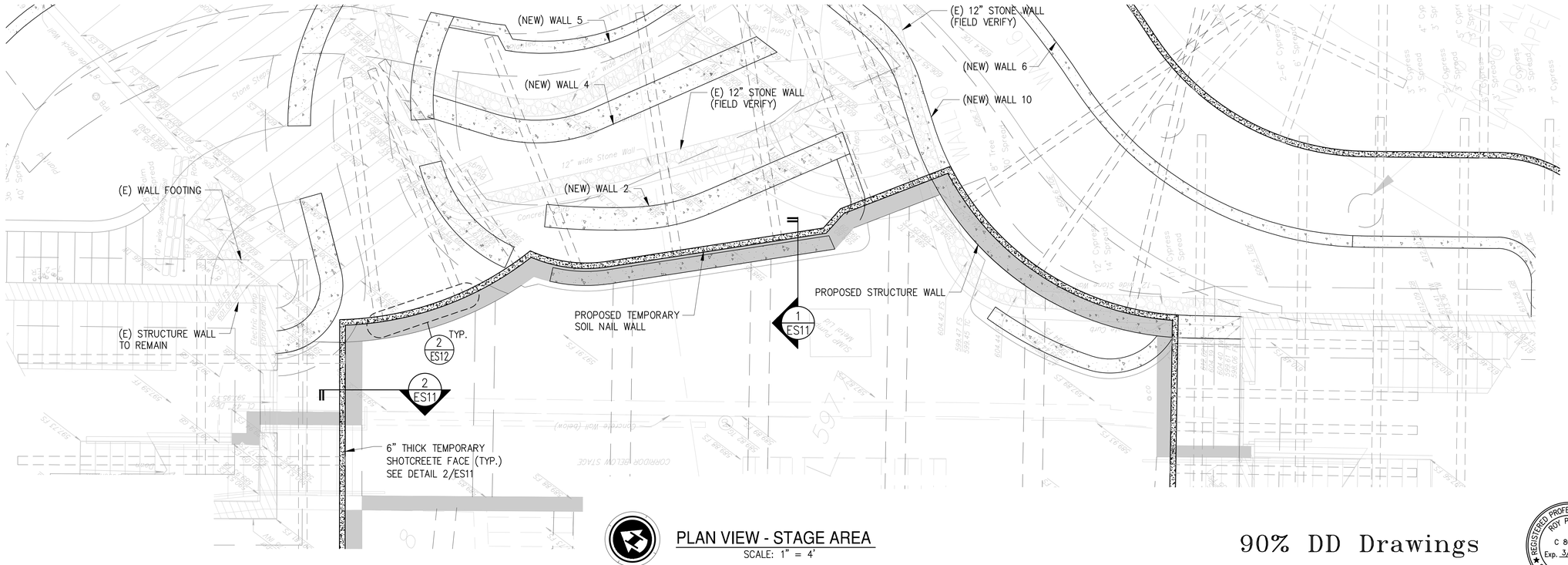
SCALE: 1" = 4'



PLAN VIEW - STAGE AREA
SCALE: 1" = 4'

90% DD Drawings

ROY P. REED R.C.E. 80503 EXP. 3-31-15 DATE

REGISTERED PROFESSIONAL ENGINEER ROY P. REED C 80503 Exp. 3/31/15 CIVIL STATE OF CALIFORNIA

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DELTA | REVISION | DATE

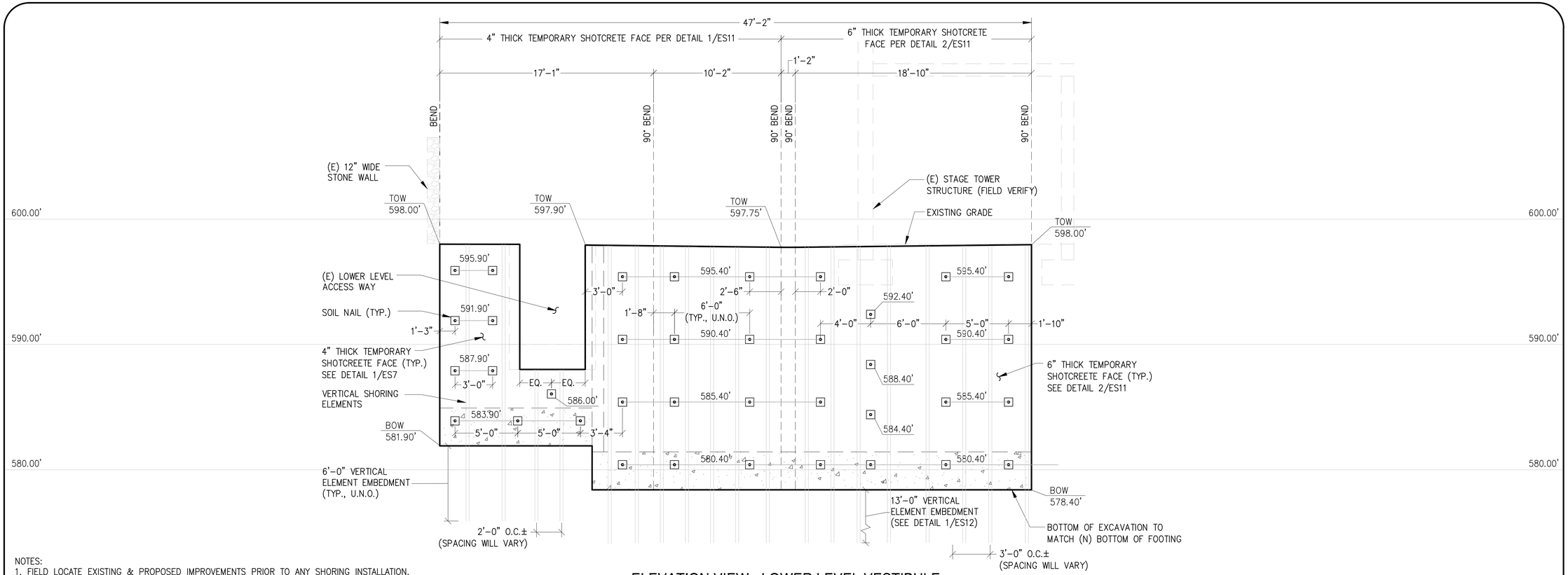
PROJECT: JOHN ANSEN FORD THEATERS
2580 CAHUENGA BOULEVARD EAST
HOLLYWOOD, CA

DRAWING NAME: PROPOSED TEMPORARY SHORING
PLAN AND ELEVATION

DATE: 11/15/2013
DRAWN BY: R.M.
PROJECT No: 13-146
REVISION: -
SCALE: 1" = 4'

SHEET ES6 OF 13 SHEETS

REFERENCE ONLY - NOT FOR CONSTRUCTION



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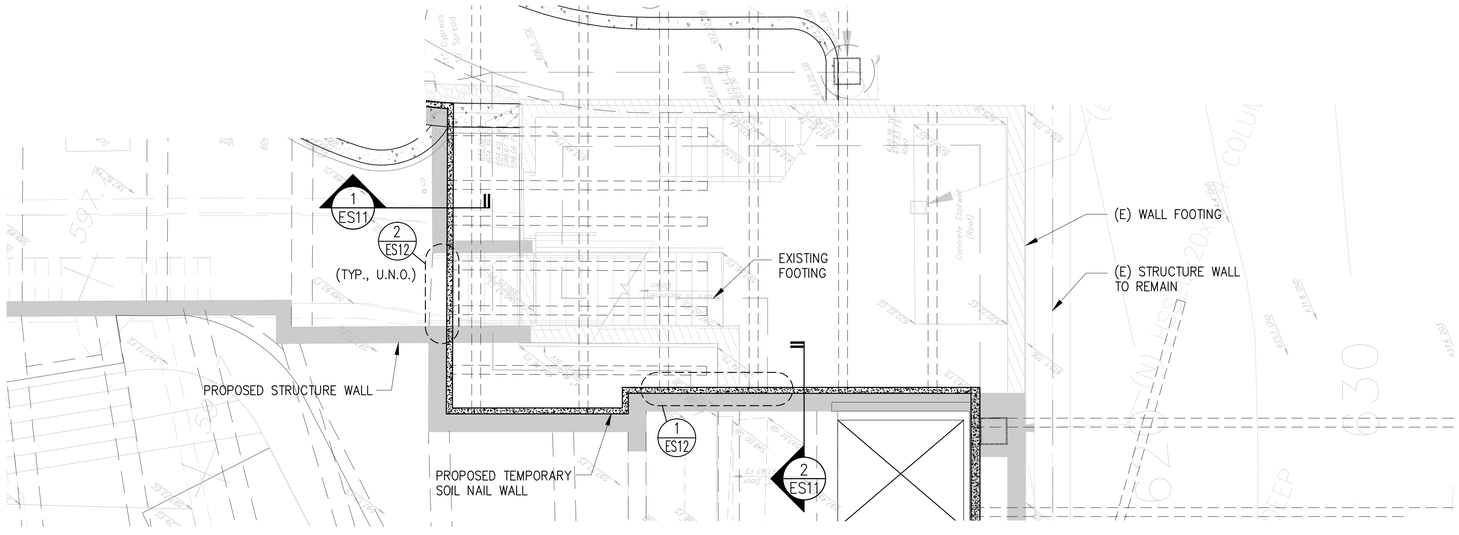
ELEVATION VIEW - LOWER LEVEL VESTIBULE
SCALE: 1" = 4'



PLAN VIEW - LOWER LEVEL VESTIBULE
SCALE: 1" = 4'

90% DD Drawings

ROY P. REED R.C.E. 80503 EXP. 3-31-15 DATE

REGISTERED PROFESSIONAL ENGINEER ROY P. REED C 80503 Exp. 3/31/15 CIVIL STATE OF CALIFORNIA

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5937 DARWIN CT. SUITE 105 CARLSBAD, CA 92008
TEL (760) 929-2851 FAX (760) 929-2852

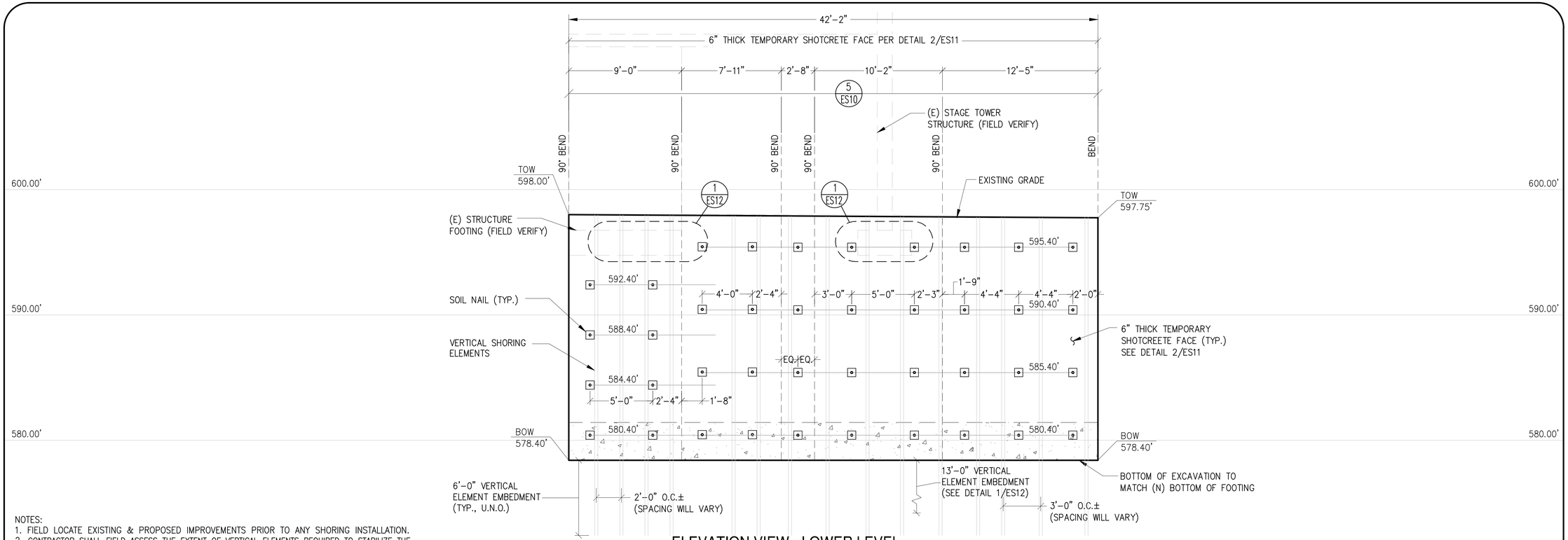
DELTA | REVISION | DATE

PROJECT: JOHN ANSEN FORD THEATERS
2580 CAHUENGA BOULEVARD EAST
HOLLYWOOD, CA

DRAWING NAME: PROPOSED TEMPORARY SHORING
PLAN AND ELEVATION

DATE: 11/15/2013
DRAWN BY: R.M.
PROJECT No: 13-146
REVISION: -
SCALE: 1" = 4'

SHEET ES7 OF 13 SHEETS



ELEVATION VIEW - LOWER LEVEL

SCALE: 1" = 4'

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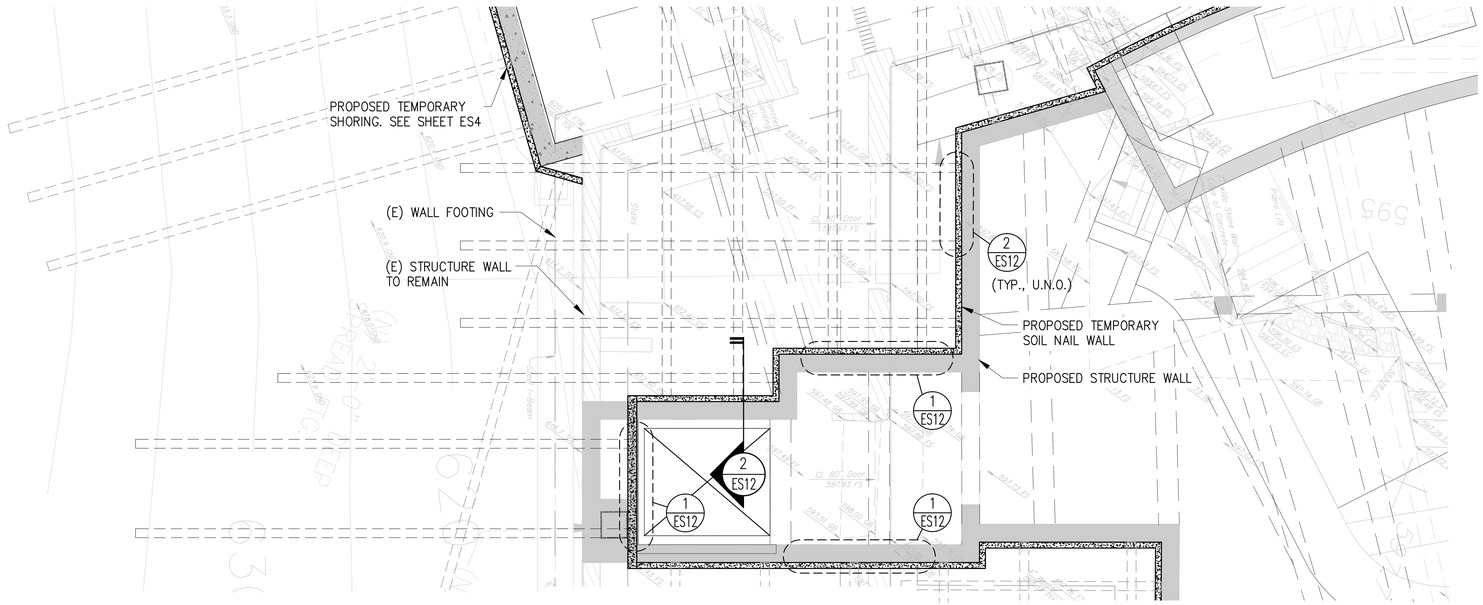

PLAN VIEW - LOWER LEVEL

SCALE: 1" = 4'

90% DD Drawings

ROY P. REED R.C.E. 80503 EXP. 3-31-15 DATE

REGISTERED PROFESSIONAL ENGINEER ROY P. REED C 80503 Exp. 3/31/15 CIVIL STATE OF CALIFORNIA

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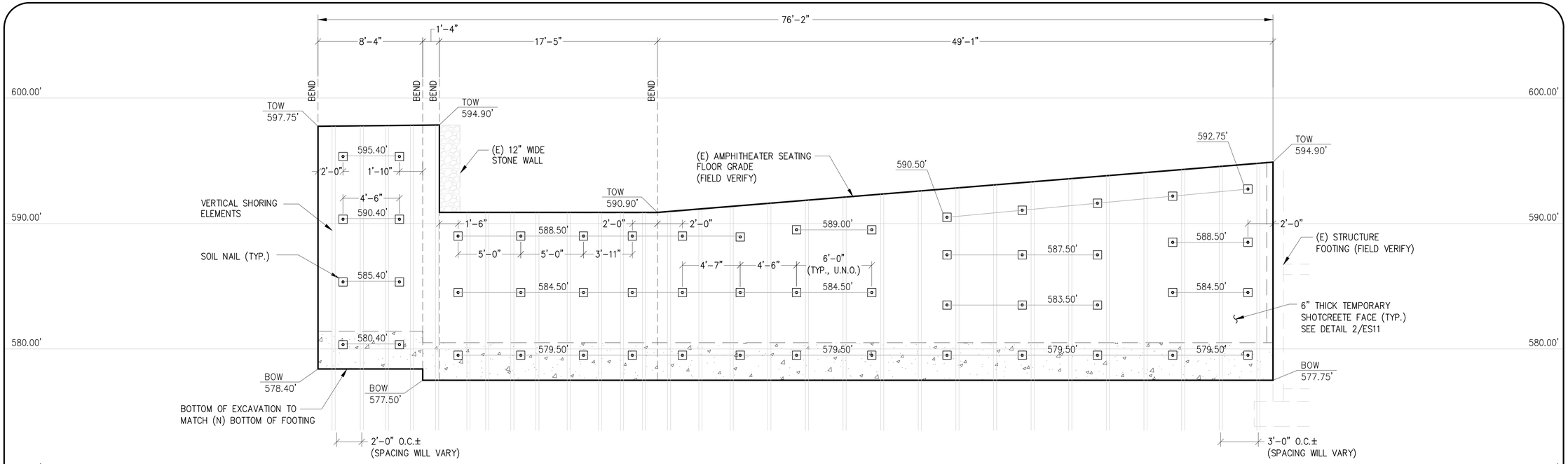
PROJECT No: 13-146
REVISION: -
SCALE: 1" = 4'

SHEET ES8 OF 13 SHEETS



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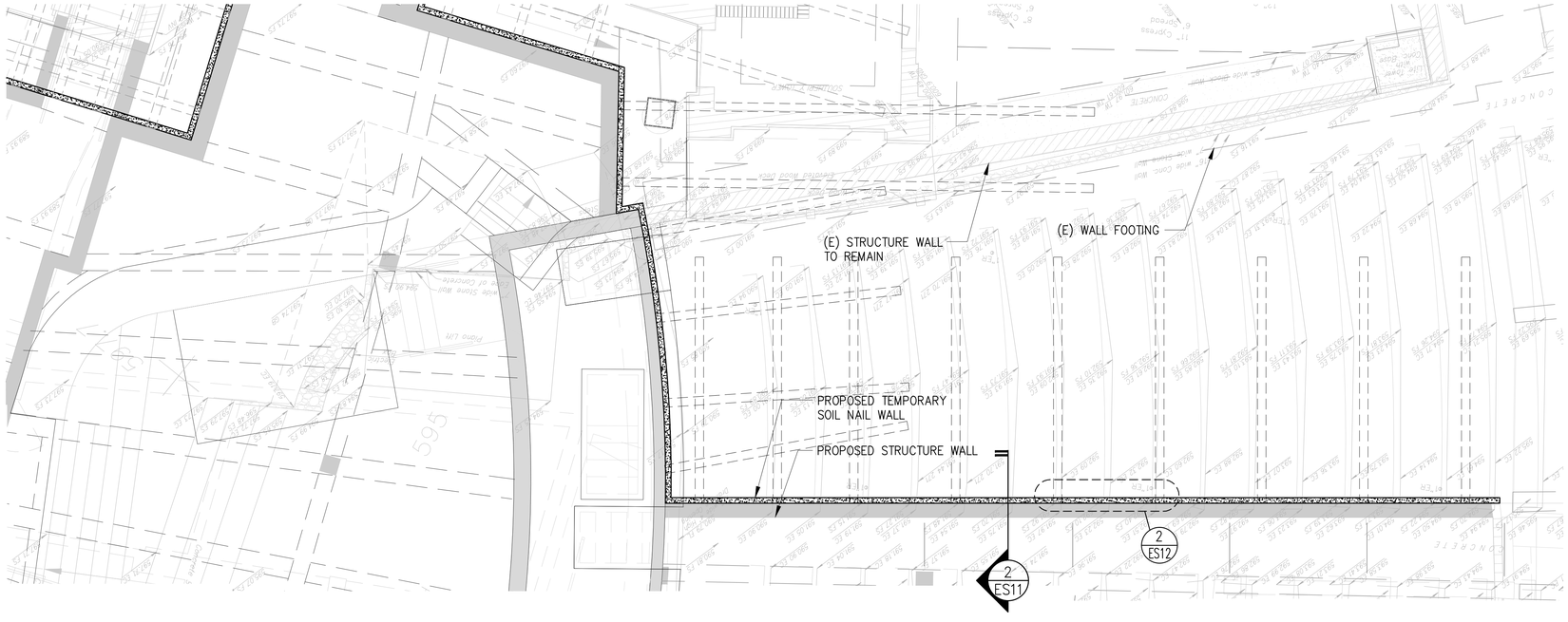
ELEVATION VIEW - AMPHITHEATER SEATING

SCALE: 1" = 4'



PLAN VIEW - AMPHITHEATER SEATING

SCALE: 1" = 4'

90% DD Drawings

ROY P. REED R.C.E. 80503 EXP. 3-31-15 DATE

REGISTERED PROFESSIONAL ENGINEER
ROY P. REED
C 80503
Exp. 3/31/15
CIVIL
STATE OF CALIFORNIA

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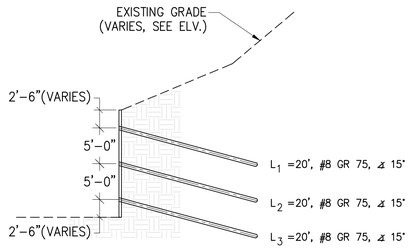
DATE: 11/15/2013
DRAWN BY: R.M.
PROJECT No: 13-146
REVISION: -
SCALE: 1" = 4'

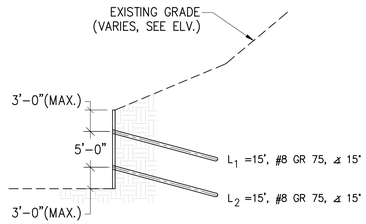
SHEET
ES9
OF 13 SHEETS



NOTES

1. UNDERGROUND UTILITIES MUST BE FIELD VERIFIED. POTHOLE AND AS-BUILT BEFORE SHORING CONSTRUCTION BEGINS.
2. VERTICAL & HORIZONTAL NAIL SPACING VARIES, SEE ELEVATIONS.
3. THE GENERAL CONTRACTOR SHALL GRADE SAFE WORKING AND DRILLING BENCHES NOT MORE THAN TWO (2) FEET LOWER THAN THE ANCHOR LEVEL.

1 / ES10 SOIL NAIL SECTION
N.T.S.



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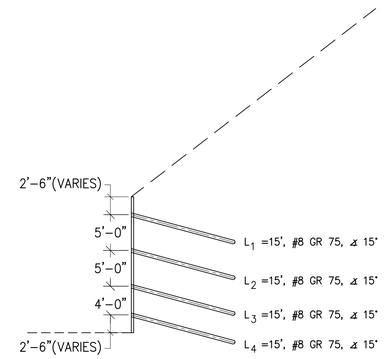
2 / ES10 SOIL NAIL SECTION
N.T.S.



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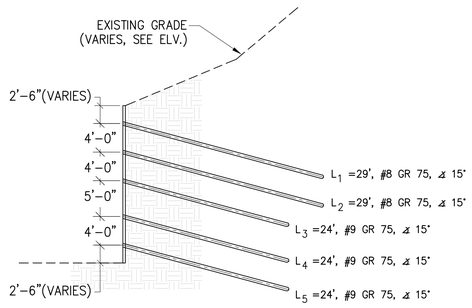
2. VERTICAL & HORIZONTAL NAIL SPACING VARIES, SEE ELEVATIONS.
3. THE GENERAL CONTRACTOR SHALL GRADE SAFE WORKING AND DRILLING BENCHES NOT MORE THAN TWO (2) FEET LOWER THAN THE ANCHOR LEVEL.

3 / ES10 SOIL NAIL SECTION
N.T.S.



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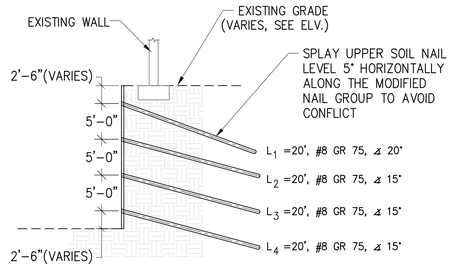
4 / ES10 SOIL NAIL SECTION
N.T.S.



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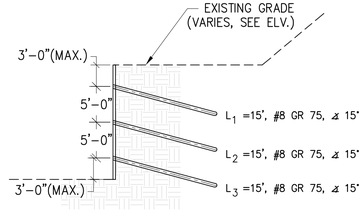
5 / ES10 SOIL NAIL SECTION
N.T.S.



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6 / ES10 SOIL NAIL SECTION
N.T.S.

90% DD Drawings

RICARDO JORDAN R.C.E. 68436 EXP. 9-30-15 DATE

REGISTERED PROFESSIONAL ENGINEER
RICARDO JORDAN
No. 68436
Exp. 9/30/15
CIVIL
STATE OF CALIFORNIA

EARTH SUPPORT SYSTEMS
9685 VIA EXCELENCIA - SUITE 104, SAN DIEGO, CA 92126
TEL (760) 929-2851 FAX (760) 929-2852

DATE | REVISION | DELTA

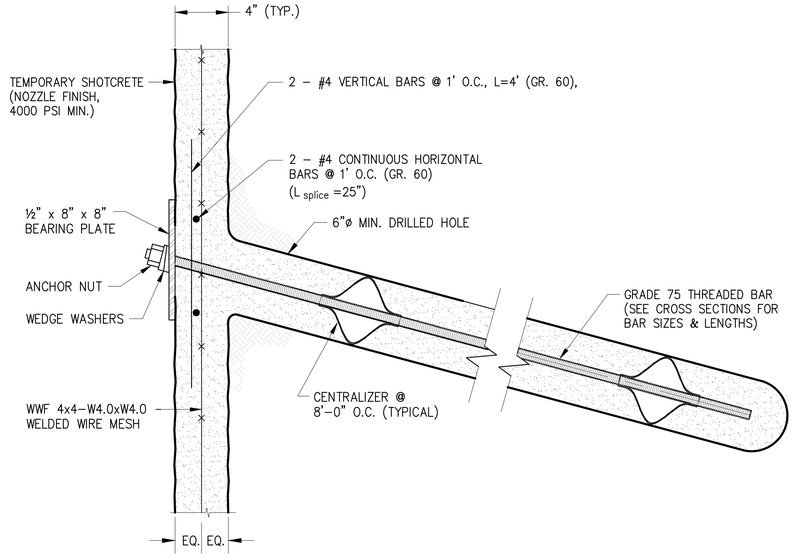
PROJECT: JOHN ANSEN FORD THEATERS
2580 CAHUENGA BOULEVARD EAST
HOLLYWOOD, CA

PROPOSED TEMPORARY SHORING

DRAWING: SOIL NAIL SECTIONS

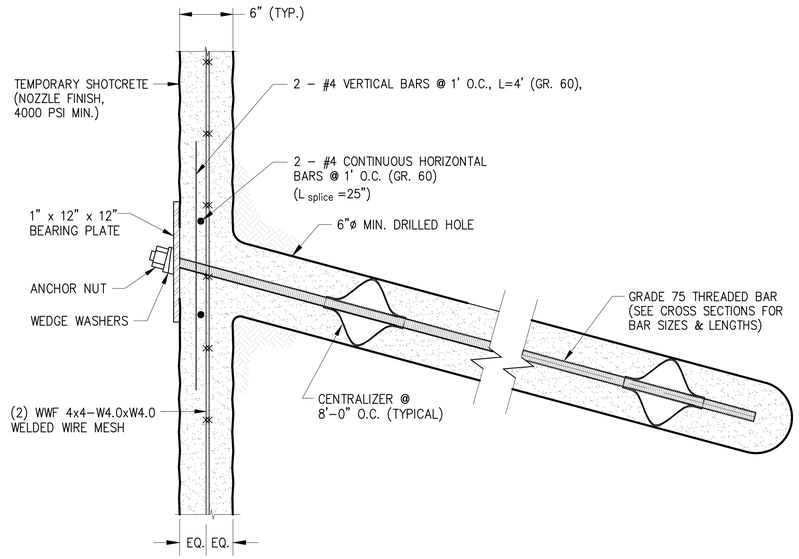
DATE: 11/15/2013
DRAWN BY: R.M.
PROJECT No: 13-146
REVISION: -
SCALE: N.T.S.

SHEET
ES10
OF 13 SHEETS



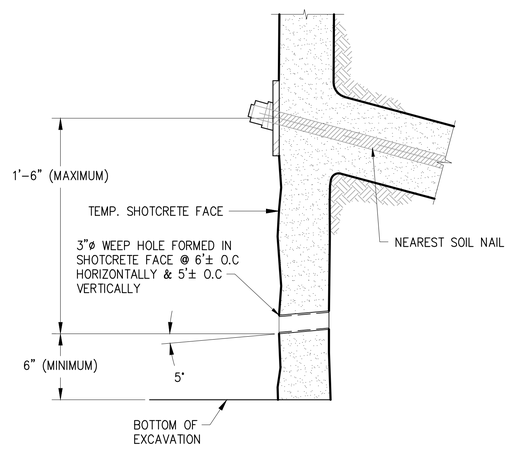
NOTES:
1. FOR WEEP HOLE DETAIL SEE 3/ES11.
2. FOR SAFETY RAIL DETAIL SEE 4/ES11.
3. PERMANENT STRUCTURE NOT SHOWN FOR CLARITY.

1/ES11 TEMPORARY SOIL NAIL DETAIL
N.T.S.



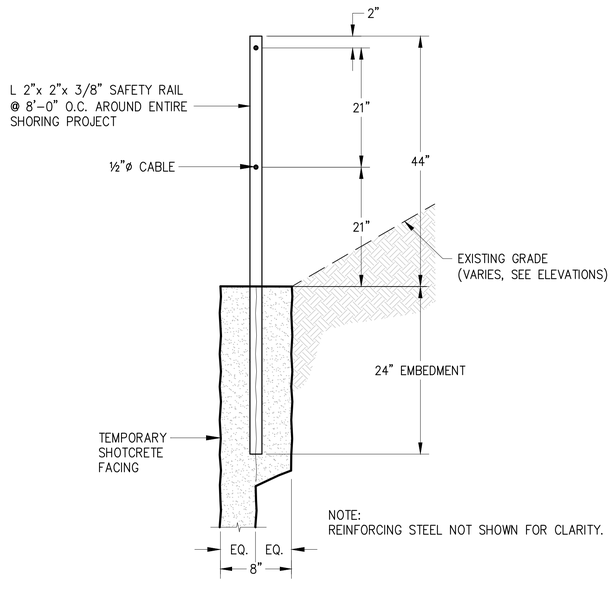
NOTES:
1. FOR WEEP HOLE DETAIL SEE 3/ES11.
2. FOR SAFETY RAIL DETAIL SEE 4/ES11.
3. PERMANENT STRUCTURE NOT SHOWN FOR CLARITY.

2/ES11 TEMPORARY SOIL NAIL DETAIL
N.T.S.



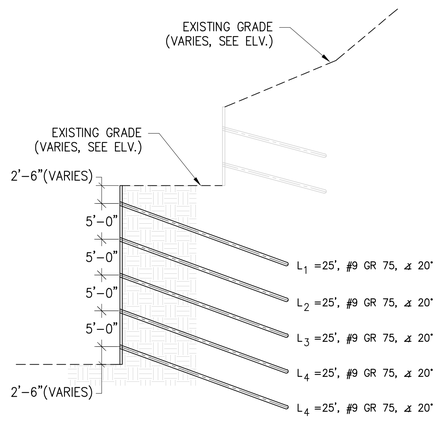
NOTE:
REINFORCING STEEL NOT SHOWN FOR CLARITY.

3/ES11 WEEP HOLE DETAIL
TEMPORARY SHOTCRETE (TYPICAL)
N.T.S.



NOTE:
REINFORCING STEEL NOT SHOWN FOR CLARITY.

4/ES11 TEMPORARY SAFETY RAILING DETAIL
@ TOP OF SOIL NAIL WALL DETAIL
N.T.S.



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5/ES11 SOIL NAIL SECTION
N.T.S.

90% DD Drawings

RICARDO JORDAN R.C.E. 68436 EXP. 9–30–15 DATE

REGISTERED PROFESSIONAL ENGINEER RICARDO JORDAN No. 68436 Exp. 9/30/15 CIVIL STATE OF CALIFORNIA

EARTH SUPPORT SYSTEMS
9685 VIA EXCELENCIA - SUITE 104, SAN DIEGO, CA 92126
TEL (760) 929-2851 FAX (760) 929-2852

DELTA	REVISION	DATE

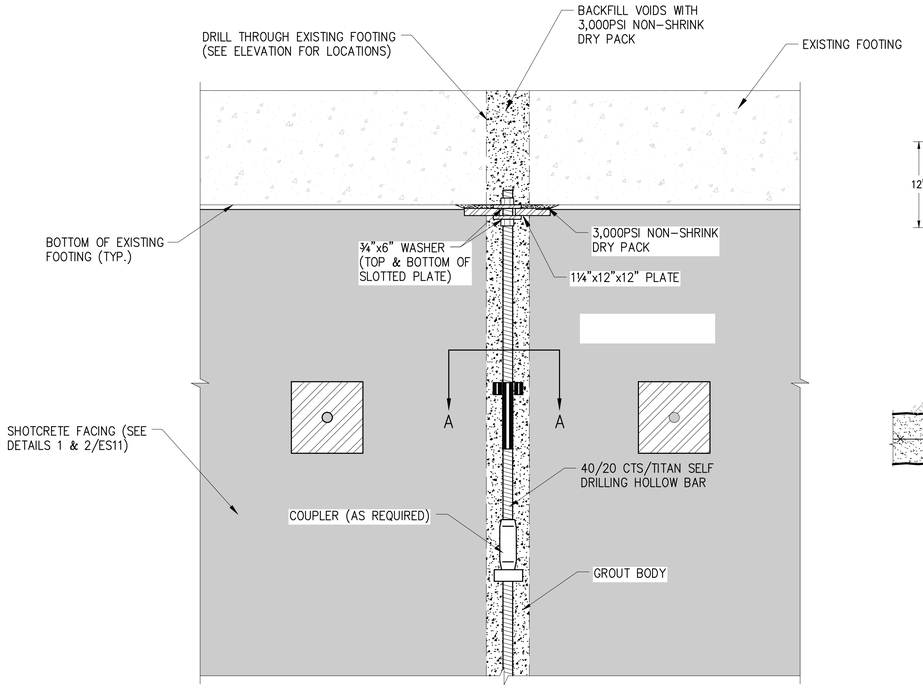
PROJECT: JOHN ANSEN FORD THEATERS
2580 CAHUENGA BOULEVARD EAST
HOLLYWOOD, CA

PROPOSED TEMPORARY SHORING

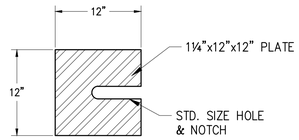
DRAWING: SOIL NAIL SECTIONS & DETAILS

DATE: 11/15/2013
DRAWN BY: R.M.
PROJECT No: 13–146
REVISION: –
SCALE: N.T.S.

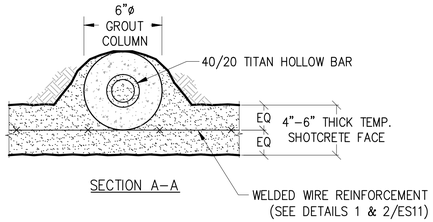
SHEET
ES11
OF 13 SHEETS



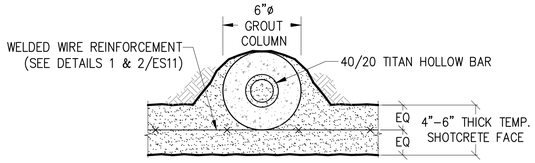
ELEVATION



BEARING PLATE PLAN



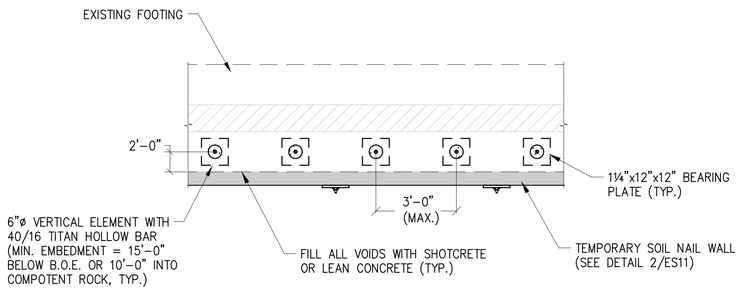
SECTION A-A



NOTES: 1. POSITION VERTICAL ELEMENTS ACCORDING TO FIELD CONDITIONS.
2. EMBED VERTICAL ELEMENT 5'-0" BELOW BOTTOM OF EXCAVATION.

2 / ES12 VERTICAL ELEMENT DETAIL (TYP.)
N.T.S.

1 / ES12 VERTICAL ELEMENT AT EXISTING FOOTING DETAIL (TYP.)
N.T.S.



3 / ES12 VERTICAL ELEMENTS AT EXISTING FOOTING (PLAN)
N.T.S.

90% DD Drawings

RICARDO JORDAN R.C.E. 68436 EXP. 9-30-15 DATE

REGISTERED PROFESSIONAL ENGINEER
RICARDO JORDAN
No. 68436
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EARTH SUPPORT SYSTEMS
9685 VIA EXCELENCIA - SUITE 104, SAN DIEGO, CA 92126
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DELTA	REVISION	DATE

PROJECT: JOHN ANSEN FORD THEATERS
2580 CAHUENGA BOULEVARD EAST
HOLLYWOOD, CA
PROPOSED TEMPORARY SHORING
DRAWING NAME: DETAILS

DATE: 11/15/2013
DRAWN BY: R.M.
PROJECT No: 13-146
REVISION: -
SCALE: N.T.S.

SHEET
ES12
OF 13 SHEETS

GENERAL NOTES AND DEFINITIONS

1. THE SHORING ENGINEER IS DEFINED AS THE REGISTERED CIVIL ENGINEER WHOSE STAMP RESIDES ON THESE DRAWINGS.
2. THE GENERAL CONTRACTOR (GC) IS AS DEFINED WITHIN THE CONTRACT DOCUMENTS.
3. CONSTRUCTION SHALL CONFORM TO ALL APPLICABLE SAFETY AND CONSTRUCTION CODES.
4. THE SHORING CONTRACTOR IS DEFINED AS THE ENTITY WHICH INSTALLS THE SUPPORT SYSTEM(S) SHOWN ON AND DESCRIBED WITHIN THE CONTRACT DOCUMENTS.
5. THE DESIGN OF THE SOIL NAIL WALL IS BASED ON THE GUIDELINES SET FORTH BY THE FHWA CIRCULAR NO. 7 DESIGN & CONSTRUCTION MONITORING OF SOIL NAIL WALLS."
6. GENERAL SITE EXCAVATION SHALL BE COORDINATED WITH THE INSTALLATION OF THE SHORING SYSTEM TO ENSURE SAFE WORKING CONDITIONS AND TO PREVENT THE LOSS OF GROUND AND THE CAVING OF BANKS.
7. PILE DRIVING EQUIPMENT, DRILL EQUIPMENT & CRANES SHALL NOT BE LOCATED WITHIN TEN (10) FEET OF THE SHORING BULKHEAD UNLESS SPECIFICALLY PROVIDED FOR IN THE DESIGN AND SPECIFICALLY SHOWN IN THESE DRAWINGS.
8. ALL SHORING DATA ON THESE SHEETS ARE THE EXCLUSIVE PROPERTY EARTH SUPPORT SYSTEMS INC. AND NO PART OF THESE DRAWINGS SHALL BE COPIED AND/OR USED WITHOUT OUR WRITTEN CONSENT.
9. THE GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AT THE SITE AND REPORT ANY VARIATIONS TO THE SHORING ENGINEER.
10. THE GENERAL CONTRACTOR SHALL COORDINATE SHORING WITH DRAWINGS OF RECORD TO ENSURE PROVISIONS OF POCKETS, BLOCKOUTS, OFFSETS AND ANY OTHER ITEMS THAT MAY BE IN CONFLICT WITH OR AFFECTED BY THE SHORING SYSTEM.
11. ALL INSPECTION SERVICES, MATERIAL TESTING OR NOTIFICATIONS SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.
12. ALL PERMITS (EXCEPT OSHA PERMIT) SHALL BE PROCURED AND PAID FOR BY THE GENERAL CONTRACTOR.
13. ALL ENCROACHMENT EASEMENTS AND PERMISSIONS SHALL BE PROCURED AND PAID FOR BY THE GENERAL CONTRACTOR.
14. ALL STRUCTURAL DETAILS OR SHAPES SHOWN ARE THOSE UTILIZED FOR DESIGN. ALTERNATE DETAILS, CONNECTIONS, SHAPES AND/OR MATERIALS MAY BE USED SUBJECT TO THE APPROVAL OF THE SHORING ENGINEER AND THE BUILDING OFFICIAL.
15. THE GENERAL CONTRACTOR SHALL PERIODICALLY MONITOR THE FACE OF SHOTCRETE AS THE INSTALLATION PROGRESSESS. THE SURVEY DATA SHALL BE REDUCED, INTERPRETED AND TRANSMITTED TO THE SHORING ENGINEER.
16. IF IN THE OPINION OF THE SHORING ENGINEER, MONITORING DATA INDICATES EXCESSIVE MOVEMENT, ALL SHORING WORK SHALL CEASE UNTIL THE SHORING ENGINEER INVESTIGATES THE SITUATION AND MAKES RECOMMENDATIONS FOR REMEDIATION OR CONTINUING. IN ADDITION, THE SURVEY DATA WILL BE USED BY THE SHORING CONTRACTOR TO MAINTAIN ALIGNMENT OF THE SHORING FACE.

PROCEDURE FOR SOIL NAILING

1. LINES AND GRADES ARE TO BE ESTABLISHED BY THE GENERAL CONTRACTOR TO ENSURE PROPER LOCATION OF SOIL NAIL ANCHORS.
2. EXCAVATED FACE SHALL BE TRIMMED UNIFORMLY TO A VERTICAL PLANE OR BATTER (SEE PLANS & SECTIONS) AT BACK FACE OF SHOTCRETE BY CONTRACTOR. START EXCAVATION AND SHOTCRETE IN LIFTS NOT TO EXCEED FIVE (5) FEET OR AS OTHERWISE AUTHORIZED BY THE SHORING ENGINEER. CONTINUE THIS EXCAVATION PROCEDURE UNTIL ANCHOR LEVELS ARE REACHED.
3. THE GENERAL CONTRACTOR SHALL GRADE SAFE WORKING AND DRILLING BENCHES NOT MORE THAN TWO (2) FEET LOWER THAN THE ANCHOR LEVEL. BENCHES SHALL HAVE LENGTHS AND WIDTHS WHICH WILL ALLOW FOR SAFE AND PRODUCTIVE MOVEMENT OF THE ANCHOR DRILLING EQUIPMENT.
4. DRILL ANCHOR HOLES TO THE DEPTHS AND DIAMETERS INDICATED OR AS OTHERWISE AUTHORIZED BY THE SHORING ENGINEER. IF CAVING OCCURS, CASING OR OTHER ALTERNATE DRILLING METHODS MAY BE USED AS AUTHORIZED BY THE SHORING ENGINEER.
5. INSERT THE ANCHOR TENDONS INTO THE DRILLED SHAFTS WHILE TAKING MEASURES TO ENSURE THAT THE TENDONS ARE CENTERED (I.E. BY THE USE OF CENTRALIZING DEVICES OR OTHER MEANS ACCEPTABLE TO THE SHORING ENGINEER) IN THE DRILLED SHAFT.
6. BACKFILL THE ANCHOR LENGTH WITH A CONCRETE GROUT MIX IDENTIFIED IN MATERIALS.
7. AFTER ANCHORS HAVE BEEN PLACED, REINFORCEMENT & SHOTCRETE SHALL BE APPLIED TO THE EXCAVATED FACE. A BEARING PLATE WILL THEN BE PLACED ON THE ANCHOR AND BOLTED DOWN WITH A BEARING NUT.
8. EXCAVATE TO NEXT DRILL BENCH LOCATION AFTER SHOTCRETE HAS CURED FOR TWO (2) DAYS MIN.
9. REPEAT STEPS 5 THROUGH 10 AS APPLICABLE FOR EACH ADDITIONAL LEVEL OF ANCHORS OR UNTIL BOTTOM OF EXCAVATION IS REACHED.

PROCEDURE FOR SOIL NAIL TESTING

1. PROOF TEST 5% OF TOTAL ANCHORS @ 150% OF ALLOWABLE PULL-OUT RESISTANCE IN ACCORDANCE WITH FHWA "GEOTECHNICAL ENGINEERING CIRCULAR No.7."
2. PERFORMANCE TEST 2 ANCHORS MINIMUM @ 150% OF ALLOWABLE PULL-OUT RESISTANCE IN ACCORDANCE WITH FHWA "GEOTECHNICAL ENGINEERING CIRCULAR No.7."
3. ALLOWABLE PULL OUT RESISTANCE FOR THIS PROJECT EQUALS: 2,827 POUNDS PER LINEAL FOOT. (12.5-PSI)
4. ALL TESTING TO BE PERFORMED UNDER THE SUPERVISION OF THE GEOTECHNICAL ENGINEER'S REPRESENTATIVE.

MATERIALS (SOIL NAIL WALL)

1. WELDING: ELECTRIC ARC USING ELECTRODES E70-XX PLACED BY QUALIFIED WELDERS.
2. MISCELLANEOUS STEEL: STEEL SHALL CONFORM TO REQUIREMENTS OF ASTM A-36 (36 KSI) OR BETTER.
3. ANCHOR TENDON: ANCHOR TENDON SHALL BE GRADE 75 ASTM A-615 THREADED BAR OR BETTER. SEE CROSS SECTIONS FOR BAR SIZES & LENGTHS.
4. ANCHOR CONCRETE/GROUT: ANCHOR PLUG FOR SOIL NAILS SHALL BE NEAT PORTLAND CEMENT WITH A MAXIMUM WATER-CEMENT RATIO OF 0.45 BY WEIGHT. IT MAY CONTAIN AN ADDITIVE TO CONTROL SHRINKAGE, SUCH AS INTRAPLAST-N BY SIKA CORP., AND SHALL HAVE SUFFICIENT STRENGTH TO INSURE LOAD TRANSFER BETWEEN THE THREADED BAR AND SOIL. AT THE SHORING CONTRACTORS OPTION, A 3000 PSI CONCRETE @ 28 DAYS COMPRESSIVE STRENGTH MAY BE UTILIZED.
5. SHOTCRETE: SHOTCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS OF 4000 PSI.
6. REINFORCING STEEL: REINFORCING STEEL SHALL BE GRADE 60 AND CONFORM TO REQUIREMENTS OF ASTM A615.
7. WELDED WIRE FABRIC: STEEL SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-185.
8. HOLLOW BARS: CTS TITAN HOLLOW BARS CONFORMING TO MANUFACTURER'S SPECIFICATIONS.

MONITORING (TEMPORARY)

1. MONITORING OF THE SURROUNDING GRADE ADJACENT TO THE SHORED EXCAVATION AND EXISTING STRUCTURES SHALL BE PERFORMED AT REGULAR INTERVALS, NOT TO EXCEED FIVE DAYS OR WITH EACH LIFT OF THE EXCAVATION (WHICHEVER IS MORE FREQUENT), TO CONFIRM THAT HORIZONTAL MONUMENTS AND SETTLEMENTS AGREE WITH THOSE ESTIMATED. (MAXIMUM ESTIMATED LATERAL MOVEMENT OR SETTLEMENT = 1.0 INCH) MONITORING MAY BE PERFORMED WEEKLY IF THE RESULTS OF PERFORMANCE MONITORING INDICATE STABLE CONDITIONS AND THE CONSTRUCTION MANAGER CONCURS THAT MONITORING FREQUENCY CAN BE REDUCED. A BASELINE SURVEY SHALL BE PERFORMED PRIOR TO THE BEGINNING OF CONSTRUCTION. SURVEY MONITORING POINTS SHALL BE PLACED AT SOIL NAIL LEVEL ONE AT APPROXIMATELY 36 FEET ON CENTER HORIZONTALLY. A SECOND SERIES OF MONITORING POINTS SHALL BE PLACED 15 FEET FROM THE FACE OF THE SHORING WALL ON THE ADJACENT GROUND.
2. THE EFFECTS OF THE PROPOSED EXCAVATION AND SHORING SYSTEM ON EXISTING IMPROVEMENTS & UTILITIES SHALL BE MONITORED IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL CONSULTANT CONTAINED IN THE GEOTECHNICAL DOCUMENTS LISTED UNDER THE "GRADING & GEOTECHNICAL SPECIFICATIONS".

SUMMARY OF SPECIAL INSPECTION

1	Concrete	13.1	Verify soils conditions are substantially in conformance with the soil investigation report
2	Bolts installed in concrete	13.2	Verify that foundation excavations extend to proper depth and bearing strata
3	Concrete moment-resisting space frame	13.3	Provide soil compaction test results, depth of fill, relative density, bearing values
4	Reinforcing steel and prestressing steel	13.4	Provide soil expansion test results, expansion index, recommendations for foundations, on-grade floor slab design for each building site
5.1	All structural welding	14	Smoke control system
5.2	Weld testing ductile moment-resisting steel frame	15	Special cases (describe)
5.3	Welding reinforcing steel	16	off-site fabrication of building components
6	High-strength bolting	17	Other special inspections as required by designer (Structural Observation)
7	Structural masonry		
8	Reinforced gypsum concrete		
9	Insulating concrete fill		
10	Spray-applied fireproofing		
11	Deep foundations (piling & drilled caissons)		
12	Shotcrete		

Number	Description of Type of Inspection Required, Location, Remarks, etc.	Design Strength
1	Shotcrete. Verify design mix & strength.	4000 psi
2	Anchor Grout. Verify design mix & strength.	3000 psi
3	Verify drilled shaft length, diameter & angle for soil nails.	
4	Proof testing 5% of total anchors to 150%.	
5	Performance testing @150% (min. 2 anchors per soil type).	
6	Placement of reinf. steel & soil nails.	
7	Field Welds	E70-XX
8	Soil item 13.1	

a. The Special Inspections listed are in addition to the called inspections required by the CBC, as amended. Special Inspection is not a substitute for inspection by a City Inspector.
   1. Structural Observation does not include or waive the responsibility for the inspections required by the CBC.

b. Continuous inspection is always required during the performance of the work unless otherwise specified. When work in more than one category of work requiring special inspection is to be performed simultaneously, or the geographic location of the work is such that it cannot be continuously observed in accordance with the provisions of the CBC, it is the agent's responsibility to employ a sufficient number of inspectors to assure that all the work is inspected in accordance with those provisions.

c. The Special Inspectors must be certified by the City of San Diego to perform the type of inspection specified.

Exceptions:
1. Soils inspections by the Soils Engineer of record.
2. Smoke Control System, by the Mechanical Engineer of record.
3. When waived by the Building Official.

d. It is the responsibility of the contractor to notify the Special Inspector or inspection agency at least one working day prior to performing any work that requires special inspection.

e. Specially inspected work that is installed or covered without the approval of the City Inspector is subject to removal or exposure.

TEMPORARY SOIL NAIL DESIGN PARAMETERS

FORMATION (BORING NO.4):
Ø = 33° γ = 125 pcf.
C = 600 psf. Fa = 25 psi. (ultimate)

SOIL DESIGN PARAMETERS USED FOR SOIL NAIL WALL DESIGN ARE BASED IN THE RECOMMENDATIONS CONTAINED IN:

- GEOTECHNICAL EXPLORATION REPORT: OFF SEASON TWO IMPROVEMENTS
  2580 CAHUENGA BOULEVARD EAST
  HOLLYWOOD DISTRICT OF LOS ANGELES, CALIFORNIA
  LEIGHTON PROJECT NO. 10296.001
  PREPARED BY: LEIGHTON CONSULTING, INC.
  DATED: SEPTEMBER 10, 2013

90% DD Drawings

REGISTERED PROFESSIONAL ENGINEER
RICARDO JORDAN
No. 68436
Exp. 9/30/15
CIVIL
STATE OF CALIFORNIA

RICARDO JORDAN R.C.E. 68436 EXP. 9-30-15 DATE

EARTH SUPPORT SYSTEMS
9685 VIA EXCELENCIA - SUITE 104, SAN DIEGO, CA 92126
TEL (760) 929-2851 FAX (760) 929-2852

DATE | REVISION | DELTA

PROJECT: JOHN ANSEN FORD THEATERS
2580 CAHUENGA BOULEVARD EAST
HOLLYWOOD, CA

DRAWING: PROPOSED TEMPORARY SHORING NOTES

DATE: 11/15/2013
DRAWN BY: R.M.
PROJECT No: 13-146
REVISION: -
SCALE: N.T.S.

SHEET
ES13
OF 13 SHEETS

SECTION 2

Earth Support Systems, Inc.
5937 Darwin Court # 105
Carlsbad, CA 92008

Temporary Shotcrete Facing Design

Facing Properties

$H := 25 \cdot ft$ = Maximum retained height

$Hs := 110 \cdot ft$ = Retained slope height

$t_f := 4 \cdot in$ = Shotcrete facing thickness

$f'_c := 4000 \cdot psi$ = Shotcrete compressive strength

$shaft := 6 \cdot in$ = Soil nail drill shaft diameter

$Sh := 6 \cdot ft$ = Horizontal nail spacing

$Sv := 5 \cdot ft$ = Vertical nail spacing

Welded Wire Reinforcement

Wire ≡ "W4.0 x W4.0"

grid ≡ 4·in = Welded wire center-to-center grid spacing

$N := 1$ = Number of welded wire reinforcement per layer

$Ast = 0.12 \cdot \frac{in^2}{ft}$ = Weld wire reinforcement area per foot width

$Ah := N \cdot Ast$ = Welded wire horizontal cross sectional area

$Av := Ah$ = Welded wire vertical cross sectional area

$Fy_{wire} := 60 \cdot ksi$ = Welded wire yield strength (ASTM A 1064)

Welded Wire

$Ah = 0.12 \cdot \frac{in^2}{ft}$
$Av = 0.12 \cdot \frac{in^2}{ft}$

Waler Bars at Nail Head (As Applicable)

bar ≡ 4 = Waler rebar size ("N/A" = Not applicable)

$Nb := 2$ = Number of waler / bearing bars

$db := diabar$ = Waler / bearing bar nominal diameter

$Ab := areabar$ = Waler / bearing bar cross sectional area

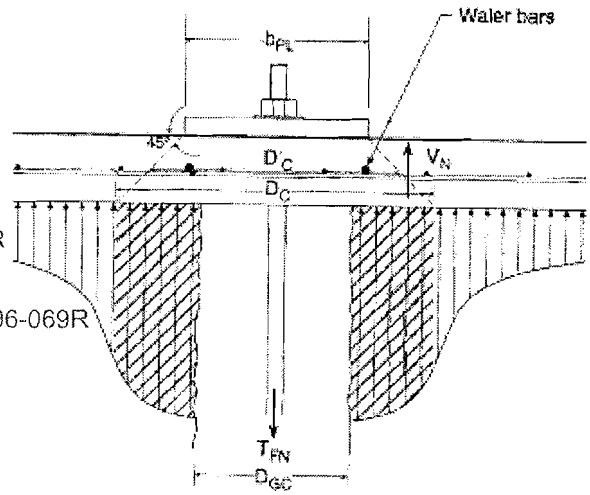
$Fy_b := 60 \cdot ksi$ = Waler / bearing bar yield strength (Grade 60)

Waler / Bearing Bars

$db = 0.5 \cdot in$
$Ab = 0.2 \cdot in^2$

Earth Support Systems, Inc.
5937 Darwin Court # 105
Carlsbad, CA 92008

Facing Properties (Continued)



Nail Head Assembly

Plate := "8-in x 8-in x 3/4in"

$b_p := 8 \cdot in$ = Bearing plate width - 8" min, FHWA-SA-96-069R

$t_p := 0.75 \cdot in$ = Bearing plate thickness - 0.75" min, FHWA-SA-96-069R

$Fy_p := 36 \cdot ksi$ = Bearing plate yield strength (Grade 36)

Soil Stremgth Properties

$\phi := \frac{33 \cdot deg}{1.5}$ = Internal soil friction angle (Conservative)

$\gamma := 125 \cdot pcf$ = Soil unit weight

$C := \frac{600 \cdot psf}{1.5}$ = Soil cohesion

$x := 1.4$ = Horizontal Slope Projection

$y := 1$ = Vertical Slope Projection

Internal Failure Loading

Initial Guess fail := 35·deg

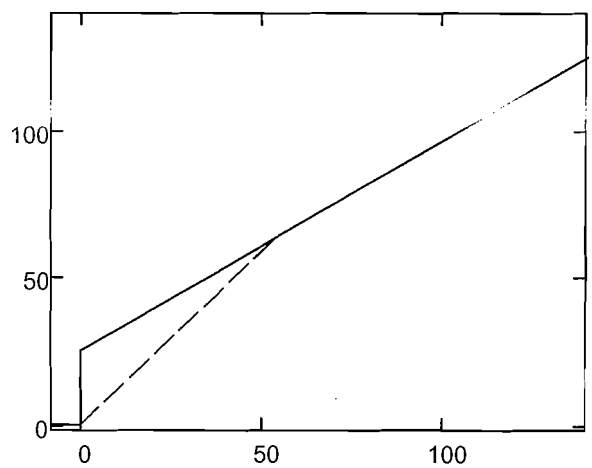
Given

$$\frac{d}{dfail} Q(fail) = 0$$

$\beta := Find(fail)$

$\beta = 40.3 \cdot deg$
$Q(\beta) = 9288 \cdot plf$

Critical Failure Plane Geometry



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I. Facing Flexure

SLD Strength Factors - Group IV, Temporary

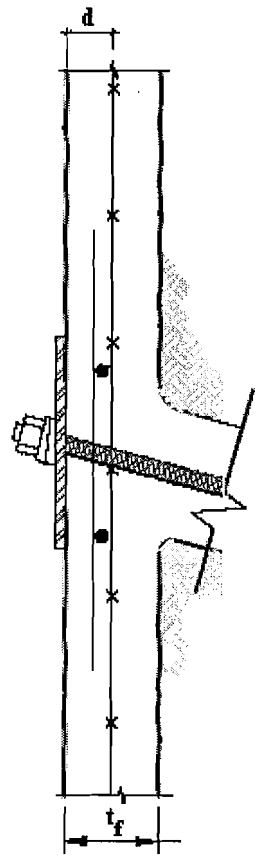
$d := \frac{t_f - dia}{2}$ = Distance to tensile negative moment reinforcement

$A_{v_j} := Av \cdot Sh + Nb \cdot Ab \cdot (j - 1)$ = Negative reinforcement area

$A_{h_j} := Ah \cdot Sv + Nb \cdot Ab$ = Positive reinforcement area

$C_F := \begin{cases} 2.0 & \text{if } t_f \le 4 \cdot in \\ 1.5 & \text{if } 4 \cdot in < t_f \le 6 \cdot in \\ 1.0 & \text{otherwise} \end{cases}$ = Flexure pressure factor
Table 4.2, p. 104 FHWA-SA-96-069R

$\alpha_F := 0.67$ = Nail head facing flexure factor
Table 4.4, p. 119 FHWA-SA-96-069R



Reinforcing depth, $d = 1.9 \cdot in$

Reinforcement Area

$A_{v_1} = 0.72 \cdot in^2$	$A_{h_1} = 1 \cdot in^2$	***Positive***
$A_{v_2} = 1.12 \cdot in^2$	$A_{h_2} = 1 \cdot in^2$	***Negative***

Horizontal Moment Capacity

$$mv_j := \frac{A_{v_j} \cdot \min(Fy_{wire}, Fy_b)}{Sh} \cdot \left(d - \frac{A_{v_j} \cdot \min(Fy_{wire}, Fy_b)}{1.7 \cdot f'_c \cdot Sh} \right)$$

= Negative moment capacity
p. 106 eqn 4.1A FHWA-SA-96-069R

$$mh_j := \frac{A_{h_j} \cdot \min(Fy_{wire}, Fy_b)}{Sv} \cdot \left(d - \frac{A_{h_j} \cdot \min(Fy_{wire}, Fy_b)}{1.7 \cdot f'_c \cdot Sv} \right)$$

= Positive moment capacity
p. 106 eqn 4.1A FHWA-SA-96-069R

$$T_F := \min\left[\begin{bmatrix} 8C_F \cdot (mv_1 + mv_2) \cdot \left(\frac{Sh}{Sv}\right) \\ 8C_F \cdot (mh_1 + mh_2) \cdot \left(\frac{Sv}{Sh}\right) \end{bmatrix}\right]$$

= Nominal nail head flexural capacity
p. 105 eqn 4.1A FHWA-SA-96-069R

Ultimate Strength	$T_F = 46.4 \cdot kip$
Allowable Strength	$\alpha_F \cdot T_F = 31.1 \cdot kip$

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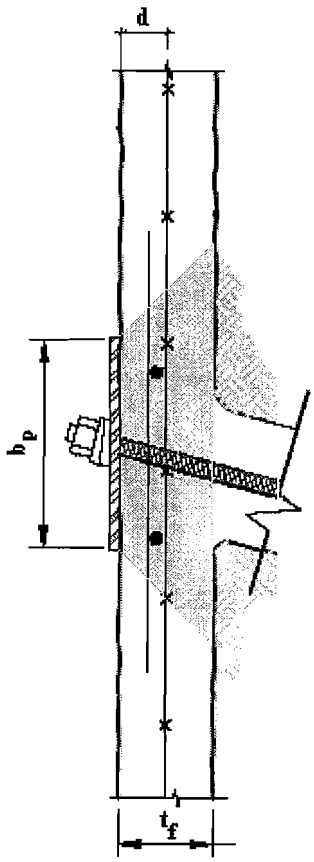
II. Punching Shear



SLD Strength Factors - Group I, Permanent

Figure 4.9, p. 108 FHWA-SA-96-069R

$hc := t_f$ = Effective punching cone height

$Dc := b_p + 2hc$ = Effective punching cone diameter (Bottom)

$Dc' := b_p + hc$ = Critical punching cone diameter (Mid-height)

$Dgc := shaft$ = Diameter of grouted soil nail column

$Ac := \frac{\pi \cdot Dc^2}{4}$ = Area of effective punching cone

$Agc := \frac{\pi \cdot Dgc^2}{4}$ = Area of effective punching cone

$Ac = 201 \cdot in^2$	Critical cone diameter, $Dc' = 12 \cdot in$
$Agc = 28 \cdot in^2$	Grouted col. diameter, $Dgc = 6 \cdot in$

Nominal Nail Head Shear Strength

$\alpha_s := 0.67$ = Punching shear strength factor - Table 4.5, p. 121 FHWA-SA-96-069R

$C_s := 1.0$ = Punching shear pressure factor - Table 4.5, p. 121 FHWA-SA-96-069R

$V_N := 4 \cdot \sqrt{f'_c \cdot psi} \cdot \pi \cdot Dc' \cdot hc$ = Internal punching shear strength - Table 4.2, p. 107 FHWA-SA-96-069R
ACI 318-99, Eqn. 11-37

$$T_{PS} := \frac{V_N}{1 - C_s \cdot \frac{(Ac - Agc)}{Sv \cdot Sh - Agc}}$$

= Nominal nail head srength (Punching shear)
Eqn. 4.3, p. 109 FHWA-SA-96-069R

Ultimate Strength	$T_{PS} = 39.7 \cdot kip$
Allowable Strength	$\alpha_s \cdot T_{PS} = 26.6 \cdot kip$

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GOVERNING ALLOWABLE NAIL HEAD STRENGTH

$$Tgov := \min\left(\begin{pmatrix} \alpha_F \cdot T_F \\ \alpha_s \cdot T_{PS} \end{pmatrix}\right)$$

$Tgov = 26.6 \cdot kip$	*Allowable flexural capacity governs facing strength*

Minimum Allowable Nail Head Service Load Check

$F_F := 0.50$ = Nail head survice factor p. 50 & 119 FHWA-SA-96-069R

$kc := 1.5$ = Complexity coefficient p. 50 & 119 FHWA-SA-96-069R
kc = 1 for normal configurations
kc = 2 for complex multi-layered soil configurations

$$t_F := \frac{2kc \cdot F_F \cdot Q(\beta) \cdot Sh \cdot Sv}{H}$$ = Nail head survice load eqn. 4.6 FHWA-SA-96-069R

$SLoad := if(t_F \le Tgov, "Ok", "No Good")$

$SLoad = "Ok"$

Nail Head Allowable Load	$Tgov = 26.6 \cdot kip$
Nail Head Service Load	$t_F = 16.7 \cdot kip$

Check Upper Cantilever

One-Way Service Flexure Check

$Hcant := 3.5 \cdot ft$ = Maximum height of cantilevered shotcrete

$Ps := 100 \cdot psf$ = Uniform surcharge load

$$ms := \frac{2 \cdot Q(\beta)}{H^2} \cdot \frac{Hcant^3}{6} + Ps \cdot \frac{Hcant^2}{2}$$ = Cantilevered one-way service moment

$Mall := \alpha_F \cdot mv_2$ = Allowable one-way service moment

$Flexure := if(ms \le Mall, "Ok", "No Good")$

$ms = 0.82 \cdot kip \cdot \frac{ft}{ft}$
$Mall = 1.09 \cdot kip \cdot \frac{ft}{ft}$

$Flexure = "Ok"$

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One-Way Service Shear

$vs := \frac{2 \cdot Q(\beta)}{H^2} \cdot \frac{Hcant^2}{2} + Ps \cdot Hcant$ = Cantilevered service shear

$V_{NS} := 2 \cdot \sqrt{f'_c \cdot psi} \cdot d$ = Cantilevered one-way nominal shear
ACI 318, Eqn. 11-28

$Vall := \alpha_s \cdot V_{NS}$ = Cantilevered one-way allowable shear

$Shear := if(vs \le Vall, "Ok", "No Good")$

$vs = 0.5 \cdot klf$
$Vall = 1.9 \cdot klf$

Shear = "Ok"

Welded Wire Mesh Minimum Development & Splice Length

$\lambda := 1$ = Aggregate concrete factor - ACI 12.2.4

$Awire := Ah \cdot grid$ = Cross sectional area of welded wire grid

$l_d := 0.27 \cdot \frac{Awire \cdot in}{grid} \cdot \left(\frac{Fy_{wire}}{\sqrt{f'_c \cdot lb}} \right) \cdot \lambda$ = Welded wire fabric development length - ACI 12.8

$splice := \max\left(\begin{pmatrix} grid + 2 \cdot in \\ 1.5 \cdot l_d \\ 6 \cdot in \end{pmatrix} \right)$ = Minimum welded wire splice length
ACI 12.19.1 & 12.19.2

$l_d = 2.6 \cdot in$
$splice = 6 \cdot in$

Minimum splice, Lap 2 Sqaures

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Facing Reinforcement Details (Continued)

Waler & Bearing Bars Minimum Development Length (As Applicable)

bar = 4 = Waler / Bearing rebar size (As applicable)

db = 0.5·in = Waler bar nominal diameter

$\alpha := 1$ = Rebar location factor - ACI 12.2.4

$\beta := 1$ = Coating factor - ACI 12.2.4

$\lambda := 1$ = Aggregate concrete factor - ACI 12.2.4

$cmin := t_f - d$ = Waler / Bearing rebar minimum cover (As applicable)

spacing := 12·in = Waler / Bearing spacing (As applicable)

ACI 7.7.1 & ACI 12.2.2

Cover := if(cmin ≥ 2·in, "Ok" , "No Good")

Space := if(spacing ≥ 2·db, "Ok" , "No Good")

Cover = "Ok"
Space = "Ok"

Minimum Waler Bar Length

$$l_d := \begin{cases} 0\cdot in & \text{if bar = "N/A"} \\ \text{otherwise} & \\ \quad \dfrac{\dfrac{Fy_b}{psi}\cdot\alpha\cdot\beta\cdot\lambda}{25\cdot\sqrt{\dfrac{f'_c}{psi}}}\cdot db & \text{if bar} \le 6 \\ \quad \dfrac{\dfrac{Fy_b}{psi}\cdot\alpha\cdot\beta\cdot\lambda}{20\cdot\sqrt{\dfrac{f'_c}{psi}}}\cdot db & \text{if bar} > 6 \end{cases}$$

= Basic development length - ACI 12.2.2

$l_d = 19\cdot in$

Use, 24" Long Waler Bars 12" o.c.

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Theoretical Displacement

$H = 25\,ft$ = Maximum soil nail retained height

$Lnail := 25 \cdot ft$ = Average nail length of wall under consideration

$Soil\_type := "A"$ = Soil type - Use: "A" for dense granular soils / rock
"B" for medium dense granular soils
"C" for loose granular soils / clays

$C := 0.70$ = Typical nail length to wall height ratio

$$\delta := \begin{cases} 0.1\% & \text{if } Soil\_type = "A" \\ 0.2\% & \text{if } Soil\_type = "B" \\ (0.4\%) & \text{if } Soil\_type = "C" \end{cases}$$ = Peak wall displacement coefficients p. 53, 2.4.6 FHWA-SA-96-069R

$$\Delta := \frac{\delta \cdot C \cdot H^2}{Lnail}$$ = Maximum theoretical deflection

$\Delta = 0.2 \cdot in$

Facing Reinforcement Details

Minimum Reinforcement

$b := 12 \cdot in$ = Width of concrete section for analysis

Vertical Direction

$Asvmin := 0.0012 \cdot t_f \cdot b$ = Minimum vertical reinforcement area - ACI 14.3.2

$Avsteel := Av \cdot b$ = Total vertical reinforcement per foot width

$Vertical := if(Asvmin \le Avsteel, "Ok", "No Good")$

$Asvmin = 0.06 \cdot in^2$

$Avsteel = 0.12 \cdot in^2$

Vertical = "Ok"

Horizontal Direction

$Ashmin := 0.0020 \cdot t_f \cdot b$ = Minimum horizontal reinforcement area - ACI 14.3.3

$Ahsteel := Ah \cdot b + Nb \cdot Ab$ = Total horizontal reinforcement per foot width

$Horizontal := if(Ashmin \le Ahsteel, "Ok", "No Good")$

$Ashmin = 0.1 \cdot in^2$

$Ahsteel = 0.52 \cdot in^2$

Horizontal = "Ok"

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Temporary Shotcrete Facing Design

Facing Properties

$H := 20 \cdot ft$ = Maximum retained height

$Hs := 0 \cdot ft$ = Retained slope height

$t_f := 6 \cdot in$ = Shotcrete facing thickness

$f'_c := 4000 \cdot psi$ = Shotcrete compressive strength

$shaft := 6 \cdot in$ = Soil nail drill shaft diameter

$Sh := 6 \cdot ft$ = Horizontal nail spacing

$Sv := 5 \cdot ft$ = Vertical nail spacing

Welded Wire Reinforcement

Wire ≡ "W4.0 x W4.0"

grid ≡ 4·in = Welded wire center-to-center grid spacing

$N := 2$ = Number of welded wire reinforcement per layer

$Ast = 0.12 \cdot \frac{in^2}{ft}$ = Weld wire reinforcement area per foot width

$Ah := N \cdot Ast$ = Welded wire horizontal cross sectional area

$Av := Ah$ = Welded wire vertical cross sectional area

$Fy_{wire} := 60 \cdot ksi$ = Welded wire yield strength (ASTM A 1064)

Welded Wire

$Ah = 0.24 \cdot \frac{in^2}{ft}$
$Av = 0.24 \cdot \frac{in^2}{ft}$

Waler Bars at Nail Head (As Applicable)

bar ≡ 4 = Waler rebar size ("N/A" = Not applicable)

$Nb := 2$ = Number of waler / bearing bars

$db := diabar$ = Waler / bearing bar nominal diameter

$Ab := areabar$ = Waler / bearing bar cross sectional area

$Fy_b := 60 \cdot ksi$ = Waler / bearing bar yield strength (Grade 60)

Waler / Bearing Bars

$db = 0.5 \cdot in$
$Ab = 0.2 \cdot in^2$

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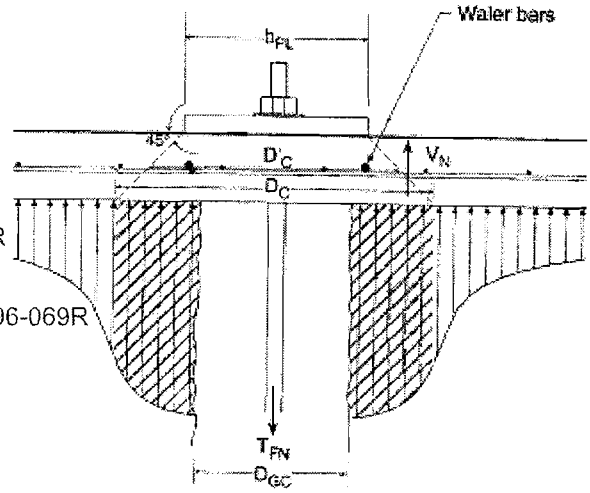
Facing Properties (Continued)



Nail Head Assembly

Plate := "12-in x 12-in x 1in"

$b_p := 12 \cdot in$ = Bearing plate width - 8" min, FHWA-SA-96-069R

$t_p := 1 \cdot in$ = Bearing plate thickness - 0.75" min, FHWA-SA-96-069R

$Fy_p := 36 \cdot ksi$ = Bearing plate yield strength (Grade 36)

Soil Stremgth Properties

$\phi := \frac{33 \cdot deg}{1.5}$ = Internal soil friction angle (Conservative)

$\gamma := 125 \cdot pcf$ = Soil unit weight

$C := \frac{600 \cdot psf}{1.5}$ = Soil cohesion

$x := 0$ = Horizontal Slope Projection

$y := 0$ = Vertical Slope Projection

Internal Failure Loading

Initial Guess fail := 35·deg

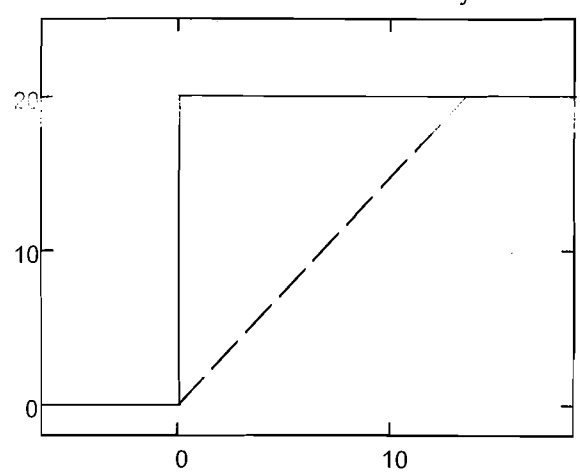
Given

$\frac{d}{dfail} C(fail) = 0$

$\beta := Find(fail)$

$\beta = 34 \cdot deg$
$Q(\beta) = 582 \cdot plf$

Critical Failure Plane Geometry



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I. Facing Flexure

SLD Strength Factors - Group IV, Temporary

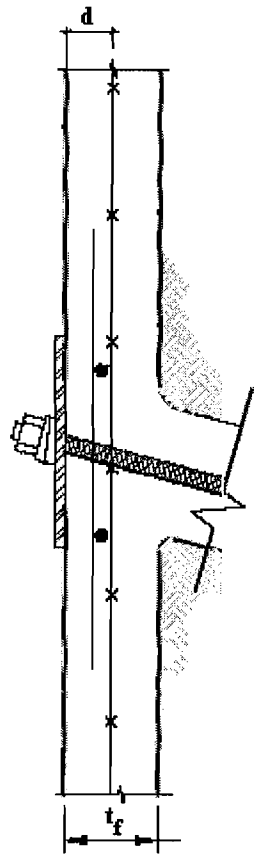
$d := \frac{t_f - dia}{2}$ = Distance to tensile negative moment reinforcement

$A_{v_j} := Av \cdot Sh + Nb \cdot Ab \cdot (j - 1)$ = Negative reinforcement area

$A_{h_j} := Ah \cdot Sv + Nb \cdot Ab$ = Positive reinforcement area

$C_F := \begin{cases} 2.0 & \text{if } t_f \le 4 \cdot in \\ 1.5 & \text{if } 4 \cdot in < t_f \le 6 \cdot in \\ 1.0 & \text{otherwise} \end{cases}$ = Flexure pressure factor
Table 4.2, p. 104 FHWA-SA-96-069R

$\alpha_F := 0.67$ = Nail head facing flexure factor
Table 4.4, p. 119 FHWA-SA-96-069R



Reinforcing depth, $d = 2.9 \cdot in$

Reinforcement Area

$A_{v_1} = 1.44 \cdot in^2$	$A_{h_1} = 1.6 \cdot in^2$	***Positive***
$A_{v_2} = 1.84 \cdot in^2$	$A_{h_2} = 1.6 \cdot in^2$	***Negative***

Horizontal Moment Capacity

$$mv_j := \frac{A_{v_j} \cdot \min(Fy_{wire}, Fy_b)}{Sh} \cdot \left(d - \frac{A_{v_j} \cdot \min(Fy_{wire}, Fy_b)}{1.7 \cdot f'_c \cdot Sh} \right)$$

= Negative moment capacity
p. 106 eqn 4.1A FHWA-SA-96-069R

$$mh_j := \frac{A_{h_j} \cdot \min(Fy_{wire}, Fy_b)}{Sv} \cdot \left(d - \frac{A_{h_j} \cdot \min(Fy_{wire}, Fy_b)}{1.7 \cdot f'_c \cdot Sv} \right)$$

= Positive moment capacity
p. 106 eqn 4.1A FHWA-SA-96-069R

$$T_F := \min\left[\begin{bmatrix} 8C_F \cdot (mv_1 + mv_2) \cdot \left(\frac{Sh}{Sv}\right) \\ 8C_F \cdot (mh_1 + mh_2) \cdot \left(\frac{Sv}{Sh}\right) \end{bmatrix}\right]$$

= Nominal nail head flexural capacity
p. 105 eqn 4.1A FHWA-SA-96-069R

Ultimate Strength	$T_F = 84.9 \cdot kip$
Allowable Strength	$\alpha_F \cdot T_F = 56.9 \cdot kip$

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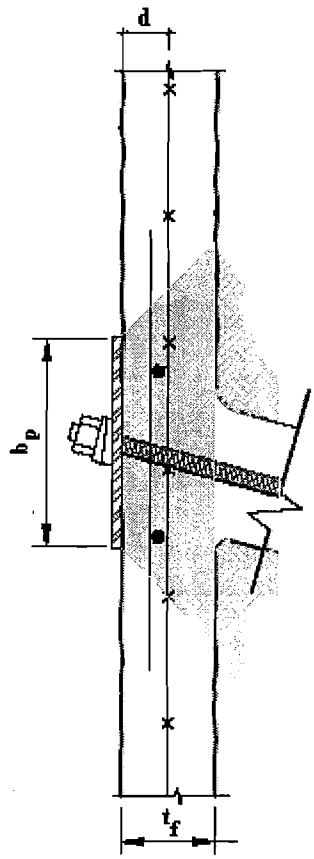
II. Punching Shear

SLD Strength Factors - Group I, Permanent

Figure 4.9, p. 108 FHWA-SA-96-069R



$hc := t_f$ = Effective punching cone height

$Dc := b_p + 2hc$ = Effective punching cone diameter (Bottom)

$Dc' := b_p + hc$ = Critical punching cone diameter (Mid-height)

$Dgc := shaft$ = Diameter of grouted soil nail column

$Ac := \frac{\pi \cdot Dc^2}{4}$ = Area of effective punching cone

$Agc := \frac{\pi \cdot Dgc^2}{4}$ = Area of effective punching cone

$Ac = 452 \cdot in^2$	Critical cone diameter, $Dc' = 18 \cdot in$
$Agc = 28 \cdot in^2$	Grouted col. diameter, $Dgc = 6 \cdot in$

Nominal Nail Head Shear Strength

$\alpha_s := 0.67$ = Punching shear strength factor - Table 4.5, p. 121 FHWA-SA-96-069R

$C_s := 1.0$ = Punching shear pressure factor - Table 4.5, p. 121 FHWA-SA-96-069R

$V_N := 4 \cdot \sqrt{f'_c \cdot psi} \cdot \pi \cdot Dc' \cdot hc$ = Internal punching shear strength - [illegible]
ACI 318-99, Eqn. 11-37

$$T_{PS} := \frac{V_N}{1 - C_s \cdot \frac{(Ac - Agc)}{Sv \cdot Sh - Agc}}$$

= Nominal nail head srength (Punching shear)
Eqn. 4.3, p. 109 FHWA-SA-96-069R

Ultimate Strength	$T_{PS} = 95.2 \cdot kip$
Allowable Strength	$\alpha_s \cdot T_{PS} = 63.8 \cdot kip$

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GOVERNING ALLOWABLE NAIL HEAD STRENGTH

$$Tgov := \min\left(\begin{pmatrix} \alpha_F \cdot T_F \\ \alpha_s \cdot T_{PS} \end{pmatrix}\right)$$

Tgov = 56.9·kip

Allowable flexural capacity governs facing strength

Minimum Allowable Nail Head Service Load Check ---> $Ps := 1500 \cdot psf$ = Uniform surcharge load

$F_F := 0.50$ = Nail head survice factor p. 50 & 119 FHWA-SA-96-069R

$kc := 1.5$ = Complexity coefficient p. 50 & 119 FHWA-SA-96-069R
kc = 1 for normal configurations
kc = 2 for complex multi-layered soil configurations

$$t_F := \frac{2kc \cdot F_F \cdot Q(\beta) \cdot Sh \cdot Sv}{H} + Ps \cdot Sh \cdot Sv$$ = Nail head survice load eqn. 4.6 FHWA-SA-96-069R

$SLoad := if(t_F \le Tgov, "Ok", "No Good")$

SLoad = "Ok"

Nail Head Allowable Load	Tgov = 56.9·kip
Nail Head Service Load	t_F = 46.3·kip

Check Upper Cantilever

One-Way Service Flexure Check

$Hcant := 3 \cdot ft$ = Maximum height of cantilevered shotcrete

$Ps := 100 \cdot psf$ = Uniform surcharge load (Footing outside 1-1 projection)

$$ms := \frac{2 \cdot Q(\beta)}{H^2} \cdot \frac{Hcant^3}{6} + Ps \cdot \frac{Hcant^2}{2}$$ = Cantilevered one-way service moment

$Mall := \alpha_F \cdot mv_2$ = Allowable one-way service moment

$Flexure := if(ms \le Mall, "Ok", "No Good")$

ms = 0.46·kip·ft/ft
Mall = 2.73·kip·ft/ft

Flexure = "Ok"

One-Way Service Shear

$vs := \frac{2 \cdot Q(\beta)}{H^2} \cdot \frac{Hcant^2}{2} + Ps \cdot Hcant$ = Cantilevered service shear

$V_{NS} := 2 \cdot \sqrt{f'_c \cdot psi} \cdot d$ = Cantilevered one-way nominal shear
ACI 318, Eqn. 11-28

$Vall := \alpha_s \cdot V_{NS}$ = Cantilevered one-way allowable shear

Shear := if(vs ≤ Vall, "Ok", "No Good")

vs = 0.3·klf
Vall = 2.9·klf

Shear = "Ok"

Welded Wire Mesh Minimum Development & Splice Length

$\lambda := 1$ = Aggregate concrete factor - ACI 12.2.4

$Awire := Ah \cdot grid$ = Cross sectional area of welded wire grid

$l_d := 0.27 \cdot \frac{Awire \cdot in}{grid} \cdot \left(\frac{Fy_{wire}}{\sqrt{f'_c \cdot lb}} \right) \cdot \lambda$ = Welded wire fabric development length - ACI 12.8

$splice := \max\left(\begin{pmatrix} grid + 2 \cdot in \\ 1.5 \cdot l_d \\ 6 \cdot in \end{pmatrix} \right)$ = Minimum welded wire splice length
ACI 12.19.1 & 12.19.2

$l_d = 5.1 \cdot in$
splice = 8·in

Minimum splice, Lap 2 Sqaures

Facing Reinforcement Details (Continued)

Waler & Bearing Bars Minimum Development Length (As Applicable)

bar = 4 = Waler / Bearing rebar size (As applicable)

db = 0.5·in = Waler bar nominal diameter

$\alpha := 1$ = Rebar location factor - ACI 12.2.4

$\beta := 1$ = Coating factor - ACI 12.2.4

$\lambda := 1$ = Aggregate concrete factor - ACI 12.2.4

$cmin := t_f - d$ = Waler / Bearing rebar minimum cover (As applicable)

spacing := 12·in = Waler / Bearing spacing (As applicable)

ACI 7.7.1 & ACI 12.2.2

Cover := if(cmin ≥ 2·in, "Ok" , "No Good")

Cover = "Ok"

Space := if(spacing ≥ 2·db, "Ok" , "No Good")

Space = "Ok"

Minimum Waler Bar Length

$$l_d := \begin{cases} 0\cdot in & \text{if bar = "N/A"} \\ \text{otherwise} & \\ \quad \begin{cases} \dfrac{\dfrac{Fy_b}{psi}\cdot\alpha\cdot\beta\cdot\lambda}{25\cdot\sqrt{\dfrac{f'_c}{psi}}}\cdot db & \text{if bar} \le 6 \\ \dfrac{\dfrac{Fy_b}{psi}\cdot\alpha\cdot\beta\cdot\lambda}{20\cdot\sqrt{\dfrac{f'_c}{psi}}}\cdot db & \text{if bar} > 6 \end{cases} & \end{cases}$$

= Basic development length - ACI 12.2.2

$l_d = 19\cdot in$

Use, 24" Long Waler Bars 12" o.c.

Theoretical Displacement

$H = 20\,ft$ = Maximum soil nail retained height

$Lnail := 20 \cdot ft$ = Average nail length of wall under consideration

$Soil\_type := "A"$ = Soil type - Use: "A" for dense granular soils / rock
"B" for medium dense granular soils
"C" for loose granular soils / clays

$C := 0.70$ = Typical nail length to wall height ratio

$$\delta := \begin{cases} 0.1\% & \text{if } Soil\_type = "A" \\ 0.2\% & \text{if } Soil\_type = "B" \\ (0.4\%) & \text{if } Soil\_type = "C" \end{cases}$$ = Peak wall displacement coefficients p. 53, 2.4.6 FHWA-SA-96-069R

$$\Delta := \frac{\delta \cdot C \cdot H^2}{Lnail}$$ = Maximum theoretical deflection

$\Delta = 0.2 \cdot in$

Facing Reinforcement Details

Minimum Reinforcement

$b := 12 \cdot in$ = Width of concrete section for analysis

Vertical Direction

$Asvmin := 0.0012 \cdot t_f \cdot b$ = Minimum vertical reinforcement area - ACI 14.3.2

$Avsteel := Av \cdot b$ = Total vertical reinforcement per foot width

$Vertical := if(Asvmin \le Avsteel, "Ok", "No Good")$

$Asvmin = 0.09 \cdot in^2$

$Avsteel = 0.24 \cdot in^2$

$Vertical = "Ok"$

Horizontal Direction

$Ashmin := 0.0020 \cdot t_f \cdot b$ = Minimum horizontal reinforcement area - ACI 14.3.3

$Ahsteel := Ah \cdot b + Nb \cdot Ab$ = Total horizontal reinforcement per foot width

$Horizontal := if(Ashmin \le Ahsteel, "Ok", "No Good")$

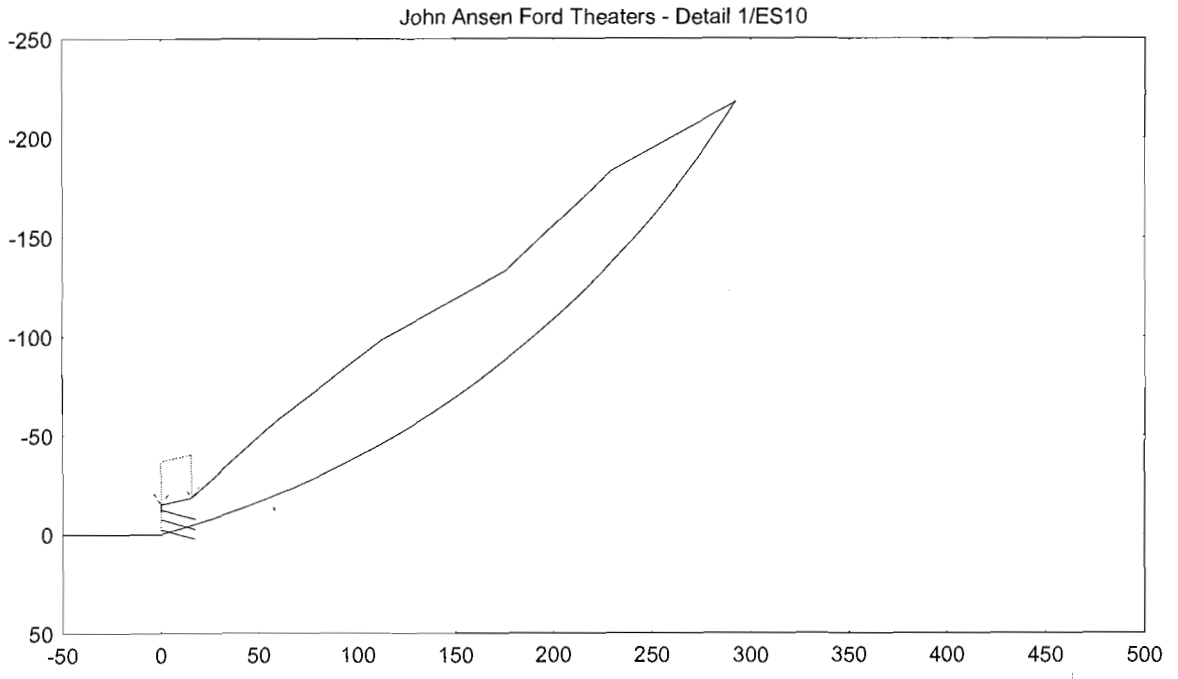
$Ashmin = 0.14 \cdot in^2$

$Ahsteel = 0.64 \cdot in^2$

$Horizontal = "Ok"$

SECTION 3

Input File: G:\PROJECTS\LOSANG~1\JAFTHE~1\DESIGN\R0\GOLDNAIL\WALL15.gni



John Ansen Ford Theaters - Detail 1/ES10

General Data	
File Indentifier	WALL15.GNI
Unit weight of water	62.4
Base depth for analysis	15.0
Seismic Coefficient	0.0
Minimum Base Exit Angle	-15.0
X Search limit (left)	0.002
X Search limit (right)	292.25
Number of slip circles	250
No. of slip circle exits	30

LRFD and Safety Factor Data	
Analysis Mode: (L)RFD or (S)LD (specify L or S)	S
SLD Safety and Strength Factors (mode S only)	
FS for Soil Cohesion	1.3
FS for Soil Friction	1.3
Strength Factor for Head Strength	0.67
Strength Factor for Nail Tendon Strength	0.55
Strength Factor for Nail Pullout Resistance	0.5
LRFD Load Factors (mode L only)	
LF for Unit Weight of Water	1
LF for Unit Weight of Soil	1.35
LF for Surcharge Loads	1.75
LF for Seismic Loads	1
LRFD Resistance Factors (mode L only)	
RF for Soil Cohesion	1
RF for Soil Friction Angle	0.75
RF for Head Strength	0.9
RF for Nail Pullout Resistance	0.7
RF for Nail Tendon Strength	0.9

PIEZOMETRIC DATA	X-Value	Piez. Level
Point 1		
Point 2		
Point 3		
Point 4		
Point 5		
Point 6		
Point 7		
Point 8		
Point 9		
Point 10		

Nodal Data

Node No	X-Value	Y-Value	Node No	X-Value	Y-Value	Node No	X-Value	Y-Value
1	0	0	16			31		
2	0.001	-15	17			32		
3	15.5	-18.5	18			33		
4	59.75	-58.5	19			34		
5	112.58	-98.5	20			35		
6	176.08	-133.17	21			36		
7	229.25	-183.17	22			37		
8	292.25	-218.17	23			38		
9			24			39		
10			25			40		
11			26			41		
12			27			42		
13			28			43		
14			29			44		
15			30			45		

Wall Segment Data

Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID	Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID
1	1	2	1	1	11				
2					12				
3					13				
4					14				
5					15				
6					16				
7					17				
8					18				
9					19				
10					20				

Surface Segment Data

Seg. No.	Node 1	Node 2	Soil ID	Seg. No.	Node 1	Node 2	Soil ID
1	2	3	1	11			
2	3	4	1	12			
3	4	5	1	13			
4	5	6	1	14			
5	6	7	1	15			
6	7	8	1	16			
7				17			
8				18			
9				19			
10				20			

Internal Segment Data

Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID	Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID
1					11				
2					12				
3					13				
4					14				
5					15				
6					16				
7					17				
8					18				
9					19				
10					20				

Soil Strength & Pullout Resist. Data

Material ID No.	c	ø	Unit Weight	Pullout Res.
1	600	33	120	5655
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				

Surcharge Pressure Data

Load No	X-value	Vert.	Horiz.
1	15.5	500	0
2			
3			
4			
5			
6			
7			
8			
9			
10			

Nail Data	Nail Depth	Nail Length	Tendon Strength	Head Strength	Fixed Nail?
Nail Row 1	2.5	20	59300	39700	
Nail Row 2	7.5	20	59300	39700	
Nail Row 3	12.5	20	59300	39700	
Nail Row 4					
Nail Row 5					
Nail Row 6					
Nail Row 7					
Nail Row 8					
Nail Row 9					
Nail Row 10					
Nail Row 11					
Nail Row 12					
Nail Row 13					
Nail Row 14					
Nail Row 15					

Horiz. Spacing	6
Nail Declination	15

Design Data

Nail Head Factor = 1.00 for circle no 4
Nail Length Factor = 0.90 for circle no 2

Nail No.	Circle No	Required Nail Tendon Strength
1	4	0.00
2	2	20564.35
3	2	58906.50

Nail No.	Circle No	Required Nail Length
1		18.03
2		18.03
3		18.03

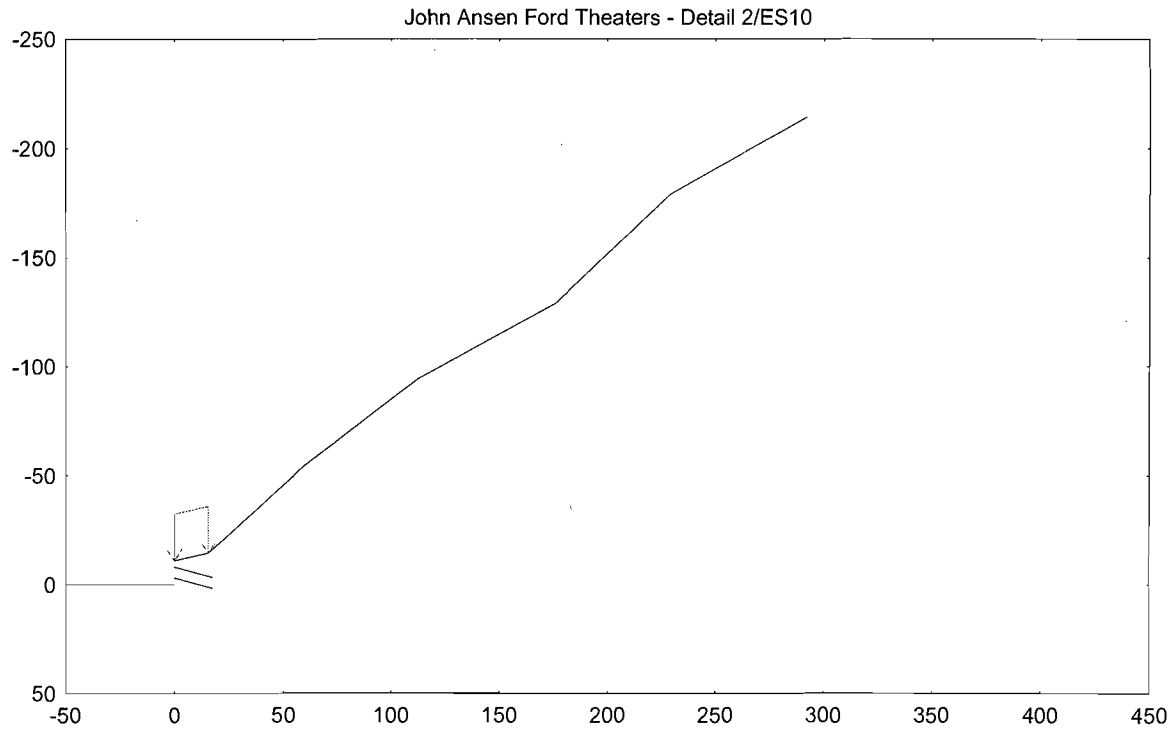
Output Data

Wall Height = 15.00
Wall Slope = 90.00

Circle Number	Circle X-Intercept	Circle Base Angle	Circle X-Center	Circle Y-Center	Moment Ratio	Force Req'd/ Unit Wall Length
1	292.25	17.86	-172.82	-536.33	1.001	4536.13
2	292.25	15.17	-129.80	-478.71	1.000	7284.83
3	292.25	12.48	-95.92	-433.32	1.000	6501.97
4	292.25	9.79	-68.44	-396.50	0.999	1951.76

SECTION 4

Input File: G:\PROJECTS\LOSANG~1\JAFTHE~1\DESIGN\R0\GOLDNAIL\WALL11.gni



John Ansen Ford Theaters - Detail 2/ES10

General Data	
File Indentifier	WALL11.GNI
Unit weight of water	62.4
Base depth for analysis	11.0
Seismic Coefficient	0.0
Minimum Base Exit Angle	-15.0
X Search limit (left)	0.002
X Search limit (right)	292.25
Number of slip circles	250
No. of slip circle exits	30

LRFD and Safety Factor Data	
Analysis Mode: (L)RFD or (S)LD (specify L or S)	S
SLD Safety and Strength Factors (mode S only)	
FS for Soil Cohesion	1.3
FS for Soil Friction	1.3
Strength Factor for Head Strength	0.67
Strength Factor for Nail Tendon Strength	0.55
Strength Factor for Nail Pullout Resistance	0.5
LRFD Load Factors (mode L only)	
LF for Unit Weight of Water	1
LF for Unit Weight of Soil	1.35
LF for Surcharge Loads	1.75
LF for Seismic Loads	1
LRFD Resistance Factors (mode L only)	
RF for Soil Cohesion	1
RF for Soil Friction Angle	0.75
RF for Head Strength	0.9
RF for Nail Pullout Resistance	0.7
RF for Nail Tendon Strength	0.9

PIEZOMETRIC DATA	X-Value	Piez. Level
Point 1		
Point 2		
Point 3		
Point 4		
Point 5		
Point 6		
Point 7		
Point 8		
Point 9		
Point 10		

Nodal Data

Node No	X-Value	Y-Value	Node No	X-Value	Y-Value	Node No	X-Value	Y-Value
1	0	0	16			31		
2	0.001	-11	17			32		
3	15.5	-14.5	18			33		
4	59.75	-54.5	19			34		
5	112.58	-94.5	20			35		
6	176.08	-129.17	21			36		
7	229.25	-179.17	22			37		
8	292.25	-214.17	23			38		
9			24			39		
10			25			40		
11			26			41		
12			27			42		
13			28			43		
14			29			44		
15			30			45		

Wall Segment Data

Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID	Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID
1	1	2	1	1	11				
2					12				
3					13				
4					14				
5					15				
6					16				
7					17				
8					18				
9					19				
10					20				

Surface Segment Data

Seg. No.	Node 1	Node 2	Soil ID	Seg. No.	Node 1	Node 2	Soil ID
1	2	3	1	11			
2	3	4	1	12			
3	4	5	1	13			
4	5	6	1	14			
5	6	7	1	15			
6	7	8	1	16			
7				17			
8				18			
9				19			
10				20			

Internal Segment Data

Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID	Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID
1					11				
2					12				
3					13				
4					14				
5					15				
6					16				
7					17				
8					18				
9					19				
10					20				

Soil Strength & Pullout Resist. Data

Material ID No.	c	ø	Unit Weight	Pullout Res.
1	600	33	120	5655
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				

Surcharge Pressure Data

Load No	X-value	Vert.	Horiz.
1	15.5	500	0
2			
3			
4			
5			
6			
7			
8			
9			
10			

Nail Data	Nail Depth	Nail Length	Tendon Strength	Head Strength	Fixed Nail?
Nail Row 1	3	15	59300	39700	
Nail Row 2	8	15	59300	39700	
Nail Row 3					
Nail Row 4					
Nail Row 5					
Nail Row 6					
Nail Row 7					
Nail Row 8					
Nail Row 9					
Nail Row 10					
Nail Row 11					
Nail Row 12					
Nail Row 13					
Nail Row 14					
Nail Row 15					

Horiz. Spacing	6
Nail Declination	15

Design Data

Nail Head Factor = 1.00 for circle no 4
Nail Length Factor = 0.90 for circle no 2

Nail No.	Circle No	Required Nail Tendon Strength
1	4	0.00
2	2	20564.35

Nail No.	Circle No	Required Nail Length
1		18.03
2		18.03

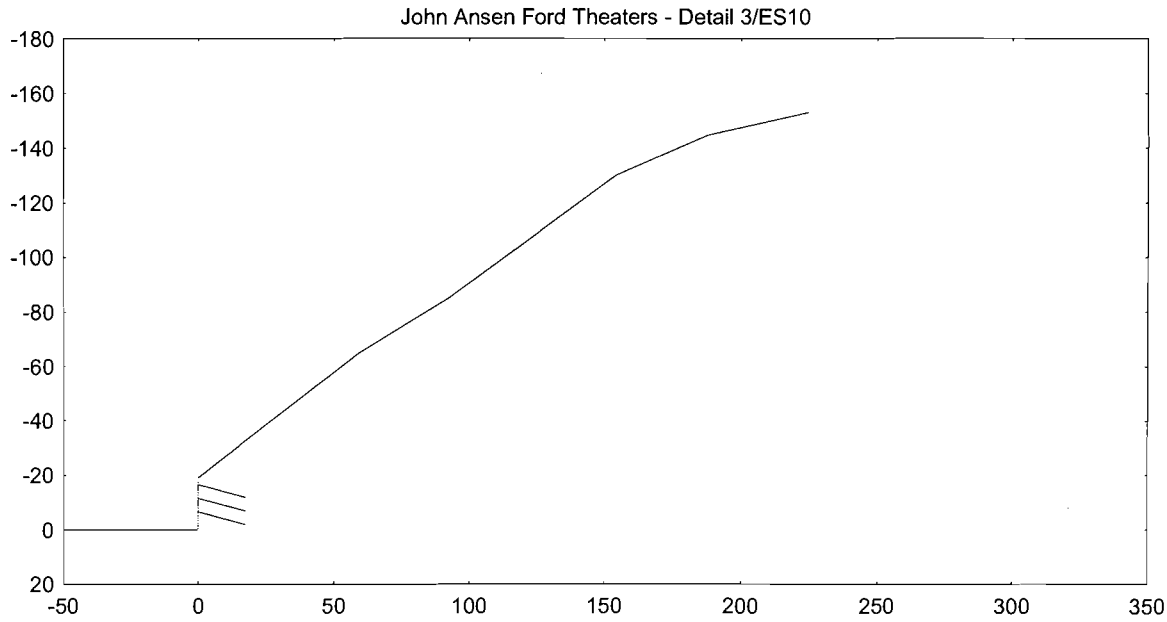
Output Data

Wall Height = 11.00
Wall Slope = 89.99

Circle Number	Circle X-Intercept	Circle Base Angle	Circle X-Center	Circle Y-Center	Moment Ratio	Force Req'd/ Unit Wall Length

SECTION 5

Input File: G:\PROJECTS\LOSANG~1\JAFTHE~1\DESIGN\R0\GOLDNAIL\WALL19.gni



John Ansen Ford Theaters - Detail 3/ES10

General Data	
File Indentifier	WALL19.GNI
Unit weight of water	62.4
Base depth for analysis	19.0
Seismic Coefficient	0.0
Minimum Base Exit Angle	-15.0
X Search limit (left)	0.002
X Search limit (right)	224.66
Number of slip circles	250
No. of slip circle exits	30

LRFD and Safety Factor Data	
Analysis Mode: (L)RFD or (S)LD (specify L or S)	S
SLD Safety and Strength Factors (mode S only)	
FS for Soil Cohesion	1.3
FS for Soil Friction	1.3
Strength Factor for Head Strength	0.67
Strength Factor for Nail Tendon Strength	0.55
Strength Factor for Nail Pullout Resistance	0.5
LRFD Load Factors (mode L only)	
LF for Unit Weight of Water	1
LF for Unit Weight of Soil	1.35
LF for Surcharge Loads	1.75
LF for Seismic Loads	1
LRFD Resistance Factors (mode L only)	
RF for Soil Cohesion	1
RF for Soil Friction Angle	0.75
RF for Head Strength	0.9
RF for Nail Pullout Resistance	0.7
RF for Nail Tendon Strength	0.9

PIEZOMETRIC DATA	X-Value	Piez. Level
Point 1		
Point 2		
Point 3		
Point 4		
Point 5		
Point 6		
Point 7		
Point 8		
Point 9		
Point 10		

Nodal Data

Node No	X-Value	Y-Value	Node No	X-Value	Y-Value	Node No	X-Value	Y-Value
1	0	0	16			31		
2	0.001	-19	17			32		
3	59.33	-64.67	18			33		
4	92.33	-85	19			34		
5	154.33	-130	20			35		
6	187.83	-144.67	21			36		
7	224.66	-153	22			37		
8			23			38		
9			24			39		
10			25			40		
11			26			41		
12			27			42		
13			28			43		
14			29			44		
15			30			45		

Wall Segment Data

Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID	Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID
1	1	2	1	1	11				
2					12				
3					13				
4					14				
5					15				
6					16				
7					17				
8					18				
9					19				
10					20				

Surface Segment Data

Seg. No.	Node 1	Node 2	Soil ID	Seg. No.	Node 1	Node 2	Soil ID
1	2	3	1	11			
2	3	4	1	12			
3	4	5	1	13			
4	5	6	1	14			
5	6	7	1	15			
6				16			
7				17			
8				18			
9				19			
10				20			

Internal Segment Data

Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID	Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID
1					11				
2					12				
3					13				
4					14				
5					15				
6					16				
7					17				
8					18				
9					19				
10					20				

Soil Strength & Pullout Resist. Data

Material ID No.	c	ø	Unit Weight	Pullout Res.
1	600	33	120	5655
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				

Surcharge Pressure Data

Load No	X-value	Vert.	Horiz.
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

Nail Data	Nail Depth	Nail Length	Tendon Strength	Head Strength	Fixed Nail?
Nail Row 1	2.5	15	59300	39700	
Nail Row 2	7.5	15	59300	39700	
Nail Row 3	12.5	15	59300	39700	
Nail Row 4	17.5	15	59300	39700	
Nail Row 5					
Nail Row 6					
Nail Row 7					
Nail Row 8					
Nail Row 9					
Nail Row 10					
Nail Row 11					
Nail Row 12					
Nail Row 13					
Nail Row 14					
Nail Row 15					

Horiz. Spacing	6
Nail Declination	15

Design Data

Nail Head Factor = for circle no
Nail Length Factor = for circle no

Nail No.	Circle No	Required Nail Tendon Strength
1		
2		
3		
4		

Nail No.	Circle No	Required Nail Length
1		
2		
3		
4		

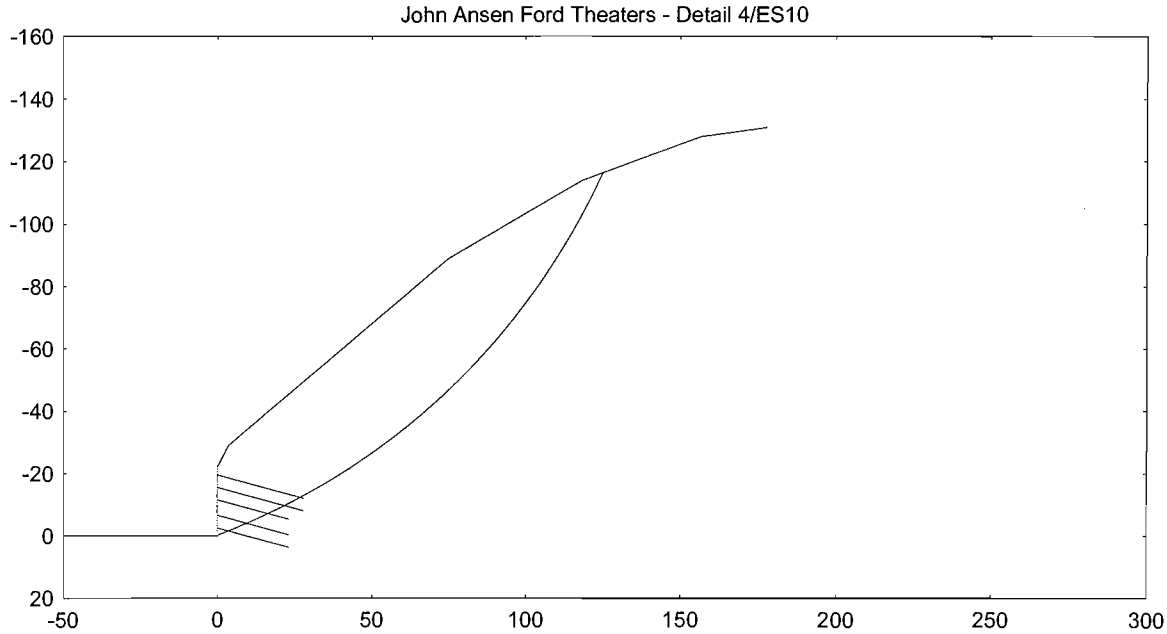
Output Data

Wall Height = 19.00
Wall Slope = 89.94

Circle Number	Circle X-Intercept	Circle Base Angle	Circle X-Center	Circle Y-Center	Moment Ratio	Force Req'd/ Unit Wall Length

SECTION 6

Input File: G:\PROJECTS\LOSANG~1\JAFTHE~1\DESIGN\R0\GOLDNAIL\WALL23.gni



John Ansen Ford Theaters - Detail 4/ES10

General Data	
File Indentifier	WALL23.GNI
Unit weight of water	62.4
Base depth for analysis	22.0
Seismic Coefficient	0.0
Minimum Base Exit Angle	-15.0
X Search limit (left)	0.002
X Search limit (right)	177.91
Number of slip circles	250
No. of slip circle exits	30

LRFD and Safety Factor Data	
Analysis Mode: (L)RFD or (S)LD (specify L or S)	S
= SLD Safety and Strength Factors (mode S only) =	
FS for Soil Cohesion	1.3
FS for Soil Friction	1.3
Strength Factor for Head Strength	0.67
Strength Factor for Nail Tendon Strength	0.55
Strength Factor for Nail Pullout Resistance	0.5
= LRFD Load Factors (mode L only) =	
LF for Unit Weight of Water	1
LF for Unit Weight of Soil	1.35
LF for Surcharge Loads	1.75
LF for Seismic Loads	1
= LRFD Resistance Factors (mode L only) =	
RF for Soil Cohesion	1
RF for Soil Friction Angle	0.75
RF for Head Strength	0.9
RF for Nail Pullout Resistance	0.7
RF for Nail Tendon Strength	0.9

PIEZOMETRIC DATA	X-Value	Piez. Level
Point 1		
Point 2		
Point 3		
Point 4		
Point 5		
Point 6		
Point 7		
Point 8		
Point 9		
Point 10		

Nodal Data

Node No	X-Value	Y-Value	Node No	X-Value	Y-Value	Node No	X-Value	Y-Value
1	0	0	16			31		
2	0.001	-22	17			32		
3	3.5	-28.83	18			33		
4	74.75	-88.83	19			34		
5	118.25	-113.83	20			35		
6	156.58	-127.83	21			36		
7	177.91	-130.83	22			37		
8			23			38		
9			24			39		
10			25			40		
11			26			41		
12			27			42		
13			28			43		
14			29			44		
15			30			45		

Wall Segment Data

Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID	Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID
1	1	2	1	1	11				
2					12				
3					13				
4					14				
5					15				
6					16				
7					17				
8					18				
9					19				
10					20				

Surface Segment Data

Seg. No.	Node 1	Node 2	Soil ID	Seg. No.	Node 1	Node 2	Soil ID
1	2	3	1	11			
2	3	4	1	12			
3	4	5	1	13			
4	5	6	1	14			
5	6	7	1	15			
6				16			
7				17			
8				18			
9				19			
10				20			

Internal Segment Data

Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID	Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID
1					11				
2					12				
3					13				
4					14				
5					15				
6					16				
7					17				
8					18				
9					19				
10					20				

Soil Strength & Pullout Resist. Data

Material ID No.	c	ø	Unit Weight	Pullout Res.
1	600	33	120	5655
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				

Surcharge Pressure Data

Load No	X-value	Vert.	Horiz.
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

Nail Data	Nail Depth	Nail Length	Tendon Strength	Head Strength	Fixed Nail?
Nail Row 1	2.5	29	59300	39700	
Nail Row 2	6.5	29	59300	39700	
Nail Row 3	10.5	24	75000	39700	
Nail Row 4	15.5	24	75000	39700	
Nail Row 5	19.5	24	75000	39700	
Nail Row 6					
Nail Row 7					
Nail Row 8					
Nail Row 9					
Nail Row 10					
Nail Row 11					
Nail Row 12					
Nail Row 13					
Nail Row 14					
Nail Row 15					

Horiz. Spacing	6
Nail Declination	15

Design Data

Nail Head Factor = 1.00 for circle no 149
Nail Length Factor = 1.00 for circle no 130

Nail No.	Circle No	Required Nail Tendon Strength
1	113	29176.81
2	127	46310.16
3	127	44769.94
4	129	73266.14
5	130	67185.89

Nail No.	Circle No	Required Nail Length
1		28.88
2		28.88
3		23.90
4		23.90
5		23.90

Output Data

Wall Height = 22.00
Wall Slope = 90.00

Circle Number	Circle X-Intercept	Circle Base Angle	Circle X-Center	Circle Y-Center	Moment Ratio	Force Req'd/ Unit Wall Length
1	10.56	56.46	-52.99	-35.11	1.008	401.64
2	12.15	60.28	-85.99	-49.08	1.005	128.57
3	12.15	57.52	-67.13	-42.72	1.008	1103.26
4	12.15	54.76	-54.44	-38.44	1.010	1762.68
5	14.00	61.25	-121.53	-66.66	1.002	323.98
6	14.00	58.49	-89.03	-54.57	1.004	1406.22
7	14.00	55.73	-69.36	-47.25	1.007	2298.07
8	14.00	52.97	-56.12	-42.32	1.008	2887.36
9	14.00	50.21	-46.56	-38.76	1.009	3193.57
10	16.17	62.13	-194.17	-102.65	1.001	333.17
11	16.17	59.37	-126.69	-74.99	1.002	1592.39
12	16.17	56.61	-92.61	-61.02	1.004	2619.57
13	16.17	53.85	-71.98	-52.57	1.006	3413.72
14	16.17	51.09	-58.10	-46.88	1.009	4031.17
15	16.17	48.33	-48.08	-42.77	1.009	4291.22
16	16.17	45.57	-40.47	-39.65	1.009	4251.34
17	18.77	62.92	-414.17	-211.73	1.000	83.56
18	18.77	60.16	-204.07	-117.04	1.001	1545.95
19	18.77	57.40	-132.85	-84.94	1.002	2749.27
20	18.77	54.63	-96.69	-68.74	1.003	3783.17
21	18.77	51.88	-75.12	-58.92	1.005	4475.11
22	18.77	49.12	-60.47	-52.32	1.008	5012.04
23	18.77	46.36	-49.89	-47.55	1.007	5154.03
24	18.77	43.60	-41.86	-43.93	1.007	5044.95
25	21.93	60.85	-439.62	-245.17	1.000	1159.62
26	21.93	58.09	-216.11	-134.55	1.001	2619.73
27	21.93	55.33	-140.35	-97.05	1.002	3812.87
28	21.93	52.57	-102.09	-78.12	1.003	4749.45
29	21.93	49.81	-78.93	-66.66	1.005	5439.08
30	21.93	47.05	-63.34	-58.94	1.007	5913.29
31	21.93	44.29	-52.09	-53.37	1.009	6170.86
32	21.93	41.53	-43.55	-49.15	1.008	5946.07
33	21.93	38.77	-36.82	-45.82	1.006	5459.34

Output Data

Wall Height = 22.00
Wall Slope = 90.00

Circle Number	Circle X-Intercept	Circle Base Angle	Circle X-Center	Circle Y-Center	Moment Ratio	Force Req'd/ Unit Wall Length
34	25.86	61.44	-23817.99	-12965.74	1.000	240.78
35	25.86	58.68	-471.33	-286.81	1.000	2051.04
36	25.86	55.92	-231.11	-156.36	1.001	3534.03
37	25.86	53.16	-149.69	-112.14	1.002	4730.03
38	25.86	50.40	-108.57	-89.81	1.003	5659.19
39	25.86	47.64	-83.68	-76.29	1.004	6322.95
40	25.86	44.88	-66.93	-67.19	1.006	6734.89
41	25.86	42.12	-54.83	-60.63	1.008	6933.67
42	25.86	39.36	-45.66	-55.64	1.010	6900.08
43	25.86	36.60	-38.42	-51.71	1.007	6292.47
44	25.86	33.84	-32.55	-48.53	1.010	5718.84
45	30.91	59.16	-25940.34	-15491.14	1.000	784.35
46	30.91	56.39	-511.98	-340.21	1.000	2726.47
47	30.91	53.63	-250.35	-184.32	1.001	4315.56
48	30.91	50.87	-161.66	-131.48	1.001	5577.10
49	30.91	48.11	-116.88	-104.80	1.002	6520.95
50	30.91	45.35	-89.77	-88.65	1.004	7205.94
51	30.91	42.59	-71.52	-77.77	1.005	7611.22
52	30.91	39.83	-58.35	-69.93	1.006	7750.66
53	30.91	37.07	-48.36	-63.97	1.008	7627.77
54	30.91	34.31	-40.48	-59.28	1.005	6824.22
55	30.91	31.55	-34.08	-55.47	1.006	6108.74
56	30.91	28.79	-28.76	-52.30	1.008	5127.84
57	37.63	56.76	-28766.66	-18854.21	1.000	933.08
58	37.63	54.00	-566.12	-411.32	1.000	3126.03
59	37.63	51.24	-275.97	-221.56	1.001	4907.83
60	37.63	48.48	-177.61	-157.24	1.001	6319.95
61	37.63	45.72	-127.95	-124.76	1.002	7379.15
62	37.63	42.96	-97.88	-105.10	1.003	8109.99
63	37.63	40.20	-77.65	-91.86	1.004	8526.52
64	37.63	37.44	-63.04	-82.31	1.005	8624.69
65	37.63	34.68	-51.95	-75.06	1.006	8427.79
66	37.63	31.92	-43.21	-69.35	1.008	7917.42
67	37.63	29.16	-36.12	-64.71	1.009	7098.51
68	37.63	26.40	-30.22	-60.85	1.004	5288.09
69	37.63	23.64	-25.22	-57.58	1.005	3765.27
70	47.05	54.24	-32727.84	-23567.68	1.000	490.57
71	47.05	51.48	-642.00	-510.99	1.000	3138.58
72	47.05	48.72	-311.87	-273.76	1.001	5299.14
73	47.05	45.96	-199.96	-193.34	1.001	7016.69
74	47.05	43.20	-143.46	-152.74	1.002	8292.15
75	47.05	40.44	-109.25	-128.15	1.003	9169.35
76	47.05	37.68	-86.22	-111.61	1.003	9660.48
77	47.05	34.92	-69.60	-99.67	1.004	9766.51
78	47.05	32.16	-56.[illegible]	-90.[illegible]	1.00[illegible]	[illegible]
79	47.05	29.40	-47.05	-83.46	1.006	8828.01
80	47.05	26.64	-38.98	-77.66	1.007	7787.29
81	47.05	23.88	-32.27	-72.84	1.008	6374.31
82	47.05	21.12	-26.58	-68.75	1.009	4581.45
83	61.25	48.84	-756.38	-661.22	1.000	2586.73
84	61.25	46.08	-365.99	-352.43	1.001	5484.61
85	61.25	43.32	-233.66	-247.76	1.001	7803.59
86	61.25	40.56	-166.84	-194.91	1.002	9564.87
87	61.25	37.80	-126.38	-162.91	1.002	10800.38
88	61.25	35.04	-99.16	-141.37	1.003	11495.06
89	61.25	32.28	-79.50	-125.83	1.003	11678.92
90	61.25	29.52	-64.59	-114.03	1.004	11358.53
91	61.25	26.76	-52.83	-104.73	1.004	10524.51

Output Data

Wall Height = 22.00
Wall Slope = 90.00

Circle Number	Circle X-Intercept	Circle Base Angle	Circle X-Center	Circle Y-Center	Moment Ratio	Force Req'd/ Unit Wall Length
92	61.25	24.00	-43.29	-97.18	1.004	9193.87
93	61.25	21.24	-35.35	-90.91	1.005	7380.56
94	61.25	18.48	-28.62	-85.58	1.005	5058.55
95	61.25	15.72	-22.81	-80.99	1.006	2245.92
96	80.30	46.07	-894.82	-862.13	1.000	3734.26
97	80.30	43.31	-431.03	-457.29	1.000	7602.08
98	80.30	40.54	-273.81	-320.06	1.001	10691.83
99	80.30	37.78	-194.43	-250.77	1.001	13038.45
100	80.30	35.02	-146.37	-208.82	1.002	14666.29
101	80.30	32.26	-114.03	-180.58	1.002	15561.58
102	80.30	29.50	-90.68	-160.20	1.002	15788.95
103	80.30	26.74	-72.96	-144.73	1.002	15365.19
104	80.30	23.98	-58.99	-132.54	1.002	14217.61
105	80.30	21.22	-47.65	-122.65	1.002	12404.71
106	80.30	18.46	-38.23	-114.42	1.002	9923.60
107	80.30	15.70	-30.23	-107.44	1.001	6800.55
108	80.30	12.94	-23.33	-101.42	1.001	3062.53
109	99.73	45.91	-51544.34	-49928.91	1.000	2434.77
110	99.73	43.15	-998.55	-1065.11	1.000	7656.67
111	99.73	40.39	-478.48	-562.35	1.000	11905.87
112	99.73	37.63	-302.20	-391.93	1.001	15193.38
113	99.73	34.87	-213.18	-305.88	1.001	17604.41
114	99.73	32.11	-159.29	-253.78	1.001	19120.02
115	99.73	29.35	-123.02	-218.72	1.001	19741.81
116	99.73	26.59	-96.83	-193.40	1.001	19528.15
117	99.73	23.83	-76.96	-174.19	1.001	18418.98
118	99.73	21.07	-61.30	-159.06	1.001	16457.64
119	99.73	18.31	-48.59	-146.77	1.001	13590.13
120	99.73	15.55	-38.02	-136.55	1.000	9854.40
121	99.73	12.79	-29.05	-127.88	0.999	5230.35
122	125.13	42.85	-58109.69	-62635.86	1.000	4639.69
123	125.13	40.09	-1119.52	-1329.77	1.000	10372.03
124	125.13	37.33	-533.14	-698.99	1.000	14933.17
125	125.13	34.57	-334.38	-485.17	1.001	18362.67
126	125.13	31.81	-234.02	-377.20	1.001	20711.21
127	125.13	29.05	-173.25	-311.84	1.001	21916.32
128	125.13	26.29	-132.36	-267.85	1.001	22065.73
129	125.13	23.53	-102.84	-236.09	1.001	21135.48
130	125.13	20.77	-80.43	-211.99	1.001	19042.86
131	125.13	18.01	-62.78	-193.00	1.001	15833.05
132	125.13	15.25	-48.44	-177.58	1.000	11537.83
133	125.13	12.49	-36.52	-164.76	0.999	6194.81
134	151.90	39.64	-62983.86	-76022.16	1.000	5096.25
135	151.90	36.88	-1205.45	-1606.57	1.000	10562.15
136	151.90	34.12	-961.61	-1340.90	1.000	[illegible]
137	151.90	31.36	-354.35	-581.36	1.000	17443.56
138	151.90	28.60	-245.55	-450.31	1.001	18910.51
139	151.90	25.84	-179.68	-370.97	1.001	19129.16
140	151.90	23.08	-135.35	-317.57	1.001	17972.88
141	151.90	20.32	-103.35	-279.02	1.001	15456.00
142	151.90	17.56	-79.07	-249.77	1.001	11564.83
143	151.90	14.80	-59.93	-226.71	1.000	6230.04
144	177.91	33.51	-1240.30	-1873.21	1.000	3690.52
145	177.91	30.75	-580.92	-976.45	1.000	6519.90
146	177.91	27.99	-357.41	-672.47	1.000	7857.82
147	177.91	25.23	-244.55	-518.98	1.000	7692.65
148	177.91	22.47	-176.23	-426.05	1.001	5987.79
149	177.91	19.71	-130.24	-363.51	1.000	2774.87

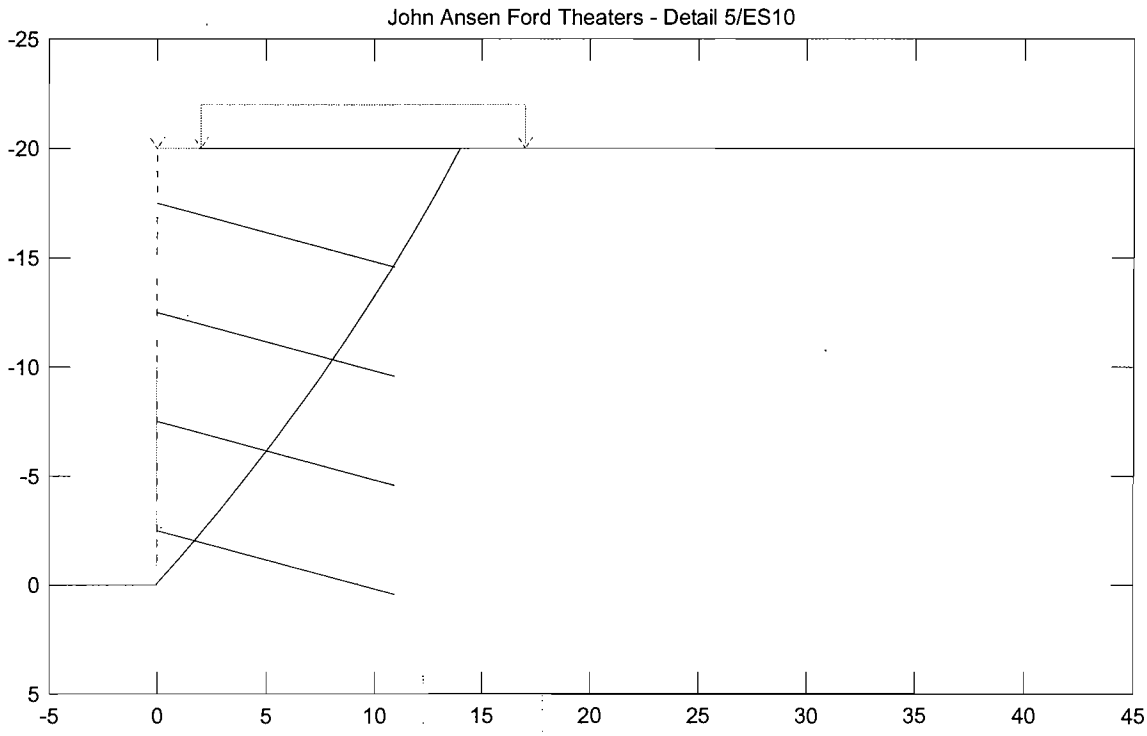
Output Data

Wall Height = 22.00
Wall Slope = 90.00

Circle Number	Circle X-Intercept	Circle Base Angle	Circle X-Center	Circle Y-Center	Moment Ratio	Force Req'd/ Unit Wall Length

SECTION 7

Input File: G:\PROJECTS\LOSANG~1\JAFTHE~1\DESIGN\R0\GOLDNAIL\WALL20B.gni



John Ansen Ford Theaters - Detail 5/ES10

General Data	
File Indentifier	WALL20B.GNI
Unit weight of water	62.4
Base depth for analysis	20.0
Seismic Coefficient	0.0
Minimum Base Exit Angle	-15.0
X Search limit (left)	0.002
X Search limit (right)	60.0
Number of slip circles	250
No. of slip circle exits	30

LRFD and Safety Factor Data	
Analysis Mode: (L)RFD or (S)LD (specify L or S)	S
= SLD Safety and Strength Factors (mode S only) =	
FS for Soil Cohesion	1.3
FS for Soil Friction	1.3
Strength Factor for Head Strength	0.67
Strength Factor for Nail Tendon Strength	0.55
Strength Factor for Nail Pullout Resistance	0.5
= LRFD Load Factors (mode L only) =	
LF for Unit Weight of Water	1
LF for Unit Weight of Soil	1.35
LF for Surcharge Loads	1.75
LF for Seismic Loads	1
= LRFD Resistance Factors (mode L only) =	
RF for Soil Cohesion	1
RF for Soil Friction Angle	0.75
RF for Head Strength	0.9
RF for Nail Pullout Resistance	0.7
RF for Nail Tendon Strength	0.9

PIEZOMETRIC DATA	X-Value	Piez. Level
Point 1		
Point 2		
Point 3		
Point 4		
Point 5		
Point 6		
Point 7		
Point 8		
Point 9		
Point 10		

Nodal Data

Node No	X-Value	Y-Value	Node No	X-Value	Y-Value	Node No	X-Value	Y-Value
1	0	0	16			31		
2	0.001	-20	17			32		
3	60	-20	18			33		
4			19			34		
5			20			35		
6			21			36		
7			22			37		
8			23			38		
9			24			39		
10			25			40		
11			26			41		
12			27			42		
13			28			43		
14			29			44		
15			30			45		

Wall Segment Data

Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID	Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID
1	1	2	1	1	11				
2					12				
3					13				
4					14				
5					15				
6					16				
7					17				
8					18				
9					19				
10					20				

Surface Segment Data

Seg. No.	Node 1	Node 2	Soil ID	Seg. No.	Node 1	Node 2	Soil ID
1	2	3	1	11			
2				12			
3				13			
4				14			
5				15			
6				16			
7				17			
8				18			
9				19			
10				20			

Internal Segment Data

Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID	Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID
1					11				
2					12				
3					13				
4					14				
5					15				
6					16				
7					17				
8					18				
9					19				
10					20				

Soil Strength & Pullout Resist. Data

Material ID No.	c	ø	Unit Weight	Pullout Res.
1	600	33	120	5655
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				

Surcharge Pressure Data

Load No	X-value	Vert.	Horiz.
1	2	0	0
2	17	1500	0
3			
4			
5			
6			
7			
8			
9			
10			

Nail Data	Nail Depth	Nail Length	Tendon Strength	Head Strength	Fixed Nail?
Nail Row 1	2.5	20	59300	84900	
Nail Row 2	7.5	20	59300	84900	
Nail Row 3	12.5	20	59300	84900	
Nail Row 4	17.5	20	59300	84900	
Nail Row 5					
Nail Row 6					
Nail Row 7					
Nail Row 8					
Nail Row 9					
Nail Row 10					
Nail Row 11					
Nail Row 12					
Nail Row 13					
Nail Row 14					
Nail Row 15					

Horiz. Spacing	6
Nail Declination	15

Design Data

Nail Head Factor = 1.00 for circle no 111
Nail Length Factor = 0.57 for circle no 72

Nail No.	Circle No	Required Nail Tendon Strength
1	33	11648.39
2	49	19408.56
3	70	31469.79
4	72	48104.93

Nail No.	Circle No	Required Nail Length
1		11.31
2		11.31
3		11.31
4		11.31

Output Data

Wall Height = 20.00
Wall Slope = 90.00

Circle Number	Circle X-Intercept	Circle Base Angle	Circle X-Center	Circle Y-Center	Moment Ratio	Force Req'd/ Unit Wall Length
1	5.15	72.27	-174.33	-55.72	0.999	37.50
2	5.15	69.09	-86.39	-32.99	0.999	633.50
3	5.15	65.92	-56.61	-25.29	0.999	1137.02
4	5.15	62.74	-41.56	-21.40	1.000	1525.96
5	5.85	73.58	-9997.08	-2945.82	1.000	1657.83
6	5.85	70.40	-173.98	-61.93	0.999	2276.11
7	5.85	67.22	-86.04	-36.12	0.998	2767.89
8	5.85	64.05	-56.26	-27.37	0.998	3150.78
9	5.85	60.87	-41.20	-22.95	0.999	3455.99
10	5.85	57.69	-32.08	-20.27	1.000	3637.61
11	6.60	71.62	-9996.70	-3321.79	1.000	3650.06
12	6.60	68.44	-173.60	-68.58	0.999	4167.67
13	6.60	65.26	-85.67	-39.46	0.998	4565.58
14	6.60	62.08	-55.88	-29.60	0.997	4845.97
15	6.60	58.91	-40.83	-24.61	0.998	5039.33
16	6.60	55.73	-31.70	-21.59	0.999	5161.26
17	7.41	69.56	-9996.30	-3725.86	1.000	5320.30
18	7.41	66.38	-173.20	-75.73	0.998	5736.61
19	7.41	63.20	-85.26	-43.06	0.997	6034.43
20	7.41	60.02	-55.48	-31.99	0.997	6222.08
21	7.41	56.85	-40.42	-26.39	0.997	6300.37
22	7.41	53.67	-31.80	-23.40	0.997	6311.42
23	7.41	50.49	-25.14	-20.71	0.999	6226.81
24	8.28	67.39	-9995.86	-4161.96	1.000	6682.81
25	8.28	64.22	-172.76	-83.45	0.998	7009.25
26	8.28	61.04	-84.83	-46.94	0.997	7195.37
27	8.28	57.86	-55.04	-34.57	0.996	7282.70
28	8.28	54.68	-39.99	-28.32	0.996	7270.55
29	8.28	51.50	-30.86	-24.53	0.996	7149.99
30	8.28	48.33	-24.70	-21.97	0.997	6969.95
31	8.28	45.15	-20.24	-20.12	1.000	6696.28
32	9.23	65.12	-9995.39	-4634.85	1.000	7745.38
33	9.23	61.94	-172.29	-91.81	0.998	7975.48
34	9.23	58.77	-84.35	-51.14	0.996	8080.85
35	9.23	55.59	-54.57	-37.37	0.995	8042.13

Output Data

Wall Height = 20.00
Wall Slope = 90.00

Circle Number	Circle X-Intercept	Circle Base Angle	Circle X-Center	Circle Y-Center	Moment Ratio	Force Req'd/ Unit Wall Length
36	9.23	52.41	-39.52	-30.41	0.995	7923.10
37	9.23	49.23	-30.39	-26.18	0.994	7685.22
38	9.23	46.05	-24.23	-23.34	0.996	7397.75
39	9.23	42.88	-19.77	-21.27	0.998	7008.02
40	10.26	62.74	-9994.88	-5150.46	1.000	8510.08
41	10.26	59.56	-171.77	-100.93	0.997	8645.24
42	10.26	56.38	-83.84	-55.73	0.995	8632.74
43	10.26	53.20	-54.05	-40.42	0.994	8540.37
44	10.26	50.02	-39.00	-32.68	0.993	8281.51
45	10.26	46.85	-29.87	-27.99	0.993	7961.02
46	10.26	43.67	-23.71	-24.82	0.992	7493.79
47	10.26	40.49	-19.25	-22.53	0.994	6970.76
48	10.26	37.31	-15.86	-20.79	0.997	6388.31
49	11.39	60.23	-9994.31	-5716.19	1.000	8971.41
50	11.39	57.05	-171.21	-110.94	0.997	9030.25
51	11.39	53.88	-83.27	-60.76	0.995	8936.59
52	11.39	50.70	-53.49	-43.77	0.992	8689.34
53	11.39	47.52	-38.43	-35.18	0.992	8399.07
54	11.39	44.34	-29.31	-29.97	0.991	7919.82
55	11.39	41.16	-23.15	-26.45	0.991	7379.85
56	11.39	37.98	-18.69	-23.91	0.991	6695.48
57	11.39	34.81	-15.29	-21.97	0.992	5895.23
58	11.39	31.63	-12.61	-20.44	0.994	4982.09
59	12.64	57.60	-9993.68	-6341.47	1.000	9114.71
60	12.64	54.42	-170.58	-122.00	0.998	9111.25
61	12.64	51.25	-82.65	-66.32	0.995	8933.95
62	12.64	48.07	-52.86	-47.47	0.992	8601.79
63	12.64	44.89	-37.81	-37.94	0.990	8140.48
64	12.64	41.71	-28.68	-32.16	0.992	7724.47
65	12.64	38.53	-22.52	-28.26	0.993	7113.27
66	12.64	35.36	-18.06	-25.43	0.995	6398.70
67	12.64	32.18	-14.67	-23.28	0.990	5269.86
68	12.64	29.00	-11.98	-21.58	0.992	4247.42
69	12.64	25.82	-9.79	-20.20	0.994	3032.17
70	14.04	54.84	-9992.99	-7038.44	1.000	8915.29
71	14.04	51.66	-169.88	-134.33	0.998	8858.48
72	14.04	48.48	-81.95	-72.52	0.996	8626.79
73	14.04	45.31	-52.16	-51.59	0.993	8211.71
74	14.04	42.13	-37.11	-41.01	0.991	7678.41
75	14.04	38.95	-27.98	-34.59	0.994	7210.69
76	14.04	35.77	-21.83	-30.27	0.992	6389.89
77	14.04	32.59	-17.37	-27.13	0.991	5492.96
78	14.04	29.42	-13.97	-24.75	0.993	4567.62
79	14.04	26.24	-11.29	-22.86	0.996	3507.44
80	14.04	23.06	-9.09	-21.32	0.991	2304.10
81	14.04	19.88	-7.26	-20.03	0.991	308.49
82	15.61	51.94	-9992.20	-7823.05	1.000	8335.01
83	15.61	48.76	-169.10	-148.21	0.998	8223.04
84	15.61	45.59	-81.16	-79.50	0.996	7930.60
85	15.61	42.41	-51.38	-56.23	0.993	7449.95
86	15.61	39.23	-36.33	-44.47	0.992	6877.70
87	15.61	36.05	-27.20	-37.34	0.994	6306.63
88	15.61	32.87	-21.04	-32.53	0.992	5371.98
89	15.61	29.69	-16.58	-29.05	0.992	4413.48
90	15.61	26.52	-13.19	-26.39	0.991	3284.13
91	15.61	23.34	-10.50	-24.29	0.990	1999.88
92	15.61	20.16	-8.31	-22.58	0.996	796.92
93	17.39	48.90	-9991.31	-8716.71	1.000	7030.77

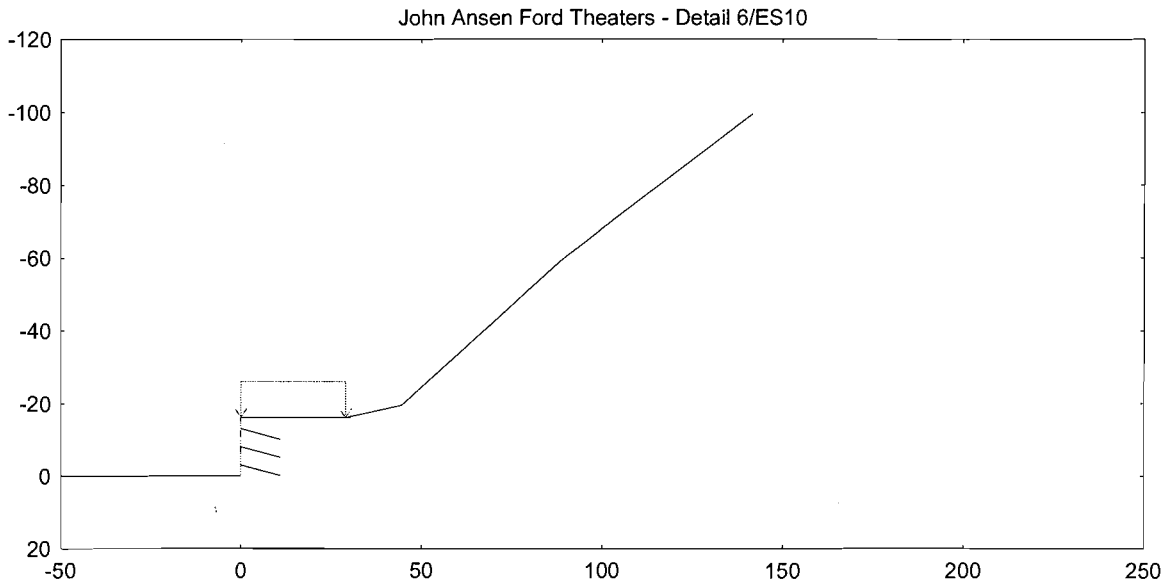
Output Data

Wall Height = 20.00
Wall Slope = 90.00

Circle Number	Circle X-Intercept	Circle Base Angle	Circle X-Center	Circle Y-Center	Moment Ratio	Force Req'd/ Unit Wall Length
94	17.39	45.72	-168.21	-164.02	0.998	6848.80
95	17.39	42.54	-80.27	-87.45	0.997	6512.31
96	17.39	39.36	-50.49	-61.52	0.995	5991.74
97	17.39	36.18	-35.43	-48.41	0.992	5287.06
98	17.39	33.01	-26.30	-40.47	0.995	4645.43
99	17.39	29.83	-20.15	-35.11	0.996	3781.46
100	17.39	26.65	-15.69	-31.22	0.994	2666.04
101	17.39	23.47	-12.29	-28.27	0.992	1363.87
102	19.46	45.70	-9990.28	-9748.78	1.000	4302.87
103	19.46	42.52	-167.17	-182.27	0.998	3960.70
104	19.46	39.34	-79.24	-96.63	0.996	3452.80
105	19.46	36.17	-49.45	-67.63	0.997	2931.42
106	19.46	32.99	-34.40	-52.97	0.995	2126.51
107	19.46	29.81	-25.27	-44.08	0.993	1175.56
108	19.46	26.63	-19.11	-38.08	0.992	108.69
109	21.88	42.34	-9989.06	-10960.75	1.000	1246.85
110	21.88	39.17	-165.96	-203.71	0.998	766.19
111	21.88	35.99	-78.03	-107.42	0.997	150.55

SECTION 8

Input File: G:\PROJECTS\LOSANG~1\JAFTHE~1\DESIGN\R0\GOLDNAIL\WALL16.gni



John Ansen Ford Theaters - Detail 6/ES10

General Data	
File Indentifier	WALL16.GNI
Unit weight of water	62.4
Base depth for analysis	16.0
Seismic Coefficient	0.0
Minimum Base Exit Angle	-15.0
X Search limit (left)	0.002
X Search limit (right)	141.58
Number of slip circles	250
No. of slip circle exits	30

LRFD and Safety Factor Data	
Analysis Mode: (L)RFD or (S)LD (specify L or S)	S
SLD Safety and Strength Factors (mode S only)	
FS for Soil Cohesion	1.3
FS for Soil Friction	1.3
Strength Factor for Head Strength	0.67
Strength Factor for Nail Tendon Strength	0.55
Strength Factor for Nail Pullout Resistance	0.5
LRFD Load Factors (mode L only)	
LF for Unit Weight of Water	1
LF for Unit Weight of Soil	1.35
LF for Surcharge Loads	1.75
LF for Seismic Loads	1
LRFD Resistance Factors (mode L only)	
RF for Soil Cohesion	1
RF for Soil Friction Angle	0.75
RF for Head Strength	0.9
RF for Nail Pullout Resistance	0.7
RF for Nail Tendon Strength	0.9

PIEZOMETRIC DATA	X-Value	Piez. Level
Point 1		
Point 2		
Point 3		
Point 4		
Point 5		
Point 6		
Point 7		
Point 8		
Point 9		
Point 10		

Nodal Data

Node No	X-Value	Y-Value	Node No	X-Value	Y-Value	Node No	X-Value	Y-Value
1	0	0	16			31		
2	0.001	-16	17			32		
3	29	-16	18			33		
4	44.5	-19.5	19			34		
5	88.75	-59.5	20			35		
6	141.58	-99.5	21			36		
7			22			37		
8			23			38		
9			24			39		
10			25			40		
11			26			41		
12			27			42		
13			28			43		
14			29			44		
15			30			45		

Wall Segment Data

Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID	Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID
1	1	2	1	1	11				
2					12				
3					13				
4					14				
5					15				
6					16				
7					17				
8					18				
9					19				
10					20				

Surface Segment Data

Seg. No.	Node 1	Node 2	Soil ID	Seg. No.	Node 1	Node 2	Soil ID
1	2	3	1	11			
2	3	4	1	12			
3	4	5	1	13			
4	5	6	1	14			
5				15			
6				16			
7				17			
8				18			
9				19			
10				20			

Internal Segment Data

Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID	Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID
1					11				
2					12				
3					13				
4					14				
5					15				
6					16				
7					17				
8					18				
9					19				
10					20				

Soil Strength & Pullout Resist. Data

Material ID No.	c	ø	Unit Weight	Pullout Res.
1	600	33	120	5655
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				

Surcharge Pressure Data

Load No	X-value	Vert.	Horiz.
1	29	500	0
2			
3			
4			
5			
6			
7			
8			
9			
10			

Nail Data	Nail Depth	Nail Length	Tendon Strength	Head Strength	Fixed Nail?
Nail Row 1	3	15	59300	39700	
Nail Row 2	8	15	59300	39700	
Nail Row 3	13	15	59300	39700	
Nail Row 4					
Nail Row 5					
Nail Row 6					
Nail Row 7					
Nail Row 8					
Nail Row 9					
Nail Row 10					
Nail Row 11					
Nail Row 12					
Nail Row 13					
Nail Row 14					
Nail Row 15					

Horiz. Spacing	6
Nail Declination	15

Design Data

Nail Head Factor = 1.00 for circle no 111
Nail Length Factor = 0.57 for circle no 72

Nail No.	Circle No	Required Nail Tendon Strength
1	33	11648.39
2	49	19408.56
3	70	31469.79

Nail No.	Circle No	Required Nail Length
1		11.31
2		11.31
3		11.31

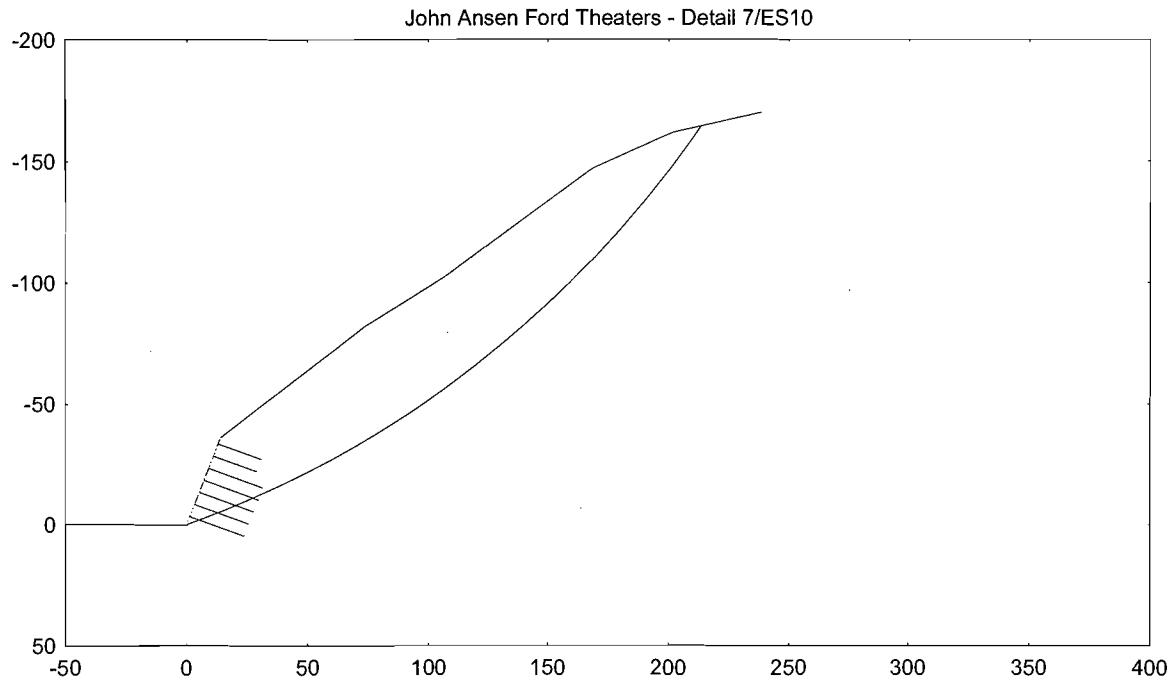
Output Data

Wall Height = 16.00
Wall Slope = 90.00

Circle Number	Circle X-Intercept	Circle Base Angle	Circle X-Center	Circle Y-Center	Moment Ratio	Force Req'd/ Unit Wall Length

SECTION 9

Input File: G:\PROJECTS\LOSANG~1\JAFTHE~1\DESIGN\R0\GOLDNAIL\WALL25.gni



John Ansen Ford Theaters - Detail 7/ES10

General Data	
File Indentifier	WALL25.GNI
Unit weight of water	62.4
Base depth for analysis	36.0
Seismic Coefficient	0.0
Minimum Base Exit Angle	-15.0
X Search limit (left)	0.002
X Search limit (right)	238.66
Number of slip circles	250
No. of slip circle exits	30

LRFD and Safety Factor Data	
Analysis Mode: (L)RFD or (S)LD (specify L or S)	S
= SLD Safety and Strength Factors (mode S only) =	
FS for Soil Cohesion	1.3
FS for Soil Friction	1.3
Strength Factor for Head Strength	0.67
Strength Factor for Nail Tendon Strength	0.55
Strength Factor for Nail Pullout Resistance	0.5
= LRFD Load Factors (mode L only) =	
LF for Unit Weight of Water	1
LF for Unit Weight of Soil	1.35
LF for Surcharge Loads	1.75
LF for Seismic Loads	1
= LRFD Resistance Factors (mode L only) =	
RF for Soil Cohesion	1
RF for Soil Friction Angle	0.75
RF for Head Strength	0.9
RF for Nail Pullout Resistance	0.7
RF for Nail Tendon Strength	0.9

PIEZOMETRIC DATA	X-Value	Piez. Level
Point 1		
Point 2		
Point 3		
Point 4		
Point 5		
Point 6		
Point 7		
Point 8		
Point 9		
Point 10		

Nodal Data

Node No	X-Value	Y-Value	Node No	X-Value	Y-Value	Node No	X-Value	Y-Value
1	0	0	16			31		
2	14	-36	17			32		
3	73.34	-81.67	18			33		
4	106.34	-102	19			34		
5	168.34	-147	20			35		
6	201.83	-161.67	21			36		
7	238.66	-170	22			37		
8			23			38		
9			24			39		
10			25			40		
11			26			41		
12			27			42		
13			28			43		
14			29			44		
15			30			45		

Wall Segment Data

Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID	Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID
1	1	2	1	1	11				
2					12				
3					13				
4					14				
5					15				
6					16				
7					17				
8					18				
9					19				
10					20				

Surface Segment Data

Seg. No.	Node 1	Node 2	Soil ID	Seg. No.	Node 1	Node 2	Soil ID
1	2	3	1	11			
2	3	4	1	12			
3	4	5	1	13			
4	5	6	1	14			
5	6	7	1	15			
6				16			
7				17			
8				18			
9				19			
10				20			

Internal Segment Data

Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID	Seg. No.	Node 1	Node 2	Soil ID	Pullout Res. ID
1					11				
2					12				
3					13				
4					14				
5					15				
6					16				
7					17				
8					18				
9					19				
10					20				

Soil Strength & Pullout Resist. Data

Material ID No.	c	ø	Unit Weight	Pullout Res.
1	600	33	120	5655
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				

Surcharge Pressure Data

Load No	X-value	Vert.	Horiz.
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

Nail Data	Nail Depth	Nail Length	Tendon Strength	Head Strength	Fixed Nail?
Nail Row 1	2.5	20	59300	39700	
Nail Row 2	7.5	20	59300	39700	
Nail Row 3	12.5	25	75000	39700	
Nail Row 4	17.5	25	75000	39700	
Nail Row 5	22.5	25	75000	39700	
Nail Row 6	27.5	25	75000	39700	
Nail Row 7	32.5	25	75000	39700	
Nail Row 8					
Nail Row 9					
Nail Row 10					
Nail Row 11					
Nail Row 12					
Nail Row 13					
Nail Row 14					
Nail Row 15					

Horiz. Spacing	6
Nail Declination	20

Design Data

Nail Head Factor = 1.00 for circle no 61
Nail Length Factor = 0.96 for circle no 56

Nail No.	Circle No	Required Nail Tendon Strength
1	9	667.57
2	9	1095.86
3	31	6909.40
4	55	20339.45
5	55	40680.58
6	56	69273.44
7	56	70337.23

Nail No.	Circle No	Required Nail Length
1		19.14
2		19.14
3		23.92
4		23.92
5		23.92
6		23.92
7		23.92

Output Data

Wall Height = 36.00
Wall Slope = 68.75

Circle Number	Circle X-Intercept	Circle Base Angle	Circle X-Center	Circle Y-Center	Moment Ratio	Force Req'd/ Unit Wall Length
1	32.20	30.74	-34.08	-57.31	1.008	132.27
2	35.07	34.03	-46.82	-69.33	1.009	313.38
3	35.07	29.63	-34.86	-61.30	1.007	860.38
4	35.07	25.22	-26.10	-55.42	1.010	873.39
5	38.47	32.87	-48.34	-74.83	1.008	1116.49
6	38.47	28.46	-35.79	-66.01	1.005	1472.67
7	38.47	24.06	-26.59	-59.56	1.008	1270.68
8	42.55	36.05	-69.68	-95.74	1.005	490.86
9	42.55	31.64	-50.17	-81.42	1.007	1942.06
10	42.55	27.24	-36.90	-71.68	1.009	2467.18
11	42.55	22.83	-27.17	-64.54	1.005	1404.59
12	47.53	34.76	-73.20	-105.48	1.004	1391.91
13	47.53	30.36	-52.41	-89.49	1.006	2708.25
14	47.53	25.95	-38.25	-78.60	1.008	3036.39
15	47.53	21.55	-27.89	-70.63	1.003	1697.63
16	53.76	33.41	-77.61	-117.85	1.004	[illegible]
17	53.76	29.01	-55.21	-99.56	1.005	3479.01
18	53.76	24.60	-39.95	-87.25	1.007	3581.76
19	53.76	20.20	-28.78	-78.23	1.008	2637.75
20	61.77	36.40	-123.37	-167.33	1.002	665.44
21	61.77	31.99	-83.28	-133.30	1.004	3081.56
22	61.77	27.59	-58.80	-112.52	1.005	4240.62
23	61.77	23.19	-42.13	-98.37	1.006	4121.33
24	61.77	18.78	-29.93	-88.01	1.007	2751.89
25	72.45	34.91	-135.45	-194.08	1.002	1582.90
26	72.45	30.51	-90.83	-154.16	1.003	4242.59
27	72.45	26.10	-63.59	-129.79	1.004	5364.06
28	72.45	21.70	-45.04	-113.19	1.005	4949.48
29	72.45	17.29	-31.46	-101.04	1.005	3054.54

Output Data

Wall Height = 36.00
Wall Slope = 68.75

Circle Number	Circle X-Intercept	Circle Base Angle	Circle X-Center	Circle Y-Center	Moment Ratio	Force Req'd/ Unit Wall Length
30	82.52	33.35	-143.85	-218.58	1.002	3450.35
31	82.52	28.94	-95.74	-173.12	1.002	5975.54
32	82.52	24.54	-66.37	-145.36	1.003	6751.04
33	82.52	20.13	-46.37	-126.46	1.003	5749.04
34	82.52	15.73	-31.72	-112.62	1.003	3057.43
35	95.20	36.11	-257.32	-352.69	1.001	299.96
36	95.20	31.71	-154.07	-249.38	1.001	4729.41
37	95.20	27.30	-101.66	-196.93	1.002	7074.08
38	95.20	22.90	-69.66	-164.91	1.002	7407.01
39	95.20	18.49	-47.86	-143.10	1.002	5714.82
40	95.20	14.09	-31.91	-127.13	1.002	2054.22
41	115.34	29.99	-172.40	-298.76	1.001	5056.19
42	115.34	25.58	-112.61	-235.22	1.002	7627.61
43	115.34	21.18	-76.09	-196.42	1.002	7679.37
44	115.34	16.77	-51.24	-170.00	1.002	5213.72
45	157.72	28.18	-216.41	-403.99	1.001	5411.63
46	157.72	23.77	-139.68	-317.10	1.002	9555.01
47	157.72	19.37	-92.82	-264.04	1.001	9771.94
48	157.72	14.96	-60.91	-227.91	1.000	6032.56
49	188.92	30.68	-405.57	-683.51	1.000	4183.63
50	188.92	26.28	-236.26	-478.49	1.001	12638.26
51	188.92	21.87	-150.31	-374.41	1.001	16157.17
52	188.92	17.47	-97.83	-310.85	1.000	14664.75
53	188.92	13.06	-62.09	-267.58	0.999	7972.99
54	213.78	28.69	-419.93	-767.35	1.000	9156.17
55	213.78	24.28	-241.55	-535.35	1.001	16087.44
56	213.78	19.88	-151.00	-417.58	1.001	17443.28
57	213.78	15.47	-95.70	-345.67	1.000	13011.31
58	213.78	11.07	-58.05	-296.70	0.999	2490.08
59	238.66	26.60	-425.52	-849.91	1.000	5421.13
60	238.66	22.19	-241.04	-590.91	1.001	9615.84
61	238.66	17.79	-147.38	-459.44	1.000	7505.09

SECTION 10

Earth Support Systems, Inc.
9685 Via Excelencia #104
Carlsbad, CA 92126

SOIL NAIL WALL SUPPORT DESIGN
(Vertical Elements)

PARAMETERS:

$F_y := 75 \cdot ksi$ = STEEL YIELD STRENGTH

$F_b := 0.66 \cdot F_y$ = ALLOWABLE STEEL BENDING STRENGTH

$f'_c := 4000 \cdot psi$ = GROUT COMPRESSIVE STRENGTH

$E := 29000 \cdot ksi$ = STEEL MODULUS OF ELASTICITY

$x_{pile} := 3 \cdot ft$ = HORIZONTAL SPACING OF PILES

$t_{conc} := 6 \cdot in$ = MAXIMUM SOIL NAIL WALL THICKNESS

$t_{soil} := 3.0 \cdot ft$ = ASSUMED THICKNESS OF MOBILIZED SOIL MASS

$\gamma_c := 150 \cdot pcf$ = UNIT WEIGHT OF CONCRETE

$c := 0.0 \cdot psf$ = SOIL COHESION

$\gamma_s := 125 \cdot pcf$ = UNIT WEIGHT OF SOIL

$h := 25 \cdot ft - 5 \cdot ft$ = MAX. HEIGHT OF SOIL MASS ABOVE CUT

$h = 20 ft$

$R_b := x_{pile} \cdot (t_{conc} \cdot \gamma_c + t_{soil} \cdot \gamma_s) h \ldots$
$+ -c \cdot h \cdot x_{pile}$

$R_b = 27 \cdot kip$ = MAXIMUM VERTICAL SOIL LOAD

$P_s := 0 \cdot psf$ = SURCHARGE PRESSURE

$l := 5.0 \cdot ft$ = MAXIMUM UNBRACED LENGTH

$l = 5 \cdot ft$

$d_{shaft} := 6 \cdot in$ = DRILLED SHAFT DIAMETER

PILE DIMENSIONS & MATERIAL PROPERTIES

$d := \frac{11}{8}in$ = BAR DIAMETER

$A := \frac{\pi \cdot d^2}{4}$ = AREA OF BAR

$K := 0.65$ = EFFECTIVE LENGTH FACTOR

$E := 29000 \cdot ksi$ = MODULAS OF ELASTICITY OF STEEL

$\gamma_{stl} := 490 \cdot pcf$ = UNIT WEIGHT OF STEEL

STRUCTURAL PROPERTY CALCULATIONS

$r := \frac{d}{4}$ = RADIUS OF GYRATION

$r = 0.34 \cdot in$

$S_x := \frac{\pi \cdot d^3}{32}$ = SECTION MODULUS

$S_x = 0.26 \cdot in^3$

$I_x := \frac{\pi \cdot d^4}{64}$

$I_x = 0.18 \cdot in^4$ = MOMENT OF INERTIA

$A_{grout} := \frac{\pi \cdot d_{shaft}^2}{4} - A$

$A_{grout} = 26.79 \cdot in^2$ = AREA OF GROUT

CALCULATE ALLOWABLE AXIAL COMPRESSIVE STRESS:

$$C_c := \sqrt{\frac{2\cdot\pi^2\cdot E}{F_y}} \qquad C_c = 87.36$$

$$\frac{K\cdot l}{r} = 113.45$$

$$F_a := \text{if}\left[\frac{K\cdot l}{r} < C_c, \left[1 - \frac{\left[\left(\frac{K\cdot l}{r}\right)^2\right]}{2\cdot C_c^2}\right]\cdot F_y, \frac{\pi^2\cdot E}{\left(\frac{K\cdot l}{r}\right)^2}\right]$$

$F_a = 22.24\cdot ksi$ = ALLOWABLE COMPRESSIVE STRESS

$$P_c := \left(0.40\cdot f'_c\cdot A_{grout} + F_y\cdot A\right)\cdot\frac{F_a}{F_y}$$

$P_c = 45.73\cdot kip$ = ALLOWABLE PILE LOAD

$$\text{Check} := \text{if}\left(R_b \le P_c, \text{"OK!"}, \text{"NO GOOD!"}\right)$$

Check = "OK!"

$S := x_{pile}$ = MAXIMUM PILE SPACING

$L_1 := S - d$ = CLEAR DISTANCE BETWEEN PILES

$L_1 = 2.89\cdot ft$

$$L_2 := \frac{L_1}{2}$$

$L_2 = 1.44\cdot ft$

$$\phi := \frac{33\cdot deg}{1.3}$$ = INTERNAL FRICTION ANGLE FOR SOIL

$$P_{hmax} := \left(\gamma_s\cdot L_2 - 2\cdot c\right)\cdot\tan\left(45\cdot deg - \frac{\phi}{2}\right)$$ = MAXIMUM SOIL PRESSURE

$P_{hmax} = 114.04\cdot psf$

$R := \frac{P_{hmax} \cdot L_1}{3} + P_s \cdot d_{shaft}$ $\quad R = 0.11 \cdot \frac{kip}{ft}$ = MAXIMUM SOIL FORCE ON PILE

$M := \frac{R \cdot l^2}{10}$ $\quad M = 0.27 \cdot kip \cdot ft$ = MOMENT ON UNSUPPORTED LENGTH

$S_{xreq} := \frac{M}{F_b}$ $\quad S_{xreq} = 0.07 \cdot in^3$ = REQUIRED SECTION MODULUS

$Check := if(S_{xreq} \leq S_x, "OK!", "NO GOOD!")$

Check = "OK!"

CALCULATE REQUIRED EMBEDMENT DEPTH:

$f_{fric} := 25 \cdot psi$ $\quad f_{fric} = 25 \cdot psi$

$D_{shaft} := \frac{R_b}{\pi \cdot d_{shaft} \cdot f_{fric}}$ $\quad D_{shaft} = 4.8\,ft$ = REQUIRED EMBEDMENT DEPTH (NEGLECTING END BEARING)

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SOIL NAIL WALL SUPPORT DESIGN
(Vertical Elements at Existing Footings)

PARAMETERS:

$f'_c := 4000 \cdot psi$ = GROUT COMPRESSIVE STRENGTH

$E := 29000 \cdot ksi$ = STEEL MODULUS OF ELASTICITY

$qb := 3000 \cdot psf$ = ALLOWABLE BEARING PRESSURE

$B := 4 \cdot ft$ = TRIBUTARY WIDTH OF EXISTING FOUNDATION

$x_{pile} := 3 \cdot ft$ = HORIZONTAL SPACING OF PILES (MAXIMUM)

$Pv := qb \cdot (B \cdot x_{pile})$ = TRIBUTARY WIDTH OF EXISTING FOUNDATION

$Pv = 36 \cdot kip$

$t_{conc} := 6 \cdot in$ = MAXIMUM SOIL NAIL WALL THICKNESS

$t_{soil} := 3.0 \cdot ft$ = ASSUMED THICKNESS OF MOBILIZED SOIL MASS

$\gamma_c := 150 \cdot pcf$ = UNIT WEIGHT OF CONCRETE

$c := 0 \cdot psf$ = SOIL COHESION

$\gamma_s := 125 \cdot pcf$ = UNIT WEIGHT OF SOIL

$h := 20 \cdot ft - 5 \cdot ft$ = MAX. HEIGHT OF SOIL MASS ABOVE CUT

$h = 15 ft$

$R_b := x_{pile} \cdot (t_{conc} \cdot \gamma_c + t_{soil} \cdot \gamma_s) h \ldots + -c \cdot h \cdot x_{pile} + Pv$ = MAXIMUM VERTICAL DEAD LOAD

$P_s := 500 \cdot psf$ = SURCHARGE PRESSURE

$l := 5 \cdot ft$ = MAXIMUM UNBRACED LENGTH

$d_{shaft} := 6 \cdot in$ = DRILLED SHAFT DIAMETER

$\gamma_{stl} := 490 \cdot pcf$ = UNIT WEIGHT OF STEEL

Net Vertical Dead Load

$R_b = 56.25 \cdot kip$

PILE DIMENSIONS & MATERIAL PROPERTIES

Pile := "Titan 52/26 Hollow Bar"

$A := 2.07 \cdot in^2$ = HOLLOW BAR CROSS SECTIONAL AREA

$d_o := 2.05 \cdot in$ = HOLLOW BAR NOMINAL OUTSIDE DIAMETER

$d_i := 1.02 \cdot in$ = HOLLOW BAR NOMINAL OUTSIDE DIAMETER

$Yield := 164.1 \cdot kip$ = HOLLOW BAR YIELD LOAD

$K := 0.65$ = EFFECTIVE LENGTH FACTOR

$E := 29000 \cdot ksi$ = MODULAS OF ELASTICITY OF STEEL

STRUCTURAL PROPERTY CALCULATIONS ---> $F_y := \frac{Yield}{A}$ = STEEL YIELD STRESS

$$r := \frac{\sqrt{d_o^2 + d_i^2}}{4}$$ = RADIUS OF GYRATION

$r = 0.57 \cdot in$

$$I := \frac{\pi \cdot \left(d_o^4 - d_i^4\right)}{64}$$ = MOMENT OF INERTIA

$I = 0.81 \cdot in^4$

$$S := \frac{2 \cdot I}{d_o}$$ = MOMENT OF INERTIA

$S = 0.79 \cdot in^3$

$$A_{grout} := \frac{\pi \cdot d_{shaft}^2}{4} - A$$

$A_{grout} = 26.2 \cdot in^2$ = AREA OF GROUT

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CALCULATE ALLOWABLE AXIAL COMPRESSIVE STRESS:

$$C_c := \sqrt{\frac{2\cdot\pi^2\cdot E}{F_y}} \qquad C_c = 84.98$$

$$\frac{K\cdot l}{r} = 68.13$$

$$F_a := \text{if}\left[\frac{K\cdot l}{r} < C_c, \left[1 - \frac{\left[\frac{\left(\frac{K\cdot l}{r}\right)^2}{2\cdot C_c^{\,2}}\right]\cdot F_y}{4\cdot\pi^2\cdot E}\right]\cdot F_y, \frac{\pi^2\cdot E}{\left(\frac{K\cdot l}{r}\right)^2}\right] \qquad F_a = 79.27\cdot ksi$$

= ALLOWABLE COMPRESSIVE STRESS

$$P_c := \left(0.40\cdot f'_c\cdot A_{grout} + F_y\cdot A\right)\cdot\frac{F_a}{F_y} \qquad P_c = 206.02\cdot kip$$

= ALLOWABLE PILE LOAD

$$Check := \text{if}\left(R_b \le P_c, \text{"OK!"}, \text{"NO GOOD!"}\right) \qquad Check = \text{"OK!"}$$

$$F_b := 0.66\cdot F_y$$

= ALLOWABLE STEEL BENDING STRENGTH

$$span := x_{pile}$$

= MAXIMUM PILE SPACING

$$L_1 := span - d_o \qquad L_1 = 2.83\cdot ft$$

= CLEAR DISTANCE BETWEEN PILES

$$L_2 := \frac{L_1}{2} \qquad L_2 = 1.41\cdot ft$$

$$\phi := \frac{33\cdot deg}{1.3}$$

= INTERNAL FRICTION ANGLE FOR SOIL

$$P_{hmax} := \left(\gamma_s\cdot L_2 - 2\cdot c\right)\cdot\tan\left(45\cdot deg - \frac{\phi}{2}\right)$$

= MAXIMUM SOIL PRESSURE

$$P_{hmax} = 111.82\cdot psf$$

FLEXURAL STRESS

$R := \frac{P_{hmax} \cdot L_1}{3} + P_s \cdot d_{shaft}$ $R = 0.36 \cdot \frac{kip}{ft}$ **= MAXIMUM SOIL FORCE ON PILE**

$M := \frac{R \cdot l^2}{8}$ $M = 1.11 \cdot kip \cdot ft$ = MOMENT ON UNSUPPORTED LENGTH

$S_{xreq} := \frac{M}{F_b}$ $S_{xreq} = 0.25 \cdot in^3$ = REQUIRED SECTION MODULUS

$Check := if(S_{xreq} \le S, "OK!", "NO GOOD!")$

$Check = "OK!"$ $S = 0.79 \cdot in^3$

COMBINED STRESS

$\frac{R_b}{P_c} + \frac{M}{F_b \cdot S} = 0.59$

CALCULATE REQUIRED EMBEDMENT DEPTH:

$f_{fric} := 25 \cdot psi$

$D_{shaft} := \frac{R_b}{\pi \cdot d_{shaft} \cdot f_{fric}} \cdot 1.3$ = REQUIRED EMBEDMENT DEPTH (NEGLECTING END BEARING)

$D_{shaft} = 12.9 ft$

Use: 15'-0" embedment depth

V. MICROPILE CONNECTION (CONTINUED) --->

I. Compressive Punching Shear

$\delta := 1.4$ = Dead Load Factor - ACI 9.2.1

$\delta \cdot R_b = 78.75 \cdot kip$ = Ultimate Compressive Load

$\phi_v := 0.75$ = Shear Strength Reduction - ACI 9.3.22

$t_f := 24 \cdot in$ = Footing Thickness

$c_1 := 3 \cdot in$ = Flexural Reinforcement cover

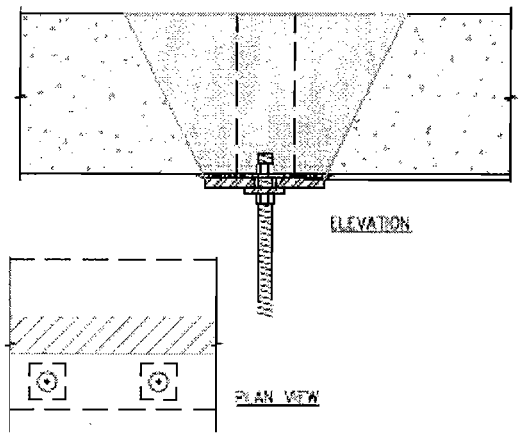
$d := t_f - c_1$ = Depth to Flexural Reinforcement

$edge_1 := \frac{d}{2}$ = Critical Shear Edge No. 1

$edge_2 := edge_1$ = Critical Shear Edge No. 2

$edge_3 := edge_1$ = Critical Shear Edge No. 3

$edge_4 := 0$ = Critical Shear Edge No. 4



Bearing Plate Dimensions

$b_p = 12 \cdot in$
$L_p = 12 \cdot in$

Plate Dimensions: $b_p := 12 \cdot in$ $L_p := 12 \cdot in$

PUNCHING SHEAR CARRIED BY CONCRETE - ACI 318 CHAPTER 11

$\beta_c := 1$ = Perimeter Ratio

$b_o := 2(edge_1) + 1(L_p + edge_1 + edge_3)$ = Critical Shear Perimeter

$b_o = 54 \cdot in$

$\alpha_s := 30$ = Column Type Coefficient - ACI 11.12.2.1 Eqn. 11-36
Interior Columns = 40
Edge Columns = 30
Corner Columns = 20

$$V_c := \min\left[\begin{array}{c} \left(2 + \frac{4}{\beta_c}\right) \cdot \sqrt{f'_c \cdot psi} \cdot b_o \cdot d \\ \left(\frac{\alpha_s \cdot d}{b_o} + 2\right) \cdot \left(\sqrt{f'_c \cdot psi} \cdot b_o \cdot d\right) \\ 4 \cdot \left(\sqrt{f'_c \cdot psi} \cdot b_o \cdot d\right) \end{array}\right]$$

= Critical Punching Shear - ACI 11.12.2.1

Compressive Punching Shear Capacity (Bottom Plate)

$\phi_v \cdot V_c = 215.2 \cdot kip$

$Check := if(\delta \cdot R_b \le \phi_v \cdot V_c, "Ok", "No Good")$

Check = "Ok"

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BEARING PLATE THICKNESS

Minimum Plate Thickness

$F_{yplate} := 36 \cdot ksi$ = Bearing Plate Yield Stress

$f_a := \frac{R_b}{b_p \cdot L_p}$ = Maximum Bearing Load

$f_a = 56250 \cdot psf$

$b_{analysis} := 1 \cdot in$ = Plate Width for Bending Analysis

$M_{max} := \frac{1}{2} \cdot \left(\frac{\min(b_p, L_p) - d_o}{2} \right)^2 \cdot f_a \cdot b_{analysis}$ = Maximum Bearing Moment - Conservative Analysis FHWA 5-83

$M_{max} = 402.84\,lb \cdot ft$

Minimum Plate Thickness (Continued)

$F_b := 0.55 \cdot F_{yplate}$ = Bearing Plate Allowable Bending Stress

$F_b = 19.8 \cdot ksi$

$S_{req} := \frac{M_{max}}{F_b}$ = Bearing Plate Minimum Section Modulus

$S_{req} = 0.24 \cdot in^3$

$t_{req} := \sqrt{\frac{6 \cdot S_{req}}{b_{analysis}}}$ = Bearing Plate Minimum Thickness

$t_{req} = 1.21 \cdot in$

USE: $t_p := 1.25 \cdot in$ *Conservative, 12" x 12" x 1.25" Bearing Plate*

SECTION 11

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ROCK ANCHOR DESIGN

PARAMETERS:

xpile := 6·ft = Soil nail center to center spacing

fu := 25·psi = Ultimate grout-rock bond stress

FS := 2 = Allowable pull out grout-rock factor of safety

$fa := \frac{fu}{FS}$ = Allowable grout-rock bond stress

fa = 12.5·psi

$\alpha := 50 \cdot deg$ = Interior pull out cone angle

$\gamma := 125 \cdot pcf$ = Unit weight of rock mass

A. Solid thread bar

Bar := "No. 9 Grade 75 Bar"

$T_{bar} := 75 \cdot kip$ = Thread (solid) bar yield load

dshaft := 6·in = Thread bar drill shaft diameter

B. Hollow bar alternate

Hollow := "Titan 40/20 Hollow Bar"

$T_{hollow} := 97 \cdot kip$ = Alternate hollow bar yield load

dbit := 70·mm = Carbide cross cut drill bit diameter

gbody := 1.2 = Grout body factor

Depth of embedment. Assume vertical rock surface defines failure plane (or critical geometry for stability analysis). Therefore the un-bonded length is zero ---> Check cone failure.

- Assume 10'-0" long rock anchor.

- Neglect 2'-0" at rock surface to account for fractured/weathered rock interfrace ---> L = 10'-2' = 8'-0"

Cone frictional capacity

$L := 10 \cdot ft - 2 \cdot ft$ = Minimum soil nail / rock bolt length

$hcone := 5.1962 \cdot ft$ = Height of cone below intersection

A. Cone

$r := hcone \cdot \tan\left(\frac{\alpha}{2}\right)$ = Radius of cone

$r = 2.42\,ft$

$S := \sqrt{L^2 + r^2}$ = Hypotenuse of cone

$S = 8.36\,ft$

$SA_1 := \pi \cdot r \cdot S$ = Surface area of cone

$SA_1 = 63.63\,ft^2$

B. Cylinder above intersection

$hc := 2.8038 \cdot ft$ = Height of cylinder above cone intersection

$SA_2 := \pi \cdot 2 \cdot r \cdot hc$ = Surface area of cone

$SA_2 = 42.69\,ft^2$

Net surface area

$SA := SA_1 + SA_2$ = Surface area of cone

$SA = 106.32\,ft^2$

$Capacity := SA \cdot fa$ = Allowable pull out capacity

$Capacity = 191.37 \cdot kip$ **Ok, greater than yield capacity of hollow & solid bars**

SECTION 12

GEOTECHNICAL EXPLORATION REPORT
OFF-SEASON TWO IMPROVEMENTS
2580 CAHUENGA BOULEVARD EAST
HOLLYWOOD DISTRICT OF LOS ANGELES, CALIFORNIA

Prepared For:

FORD THEATRE FOUNDATION
2580 Cahuenga Boulevard East
Hollywood, California 90068

Project No. 10296.001

September 10, 2013

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

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A LEIGHTON GROUP COMPANY

September 10, 2013

Project No. 10296.001

Ford Theatre Foundation
2580 Cahuenga Boulevard East
Hollywood, California 90068

c/o Bottega Management Group
3500 W. Olive Avenue, Suite 300
Burbank, California 91505

Attention: Mr. A. Leonard Madson, Principal

Subject: Geotechnical Investigation
Off-Season Two Improvements
2580 Cahuenga Boulevard East
Hollywood District of Los Angeles, California

Reference: Leighton Consulting, Inc., 2013, Preliminary Geotechnical Evaluation John Anson Ford Theaters Master Plan 2580 Cahuenga Boulevard East Hollywood District of Los Angeles, California, Project No. 603057-001, dated February 7, 2013.

In accordance with our April 30, 2013 proposal, authorized on May 2, 2013, Leighton Consulting, Inc. (Leighton) is pleased to present this geotechnical exploration report in support of the proposed Off-Season Two Improvements planned for the John Anson Ford Amphitheater. Our scope of work for this study included research, geologic mapping, subsurface exploration, laboratory testing, engineering analysis, design team meetings, and preparation of this report.

The Off Season Two Improvements are expected to include restoration of historic features and improvements to the amphitheater stage. Planned improvements include replacement of the existing stage, below stage spaces, and upstage retaining walls.

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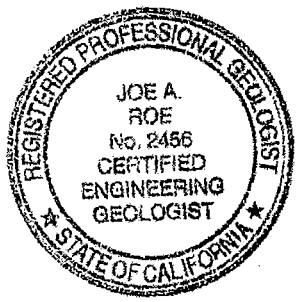
The new basement floor levels below the stage are to be lowered and sub-surface and surface drainage elements improved, including new and replacement sanitary sewers and storm drains.

This report presents the results of our geotechnical exploration program and provides recommendations for design and construction of the proposed project.

We appreciate the opportunity to be of service to the Ford Theatre Foundation. If you have any questions or if we can be of further service, please call us at your convenience at (866) LEIGHTON, at the direct extensions listed below, or e-mail us as listed below.



Respectfully submitted,

LEIGHTON CONSULTING, INC.

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JAR/CCK/lr

Distribution: (2) Addressee

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1.0 INTRODUCTION

1.1 Authorization

In accordance with your authorization on May 2, 2013, and based on our April 30, 2013 Off-Season Two Improvements proposal, Leighton Consulting, Inc. (Leighton) has performed document review, geologic mapping, subsurface exploration, laboratory testing, and engineering analysis for the John Anson Ford Theaters Master Plan Off-Season Two Improvements. The project is located at 2580 Cahuenga Boulevard in the Hollywood District of Los Angeles, California (Figure 1).

1.2 Objective

The objective of our investigation was to identify subsurface stratigraphy (soil type and thickness, depth to bedrock) within the area of planned improvements. Access constraints prevented exploration at some locations, such as below the existing basements and at the towers adjacent to the stage. Accordingly, assumptions have been made to model the stratigraphy at unexplored locations for our analysis and will require field verification during construction.

1.3 Scope of Work

Our scope included document review, geologic mapping, subsurface exploration, laboratory testing, engineering analysis, on-site meeting with the design team, and preparation of this report. To accomplish our scope of work we provided the following services:

- *Review of Available Data*: We reviewed the schematic design draft plans, Off Season Two Improvements, sheets S-200 Lower Level Plan, S-201 Mezzanine Level Plan, S-202 Amphitheater Plan, L-500 Sections and C3.00 Utility and Drainage Plan, prepared by Levin and Associates Architects, dated April 5, 2013 and accompanying memorandum dated April 9, 2013.

- *Geologic Mapping*: We performed field mapping of the observable rock mass, rockfall debris, and surficial soil conditions around the amphitheater to document current geologic conditions and identify potential geotechnical and geologic constraints impacting the overall project site (Plate 1, Geologic Map). Location of cross sections A-A' and B-B' developed during our preliminary

evaluation in 2012 are also shown on Plate 1. Geologic data, test pit, and cross section locations (C-C', D-D' and E-E') specific to the Off-Season Two project are shown on Plate 2, Test Pit and Cross Section Location Map). Geologic cross sections are shown on Plates 3, Generalized Geologic Cross Sections A-A' and B-B', and Plate 4, generalized Geologic Cross Sections C-C', D-D' and E-E'.

- *Geophysical Survey*: We performed a geophysical refraction and surface wave velocity survey as part of our preliminary investigation conducted in 2012. For ease of reference a copy of the seismic survey report (Leighton, 2013) is included in Appendix A of this report. Locations of the refraction surveys are shown on Plate 1.

- *Geotechnical Exploration*: We excavated four test pits (TP-1 through TP-4) behind the existing terraced retaining walls to the east of the amphitheater and in the landscape area adjacent to the north tower. Due to the extremely difficult site access and heavy vegetation, we hand excavated test pits in the selected areas to obtain geologic data. Test pit logs are incorporated in the geologic sections on Plate 4. Each test pit was photographed prior to backfilling. Bulks samples were collected from the test pits and transferred to our lab for geotechnical laboratory testing. The test pits were backfilled and compacted with the excavated material. Key photos of the proposed improvements area are included in Appendix B, Test Pit Logs and Photos.

- *Laboratory Testing*: We performed geotechnical laboratory testing on bulk samples recovered during the investigation to determine compaction characteristics (ASTM D1557-12), expansion potential (ASTM D 4829), and corrosion (California Test methods CT 417 Part II, 422, and 532/647). Laboratory test results are included in Appendix C, Laboratory Data.

- *Engineering Analysis*: We performed an evaluation of the proposed project based on the field data gathered during our current and prior studies at the site.

- *Report:* Leighton prepared this report documenting the results of the geological mapping, subsurface exploration, laboratory testing, and engineering analysis and provides recommendations for design and construction of the Off-Season Two Improvements.

1.4 Project Description

The Off-Season Two Improvements include demolition and construction of new footings within the amphitheater footprint, below the concrete tower structures north and south of the stage and north tunnel, removal and replacement of basement retaining walls, drainage improvements, and slab on grade construction. New terraced retaining walls are also planned to replace the existing stone walls behind the stage in conjunction with hillside landscaping. New and replacement sanitary sewer and storm drain lines are also planned.

1.5 Study Area

As presented on Figure 1, generally, the project site is located on steep hillside terrain within a County of Los Angeles Park. The study area is bordered to the west by Cahuenga Boulevard East and U.S. Route 101 and to the east by the steep flanks of the Santa Monica Mountains. The site of the existing Ford Theatre spans for approximately 1,320 feet along the base of the hills and contains three asphalt-paved parking lots (northern lot, motel lot and southern lot) facing Cahuenga Boulevard East, a former motel building, and the existing Amphitheatre with loading area, pedestrian walkways and box office. Elevations of the sites existing improvements range from approximate elevation El. 552 feet mean sea level (msl) near the entrance to the site at Cahuenga Boulevard East to a high of El. 654 feet msl in the northern region of the Off Season Two Improvements area (Plate 1). The ridgeline east of and above the amphitheater rises to a high of elevation 944 feet msl (USGS, 1966) before descending easterly to Weid Canyon, the site of Mulholland Dam (Hollywood Reservoir).

The Off-Season Two Improvements are proposed for construction within the amphitheater footprint (Plate 2, Test Pit and Cross Section Location Map), which consists of subterranean tunnels and corridors below the stage and amphitheater seating area, two concrete towers and mezzanines north and south of the stage, terraced stone walls and planter areas behind the stage. Erosion and debris flow impacted concrete drainage swales capture hillside runoff directed toward an 18-inch-diameter reinforced concrete storm drain pipe (RCP) upslope of the terraced stone walls. Existing upslope hillside improvements above the main masonry block wall include a wooden platform and a concrete cribwall that has been damaged by rockfalls in the north area of the site including a masonry block wall upslope in a heavily vegetated area. Photos of the Off-Season Two Improvements area are located in Appendix B, Test Pit Logs and Photos.

2.0 GEOLOGIC RECONNAISSANCE AND MAPPING

We performed geologic reconnaissance and field mapping of the Off-Season Two Improvements project area supplement the data procured during literature review. The following sections provide general descriptions of the conditions expected at the areas of the Off-Season Two Improvements. The interpreted subsurface conditions are shown on Plate 4, Generalized Geologic Cross Sections C-C', D-D', and E-E'.

2.1 Lower Level

The lower levels of the basement walls and north tunnel foundation footprints underlie the amphitheater stage and seating area (Figure B-1). The approximate footprint of the lower level basement retaining wall, interior walls, and corridors leading to and from the north tunnel are indicated on Plate 2.

The eastern basement retaining wall is of masonry block construction and exhibits mineral efflorescence along the mortar joints and block faces due to seepage through the wall indicating either non-functioning or non-existent wall drains. Based on regional mapping and extrapolated field conditions exposed within test pits TP-2 and TP-3 (Figure B-2), it appears bedrock underlying the foundations consists predominately of basalt and appears to have been cut to fit the "footprint" of the foundations and retaining walls during original construction of the Theater in the 1920's. Approximately 12 to 48-inches of overexcavation behind the retaining walls appears to have been performed to allow adequate space for construction.

Backfill material behind the walls consist of a mixture of the bedrock material, predominately basalt and a silty sand mixture of basalt and sandstone rock fragments. This backfill prism also contains an abundant overgrowth of roots from the many large trees that line the hillside. Abundant oversize material, i.e. cobbles and boulders are also present within the fill prisms.

2.2 Mezzanine Level

The mezzanine levels located north and south of the stage provide access to the upper tower levels and for stage lighting (Plate 2). The mezzanine decks adjacent to the two towers are bordered by steep bedrock slopes consisting of thick accumulations of colluvium and rock talus.

Upper Level Mezzanine Deck North: The slopes bordering the northern mezzanine level are inclined at 60-65 degrees, contain large diameter trees and consist of near vertical headscarp exposures of severely weathered basalt bedrock with thick accumulations of colluvium forming on the slope (Figure B-5). The colluvial material is subject to slow creep and debris flows during heavy precipitation as evidenced by bent trees, overtopping mezzanine walls, and sandbag barriers with plastic sheeting covering the slopes in an effort to prevent further mass erosion affecting the daily operations of the Theater.

Upper Level Mezzanine Deck South: The slopes bordering the southern mezzanine level are steeply inclined to near vertical and contain exposures of basalt, sandstone and thick accumulations of colluvium and rockfall debris. The basalt in this area degrades to angular, silty-clayey sand forming the majority of the colluvial material. The sandstone in this area is very hard, well cemented and heavily jointed due to faulting and tectonic uplift. This sandstone outcrop contains near vertical, fresh exposures of sandstone rock faces with thick accumulations of rock talus (rockfall debris). These accumulations form along the base of the slope impacting the southern concrete walls (Figure B-6). A steel H-beam reportedly installed to provide structural support to the concrete wall has been damaged by the boulder sized talus rockfalls occurring along structural planes of weakness. This area is shown on Plates 1 and 2 as having high potential for continued rockfalls.

2.3 Amphitheatre Plan

The existing improvements consist of a series of stacked stone walls and concrete stairs (Figure B-2) ascending to a concrete drainage swale and masonry block wall ranging in height from 32- to 84-inches tall (Figures B-3 and B-4). The stone retaining wall foundations were constructed on basalt bedrock (Figure B-2), drainage is accomplished by a series of 1- to 4-inch-diameter weep holes located above the wall footings. Some weep holes are partially obstructed by soil and weed overgrowth and were dry at the time of our observations.

The slopes above these stone walls are inclined from 50-65 degrees and consist of exposures of severely weathered basalt bedrock with thick accumulations of colluvium forming on the slope. Surficial slumping of undocumented artificial fill and colluvium was observed at several locations. Dense vegetation consists of large trees, small shrubs and grasses. The hillside above the amphitheater area

was constructed with a concrete lined drainage swale outletting to an 18-inch-diameter downdrain and retaining wall structure (Figure B-3).

The southern limit of the concrete drainage swale is obscured from view by thick accumulations of soil and vegetation (Figure B-4). Above the drainage swale to the northeast, concrete cribbing emplaced to prevent rockfall damage from upslope outcrops has sustained damage due to rockfalls evidenced from one of the many sandstone boulders perched on the slope face (Figure B-3). An additional masonry block wall was constructed easterly of the upper drainage swale in a small canyon drainage. The slopes below this area are heavily vegetated. The condition of the masonry block wall in this area is unknown but is suspected to be impacted by sediment build up and potential rockfall (Plates 1 and 2).

3.0 GEOLOGIC CONDITIONS

3.1 Regional Geology and Tectonics

The study area for the proposed project is located on the south flank of the eastern Santa Monica Mountains, west of the Cahuenga Fault within the Transverse Ranges Geomorphic Province of California. The distinctive uplifted east-west trending features of the Transverse Ranges were formed as a result of the compressive forces between the converging Pacific and North American Plates (Yerkes, 1965). The Santa Monica Mountains in this area expose north-trending, fault bound blocks containing an assemblage of older Tertiary-age marine and non-marine sedimentary and intrusive and extrusive volcanic rocks (Figure 2, Regional Geologic Map). An east-west trending ridge, in line with the main crest of the Santa Monica Mountains, is the principal topographic feature of the area. Cahuenga Pass, a low gap in the ridge, separates this ridge from the main crest of the Santa Monica Mountains (CDMG, 1953) formed largely as a result of erosion of soft shale outcrops west of the Cahuenga fault and formation of resistant sandstone to the east.

The present physiographic setting of the project site is predominantly northwest to west-facing steep sided to near-vertical (ridge forming sandstones) terrain along the eastern side of the study area. The topographic relief across the site varies between approximately 551 feet above msl in the northwestern portion of the site to approximately 944 feet above msl along the ridgeline to the east of the existing former motel building. The topographic features are closely related to tectonic uplift, ridgeline erosion, erosion of soft shales, and intrusive-extrusive basaltic flows. Internal drainage has eroded major gullies and rills into the underlying bedrock material.

3.2 Site Specific Geology

The local geologic units encountered at the Off-Season Two Improvements project area are discussed below, in order of relative age, youngest to oldest. The surficial units observed include recent and Quaternary-age sediments that form a thin mantle over the bedrock. These surficial units include undocumented artificial fill associated with the amphitheater construction, debris flows, surficial rock failures, and colluvium. The colluvium is generally not depicted on the map due to its relatively thin nature, except where it has been recently mapped during our geologic reconnaissance (Plates 1 and 2). Bedrock belonging to the Tertiary-

age Topanga Formation and intrusive-extrusive volcanic rocks (pillow basalt) correlative to the Topanga Formation exposed throughout the project study area and mapped during our geologic investigation is depicted on Plate 1.

Artificial Fill, Undocumented (Map Unit – Afu): Artificial fill materials have been mapped in the areas behind the terraced stone walls as shown on Plate 4. The thickness of the artificial fill underlying the majority of the improvements area is unknown; however, based on our current investigation we anticipate the existing foundations to be founded on bedrock with nominal amounts of fill underlying the slab on grade construction. As encountered at the test pit locations (shown on Plate 2), fill material consists predominately of silty sand to clayey sand (SM-SC) with varying amounts of basalt and sandstone rock fragments ranging in size from small cobbles to boulders greater than 14-inches in long dimension. The fill material depths at the test pit locations ranged from less than 12-inches up to 5 feet (Plate 4).

Debris Flows and Surficial Failures: Several small (volume) debris flows and surficial failures were mapped at various locations along the slopes at the site, as indicated on Plates 1 and 2. The debris flows (gravitational slides) affecting the proposed construction area consist of thick accumulations of colluvium characterized as silty-clayey sand (SM-SC) comprised of fine to coarse grained, angular sandstone and basalt rock fragments. The material is loose, occurs predominately within the basalt formation and is prone to sliding during significant, prolonged rainfall events.

Rockfalls: Rockfalls and wedge failure events originating in the initiation zone of the sandstone outcrop have resulted in thick accumulations of talus at the toe of the slope and concrete retaining wall constructed as part of the southern mezzanine deck area (Plate 2). These events can be expected to continue and consist of individual rocks to several cubic yard volume events. The run out zone below this outcrop is very narrow and constrained by the existing concrete retaining wall. A steel H-beam installed to provide structural support to the concrete wall is bent suggesting rockmass dislodged and either bounced, slid and/or rolled down slope before coming to rest against the steel structure. The principal causal mechanism of rockfalls and wedge failures in this area is a result of the steep near vertical topography, discontinuities within the rockmass, *weathering* susceptibility and root-wedging. Seismic shaking within the region can produce rockfall events.

Colluvium (Map Unit – Qcol): Slopewash or colluvial deposits are composed of materials that have been eroded, deposited, and transported by either running water (sheetflow), and/or gravitational sliding. The colluvial material at the site consists of brown, dry, loose silty clayey sands and rock fragments mechanically derived from severely weathered Topanga Formation basalt and sandstone material.

Topanga Formation Bedrock: The sedimentary bedrock unit exposed in the hillside and test pits belongs to the Tertiary-age Topanga Formation and is further described below:

Sandstone (Map Unit – Tts): This very hard, well cemented and heavily jointed sandstone outcrop was observed primarily in the southern portion of the site occurring in fault and depositional intrusive contact with the basalt formations, as indicated on Plate 1. The sandstone unit was observed to be orange brown, hard, thin to thickly bedded, well cemented with fine to coarse grained quartz sand and fine pebble sized subangular quartz inclusions. The rockmass is well oxidized with trace amounts of pyrite that contain reddish black oxide rimming along the cubic grains. The sandstone is in fault contact with very fine grained, siliceous quartz sandstone containing dark red cherty laminations. These rock masses are severely fractured, heavily jointed with very narrow zones of rock gouge along the faults.

Sandstone (Map Symbol - Ttbs): Although not observed in the Off Season Two Improvements area, this friable sandstone was observed during our earlier investigation east of the northern parking lot, north of the former motel building, and east of the southernmost parking lot, as indicated on Plate 1. This sandstone unit was observed to be dark gray with basalt fragments and rounded manganese nodules throughout, friable or crumbly, and severely weathered and fractured. Heavy secondary mineralization and chemical alteration of the mafic minerals within the unit was also observed.

Tertiary Volcanic Rocks (Map Unit – Tvb): The Tertiary-age pillow basalt formed from flows issuing from deep linear fissures (mid-oceanic fractures) in the ocean crust, observed within the test pits, forms the majority of the bedrock material exposed in the slopes immediately above the proposed improvement area (Plate 1). This highly weathered, intrusive-extrusive igneous rock is massive, orange brown on oxidized surfaces to grayish black on less weathered surfaces. Chemical weathering and decomposition of the basalt mineralogy is severe

causing degradation of the rock mass into angular sand and gravel sized fragments thereby influencing the rock strength and elastic properties. Fresh or discolored (dark grayish black) rock is present as a discontinuous framework and as corestones. This degradation to soil causes thick accumulations of secondary clayey colluvium which are susceptible to debris flows.

3.3 Geologic Structure

Regional uplift of the Santa Monica Mountains is primarily the result of movement along the Santa Monica and Hollywood faults combined with extrusive igneous intrusions that once occurred along linear fissures in oceanic crust. The major faults in the project area most important to the structural and stratigraphic evolution of the fault bound blocks are the Cahuenga Fault Zone, the Brush Canyon fault, the Ferndell fault, the Griffith fault and the Los Angeles River fault.

Minor faults mapped in the sandstone outcrop in the southern area of the site generally strike N66°W to N76°W and dip steeply out of slope between 84° to 88° to the north correlating well to the regional trend of the local fault structure. Bedrock strikes predominately in a north-south direction dipping steeply into slope to the east between 60° to 65° (Plate 1). Contact between the sandstone bedrock and the pillow basalt exposed in the southern portion of the site were partially obscured due to dense vegetation and colluvial buildup and is therefore queried (Plate 1).

3.4 Rippability

As indicated in Section 1.3, a seismic refraction survey was completed in the southern and motel parking lots (Leighton, 2013). The seismic refraction survey was performed to predict the rippability of the material that underlies the site, which is primarily volcanic basalt and sandstone bedrock. Based on the seismic velocity profiles, jointed and fractured nature of the bedrock structure, the onsite materials within the planned excavation depths are considered rippable with conventional grading equipment.

However, due to access constraints conventional earthmoving equipment will likely not be able to access the areas of proposed improvements without significant access provided. As part of the current study, hand held electric chisels were used to excavate the basalt formation in the test pits. A depth of approximately 4 feet was obtained in Test Pit TP-1 with little difficulty.

Excavation of the material below a depth of 4 feet proved slightly difficult due to decreasing bedrock weathering with depth and equipment access constraints. The sandstone outcrop mapped in the southern portion of the site should be expected to be encountered during the planned renovations along the southern boundary. This material is hard and well cemented, pervasively fractured and jointed, and will prove moderately difficult to excavate with hand held equipment.

3.5 Groundwater

Due to the relatively high topographical relief and the exposed or shallow bedrock throughout the majority of the proposed project site, shallow groundwater is not expected to exist at the site. However, if prolonged seasonal precipitation occurs during the construction period, nuisance water should be expected to build up behind the eastern basement retaining wall thereby posing minor constraints on construction. Additionally, surface runoff during rainfall events should be anticipated. Should nuisance water be encountered during construction, dewatering the excavation(s) may be necessary and could be accomplished using sump pumps.

4.0 GEOLOGIC HAZARDS

Geologic hazards for the overall Theater complex include surface faulting, ground lurching, seismic shaking, landslides, liquefaction, seismically-induced settlement, lateral spreading, seismically-induced landslides, and flooding. Additional geologic hazards specifically affecting the proposed Off-Season Two Improvements Area include the potential for mass movements in the form of debris flows and rockfalls. The following sections discuss these hazards and their potential impacts at the site in more detail.

4.1 Faulting and Seismicity

In general, the primary seismic hazards for sites in the region include strong ground shaking and surface fault rupture. Our discussion of faults potentially impacting the site is prefaced with a discussion of California legislation and state policies concerning the classification and land-use criteria associated with faults. By definition of the California Geological Survey (CGS), an active fault is a fault which has had surface displacement within Holocene time (about the last 11,000 years). The state geologist has defined a potentially active fault as any fault considered to have been active during Quaternary time (last 1,800,000 years). This definition is used in delineating Earthquake Fault Zones (EFZ) as mandated by the Alquist-Priolo Earthquake Faulting Zones Act of 1972 and as most recently revised in 2007 (Hart and Bryant, 2007). The intent of this act is to ensure that urban development and habitable structures are not sited across the traces of active faults. Based on our review, the site is not located within an EFZ, (CGS, 2000).

Numerous active and potentially active faults have been mapped within the southern California region, several of which are within close proximity to the site (Figure 3 – Regional Fault Map). Per the latest California Geological Survey fault database, the major active and potentially active fault systems that could produce significant ground shaking at the site include the Hollywood and Santa Monica fault zones, and the Upper Elysian Park Thrust fault. The distance of these faults and the estimated slip rates if known are provided below:

Hollywood Fault: The active Hollywood fault is located approximately 0.7 kilometers (0.4 miles) to the south of the site. The fault is capable of producing an estimated maximum magnitude (Mw) 6.4 earthquake. The fault is truncated on the west by the north-northwest trending erosional escarpment known locally

as the West Beverly Hills Lineament (WBHL) marking the left step between the Santa Monica fault and the Hollywood fault (Dolan et al., 2000a). The WBHL creates a topographic erosional escarpment separating older alluvium on the west from younger alluvium on the east. Subsurface evidence for late Quaternary faulting is evident from several studies based upon geomorphic evidence, stratigraphic correlation between borings and fault trenching studies conducted in Hollywood (Dolan et al., 1997, 2000b). Recent faulting at Camino Palmero occurred after deposition of 9ka sediments and prior to deposition of sediments dated at 6ka making this fault active by definition by classification criteria adopted by the California Geological Survey that defines activity of faults based on dates of known rupture events. Based on sediment accumulation rates determined by radiocarbon dating, the dip separation is low but at least 0.75 mm/yr (D. Ponti in Hummon et al., 1994). Dolan et al., (1997) estimate that strike separation on the fault is greater than 0.25 mm/yr.

Santa Monica Fault Zone: The Santa Monica fault zone is located approximately 2.3 km (1.4 mi) from the site and is part of the west trending Transverse Ranges Southern Boundary fault system. The Santa Monica faults extends from Pacific Palisades through Santa Monica and into west Los Angeles were it merges with the Hollywood fault at the WBHL in Beverley Hills. The Santa Monica fault is thought to be capable of producing an estimated maximum magnitude (Mw) 6.6 earthquake. Several investigations (Dolan et al., 2000a; Hummon et al., 1992; Dolan and Sieh, 1992; and Crook and Proctor, 1992) have indicated the fault is active based on geomorphic evidence and fault trenching studies indicating the active portion of the Santa Monica fault does not extend east of the WBHL of Dolan and Sieh (1992). The fault has not been zoned, however, the fault is considered active by the State Geologist.

Upper Elysian Park Anticlinorium: The Elysian Park Anticlinorium is a southward verging anticline approximately 20 kilometers long (12.4 mi) with a curved, southward-convex axis, lying between the Hollywood fault on the northwest through the Silver Lake District to the right lateral East Montebello fault on the east in the City of San Gabriel. Uplift along the structure has produced the Elysian, Repetto and Monterey Park Hills. Deformed Quaternary deposits across the Coyote Pass Escarpment and related structures allowed Oskin et al., (2000) to estimate a late Quaternary slip rate on the blind Elysian Park reverse fault of 0.8-2.2 mm/yr. The California Geological Survey (2003) has estimated an average slip rate of 1.3mm/yr and an estimated maximum magnitude (Mw) of 6.4 for the Elysian Park Thrust fault system.

4.2 Surface Fault Rupture

Our review of available in-house literature indicates that no known active faults have been mapped across the site, and the site is not located within an Alquist-Priolo Earthquake Fault Zone (Hart and Bryant, 2007; CGS, 1986). Based on the United States Geological Survey (USGS) fault parameters database and latitude and longitude coordinates N34.1136° and W118.3355°, the closest active fault to the site is the Hollywood fault, located approximately 0.4 miles south of the site (http://geohazards.usgs.gov/cfusion/hazfaults_search). Based on the current geologic framework, the potential for surface fault rupture onsite is expected to be low.

4.3 Ground Shaking

Strong ground shaking can be expected at the site during moderate to severe earthquakes in this general region. This is common to virtually all of Southern California. Intensity of ground shaking at a given location depends primarily upon earthquake magnitude, site distance from the source, and site response (soil type) characteristics. According to the United States Geological Survey (USGS) at the time of this writing, the most recent local (within 25 kilometers of the site) earthquake was the MW 3.4 earthquake on September 7, 2012, approximately 3.4 miles to the southwest (http://earthquake.usgs.gov/earthquakes/eqarchives/epic/) believed to be attributed to movement along the San Vicente Blind thrust fault. The 2010 California Building Code (CBC) seismic coefficients are presented in the following subsections:

- *CBC Coefficients*: Based on our site reconnaissance, the project site is underlain predominantly by bedrock. The shear wave velocity in the upper 30 meters at the project site based on the recent geophysical survey performed at the site as a part of this evaluation (GeoVision, 2012) ranges between 1,880 and 2,139 feet-per-second.

  In accordance with the 2010 Edition of the CBC, this site should be classified as a Class C site. The following values may be used for the seismic design method based on the 2010 CBC:

2010 CBC Based Seismic Design Parameters (Mapped Values)

CBC Categorization/Coefficient	Design Value
Site Longitude (decimal degrees)	-118.3355 W
Site Latitude (decimal degrees)	34.1136 N
Site Class Definition	C
Seismic Design Category	D
Mapped spectral response acceleration parameter at short period, S_S	1.79
Mapped spectral response acceleration parameter at a period of 1 sec, S_1	0.60
Short Period (0.2 sec) Site Coefficient, F_a	1.0
Long Period (1.0 sec) Site Coefficient, F_v	1.3
Adjusted spectral response acceleration parameter at short period, S_{MS}	1.79
Adjusted spectral response acceleration parameter at a period of 1 sec, S_{M1}	0.78
Design spectral response acceleration parameter at short period, S_{DS}	1.19
Design spectral response acceleration parameter at a period of 1 sec, S_{D1}	0.52

4.4 Secondary Seismic Hazards

Liquefaction Potential: Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. Liquefaction is associated primarily with loose (low density), saturated, fine- to medium-grained, cohesionless soils. As shown on the State of California Seismic Hazard Zones Map for the Hollywood Quadrangle (CDMG, 1999), portions of the overall study area are located within an area that has been identified by the State of California as being potentially susceptible to liquefaction (see Figure 4). The Off Season Two Improvements are underlain by bedrock and are not located within a liquefiable area.

Lateral Spreading Potential: Lateral spreading is a phenomenon in which large blocks of intact, non-liquefied soil move downslope on a liquefied soil layer. Lateral spreading is often a regional event. For lateral spreading to occur, a liquefiable soil zone must be laterally continuous, unconstrained laterally in at

least one direction and free to move along sloping ground. Due to the topographic relief and the potential for liquefaction to occur, there is a potential for lateral spreading at the overall project site.

Seismically-Induced Settlement: Since the project site is underlain predominantly by bedrock, the potential for seismically-induced settlement is low.

Seismically-Induced Landslides: As shown on the State of California Seismic Hazard Zones Map for the Hollywood Quadrangle (CDMG, 1999), a portion of the project site is located within an area that has been identified by the State of California as being potentially susceptible to seismically induced landslides (see Figure 4).

Seiches, Tsunamis, Inundation Due to Large Water Storage Facilities: Seiches are large waves generated in very large enclosed bodies of water or partially enclosed arms of the sea in response to ground shaking. The only large enclosed body of water within close proximity to the site is the Hollywood Reservoir located to the northeast of the site. Based on the location and elevation of the large ridgeline between the site and the Hollywood Reservoir, the seiche risk at the site is considered negligible.

Tsunamis are waves generated in large bodies of water by fault displacement or major ground movement. The project area is predominantly at elevations higher than 500 feet above mean sea level, therefore the tsunami risk at the site is considered nil.

Earthquake-induced flooding can be caused by failure of dams or other water-retaining structures as a result of earthquake. According to the County of Los Angeles Seismic Safety Element (1990) and the City of Los Angeles Safety Element (1996), the site is not located within a potential inundation area for an earthquake induced dam failure from Hollywood Reservoir. Even though the site is not located within a potential inundation area for the Hollywood Reservoir, the dam is continually monitored by the Army Corp of Engineers (ACOE) to guard against the threat of dam failure. The possibility of dam failures during an earthquake has been addressed by the California Division of Mines and Geology in an earthquake planning scenario for a magnitude 8.3 earthquake on the San Andreas fault (Davis et al., 1982) and a magnitude 7.0 earthquake on the Newport Inglewood Fault Zone (Toppozada et al., 1988). Both reports state catastrophic failure of a dam as a result of an earthquake is highly unlikely.

Current design practices, dam review, modification or total reconstruction of existing dams are intended to ensure that all dams are capable of withstanding the maximum earthquake for the site. Therefore the potential for the site to be inundated as a result of dam failure is considered negligible.

4.5 Slope Stability

The results of the stability analyses provided in this report (Appendix D) indicate the project site will generally attain sufficient stability with minor surficial grading and slope reinforcement measures. The global factor of safety is estimated to be about 1.5 and 1.1 for static and pseudostatic conditions, respectively. Slope stability issues specific to the Off-Season Two Improvements are discussed below.

4.5.1 Debris flows

Mass movements include landslides and debris flows. Debris flow areas were encountered during our subsurface investigation at the project area, subsequent verbal conversations with Theater personnel indicate debris flows have occurred at the site (Figure B-5). The project site lies within a previously existing canyon cut down into the formational material surrounded by moderately steep natural slopes composed of massive pillow basalt and steeply dipping sandstone formations.

During our geotechnical investigation we mapped several areas that were possibly debris flow scars and/or accumulations of colluvium (Figure B-5). Areas of thick accumulation of surficial materials, predominately basalt, have the potential to develop into debris flows.

Debris flows and debris slides should be expected to occur in the heads of steep gullies, on steep slopes and along ridgelines underlain by basalt. When rainfall intensity is great enough to cause water to percolate into the colluvium at a rate which exceeds the rate at which the water can percolate into the bedrock, slope failure of colluvium will occur. The surficial stability of the natural slopes is dependent upon the thickness of weaker soils and the slope gradient. Thick accumulations of colluvial soils on steep slopes are susceptible to surficial failures, debris flows and downhill creep during periods of heavy rain. The most likely source of

debris flow potential is from the steep slopes and drainages in the northeastern and southern portion of the proposed improvements area.

Our recommendations regarding mitigation of debris flow are discussed in Section 6.0 of this report.

4.5.2 Rockfalls

Field mapping and geologic analysis of the sandstone rock outcrops exposed in the southern portion of the site indicated the presence of intersecting pairs of joint sets and conjugate fault planes. Due to local orientations of the joint sets, the presence of fractured, freshly exposed rock faces and damage to the previously referenced H-beam (Figure B-6), the potential exists for detachment and down slope translation of rock, which could impact the proposed development.

The proposed development is expected to require provisions to protect improvements and occupants from rock fall hazards. On a preliminary basis, provisions should be included in the site layout to include such devices as a rock fence located near the toe of the slopes. Other more elaborate techniques such as rock netting situated along the faces of slopes vulnerable to rock falls may also be necessary after landscaping is implemented.

4.6 Expansive Soils

Based on our geotechnical exploration at the site, the near surface soils are generally granular with localized silt and clay layers. The laboratory test result of two representative samples from Leighton test pit TP-1 and TP-4, showed low expansion index (EI) potential wetted EI =11 and EI=24, respectfully. Results of expansion index tests indicate that the onsite soils have low expansion potential.

4.7 Corrosive Soils

Corrosive soils are characterized by their ability to degrade concrete and corrode ferrous materials in contact with water or soil. In particular, concrete is susceptible to corrosion when it is in contact with soil or water that contains high concentrations of soluble sulfates which can result in chemical deterioration of the concrete. Results of laboratory testing indicate soluble sulfate contents of 73

and 175 ppm, which range from negligible to moderate sulfate exposure. Since irrigation water in Southern California is considered to have moderate sulfate attack potential (typical sulfate concentrations of 150 to 250 ppm), concrete should be designed to resist moderate sulfate exposure.

The site soils are deemed highly corrosive to ferrous metals based on minimum soil resistivity 1,200 to 2,050 ohm-cm recorded from two samples.

5.0 FINDINGS AND CONCLUSIONS

Based on our investigation, we conclude that the proposed project is feasible from a geotechnical standpoint. We did not encounter significant geotechnical constraints that cannot be mitigated by proper planning, design, and sound construction practices. The key findings of our investigation for the site are summarized below:

- The near surface materials encountered consist of undocumented fill soils and colluvium. The upper 3 to 5 feet of colluvial material are considered compressible. Undocumented fills locally contain large oversize sandstone rock fragments and concrete debris. The fill as encountered at the site is associated with past construction activities.

- The colluvium as encountered consisted predominately of angular sands and gravel sized basalt rock fragments intermixed with organic debris from hillside vegetation. The colluvium forms thick accumulations near the toe of slopes and behind the existing concrete, stone and masonry block retaining walls and within the drainage swales impeding flow. Our observations suggest the colluvium has overtopped the various retaining walls at some point if the past and will continue to do so unless mitigated and maintained. Colluvium is subject to continuous downhill creep due to gravity and rapid releases in the form of debris flows following periods of intense precipitation.

- The basalt bedrock on site has massive pillow structure, is very blocky, interlocked, and partially disturbed with multi-faceted angular blocks formed by joint sets and as a result of rapid crystallization during formation. Basalt at the site should also be expected to occur in dikes and sills in the sedimentary formations. Zeolite veining and other minerals are common.

- The sandstone outcrop in the southern portion of the Off-Season Two Improvements area contain weak planar structural features in unfavorable orientation with respect to the north facing rock slope. This area is prone to rock falls and is expected to require some provisions such as debris walls, rock fences, or rock netting to protect improvements and occupants from the hazards associated with localized rock falls and/or pop-outs. A detached boulder greater than five feet long remains perched near the top of the talus pile while smaller sized rock material up to 2 feet long provide the majority of the talus debris now resting against the southern mezzanine level concrete retaining wall.

- Based on the rock quality determined during the test pit excavations, field mapping and refraction survey (Appendix A), it is our opinion that the basalt and sandstone materials will vary from easily rippable near surface to moderately difficult using electric hand chisels below 4 feet in depth.

- Groundwater was not encountered. Nuisance water could be encountered during and after seasonal precipitation behind the eastern basement retaining wall.

- Results of laboratory testing indicate soluble sulfate contents of 73 and 175 ppm, which range from negligible to moderate sulfate exposure. Since irrigation water in Southern California is considered to have moderate sulfate attack potential (typical sulfate concentrations of 150 to 250 ppm), concrete should be designed to resist moderate sulfate exposure.

- Results of the expansion testing indicate the two representative samples from Leighton test pits TP-1 and TP-4 showed low expansion index (EI) potential when wetted EI =11 and EI=24, respectfully. Non-cohesive granular fill derived from a mixture of these materials is expected to have low expansion potential. Expansive soils not specifically encountered during this investigation may be present locally onsite.

- The existing onsite soils expected to be generated from the basalt formation appear to be suitable for re-use as fill during proposed construction provided they are free of organic material and oversize debris. However, the potential for significant erosion exists if granular fill soils are used on slope faces.

- Oversize material (cobble sized to 14 inches in long dimension) was encountered in Test Pit TP-4. Oversize material could also be generated while excavating the sandstone rocks in the southern portion of the site. Oversize material should be removed from the site or placed at a designated, pre-approved disposal area within the Theater complex.

- Several sandstone boulders lie on the slope face in the northeastern portion of the site above the existing concrete swale and below the crib wall. Damage to the crib wall was observed suggesting sandstone boulders become dislodged in the form of rockfall.

6.0 GEOTECHNICAL RECOMMENDATIONS

Extensive removals of loose slope materials will be required for the project. Many areas around the Theater currently have substantial debris flow and rock fall accumulations. These materials should be removed to unload retaining walls, re-establish proper freeboard behind walls, and reduce the potential for remobilization.

Due to the slopes surrounding the Theater complex, continued regular maintenance will be necessary, especially after periods of heavy or prolonged precipitation. Considering that significant landscaping on the slopes is already planned as part of the project, we recommend that trails and paths be established to facilitate access for maintenance crews to slope areas that currently have debris flow and rock fall accumulations because these areas will likely require regular cleanouts.

The damaged crib wall should be repaired and filled in with crushed rock to provide protection against rock falls and debris flows. The repair should include removal of the debris and rock fall/soil accumulation behind the crib wall.

For protection against future debris flows all new retaining walls should have a minimum freeboard height of 9 inches (height of wall above retained soil). Backfill behind existing walls should be lowered where possible to establish a nominal 9-inch freeboard.

For protection against future rockfalls, we recommend installation of flexible barriers at the bottom of the slope, several feet upslope of any existing retaining walls. Considering that the project site is a performance venue, we anticipate that aesthetics will be an important factor in selecting the rockfall mitigation system. The visual impact of flexible barriers, such as stainless steel cables with steel bollards or wrought iron fencing, will be easier to mitigate. The barrier should establish an effective freeboard of 4 feet. Alternatively, an anchored mesh net may be used. However, its visual impact will be more difficult to mitigate since all upslope areas with potentially loose rock fragments will require coverage.

New structural elements may be supported on spread-type shallow foundation systems established in engineered fill or undisturbed natural soils. Alternatively, deep foundations may be used. Capacities developed for new foundations may be used to evaluate existing footings and cast-in-drilled-hole (CIDH) piles.

The following geotechnical recommendations have been developed based on the exhibited engineering properties of the onsite materials and their anticipated behavior during and after construction, seismic design considerations, floor slabs, and grading.

There are existing basement walls below the stage. Shallow foundations (spread footings) for new structures should be deepened to extend below the active zone of existing basement walls, roughly a plane extending from the base of the basement wall at a 60 degree angle from horizontal, to avoid surcharging the walls. Footings may be deepened by excavating below the active zone and backfilling with concrete or with controlled low strength material (CLSM).

New basement walls planned below existing foundations within their active zones should be designed to accommodate surcharge loads. Surcharge may be modeled as half the footing bearing pressure within the wall's active zone applied horizontally.

New pile segments within the active zone of existing basement walls should be isolated from surrounding soils using Sonotubes or equivalent.

Leighton should review the grading plans, shoring plans, foundation plans, and specifications when they are available to verify that the recommendations presented in this report have been properly interpreted and incorporated.

6.1 Earthwork and Grading

All earthwork and grading should be performed in accordance with the following recommendations and Earthwork and Grading Guide Specifications presented in Appendix E.

6.1.1 Site Preparation

Prior to construction, the area of proposed new structures/foundations should be cleared of any vegetation and demolition trash and debris. These materials should be removed from the site. Any underground obstructions onsite should be removed. Efforts should be made to locate any existing utility lines to be removed or rerouted where interfering with the proposed construction. Any resulting cavities should be properly backfilled and compacted. After the site is cleared, the soils should be carefully observed for the removal of all unsuitable deposits. All undocumented fill should be excavated from proposed structure footprints.

6.1.2 General Grading Recommendations

New structures may be supported on conventional shallow footing foundation systems established on engineered fill or undisturbed bedrock.

The existing undocumented artificial fill should be removed and replaced as engineered fill. Overexcavation and recompaction should extend a minimum horizontal distance equal to the vertical distance between the proposed footing bottom and depth of overexcavation.

After completion of the overexcavation and prior to fill placement, the exposed soils/weathered bedrock should be scarified to a minimum depth of 12 inches, moisture conditioned and compacted to at least 90 percent relative compaction based on ASTM Test Method D 1557.

The onsite soils, less any deleterious material or organic matter, can be used in required fills. Cobbles larger than 6 inches in largest diameter should not be used in the fill. Any required import material should consist of relatively non-expansive soils with an Expansion Index (EI) less than 20. The imported materials should contain sufficient fines (binder material) so as to be relatively impermeable and result in a stable subgrade when compacted. All proposed import materials should be approved by the geotechnical engineer of record prior to being placed at the site.

6.1.3 Pipe Bedding

Any proposed pipe should be placed on properly placed bedding materials. Pipe bedding should extend to a depth in accordance to the pipe manufacturer's specification. The pipe bedding should extend to at least 12 inches over the top of the pipeline. The bedding material may consist of compacted free-draining sand, gravel, or crushed rock. Pipe bedding material should have a Sand Equivalent (SE) of at least 30.

6.1.4 Trench Backfill

Trench excavations above pipe bedding may be backfilled with onsite soils under the observation of the geotechnical consultant. All fill soils should be placed in loose lifts, moisture conditioned as required and compacted to a minimum of 90 percent relative compaction based on ASTM Test Method D 1557-12. Lift thickness will be dependent on the equipment used as suggested in the latest edition of the *Standard Specifications for Public Works Construction* (Greenbook). The fill soils should extend to the bottom of the aggregate base for new pavement, or to finished grade.

6.2 Shallow Foundations

New shallow spread footings may be established in engineered fill or undisturbed natural soils or bedrock.

6.2.1 Minimum Embedment and Width

Footings should have a minimum embedment of 12 inches and have a minimum width of 12 inches.

6.2.2 Bearing Value

Footings established on engineered fill or undisturbed natural soils may be designed to impose an allowable bearing pressure of 3,000 pounds per square foot (psf). A one-third increase in the bearing value for short duration loading, such as wind or seismic forces, may be used.

The ultimate bearing capacity can be taken as 9,000 psf, which does not incorporate a factor of safety. A resistance factor of 0.5 should be used for bearing capacity evaluation with factored loads. The recommended bearing value is a net value, and the weight of concrete in the footings can be taken as 150 pounds per cubic foot (pcf); the weight of soil backfill can be neglected when determining the downward loads.

6.2.3 Settlement

The estimated total settlement of the structures supported on spread footings as recommended above is less than 1 inch. The differential settlement between adjacent columns is estimated to be less than ½ inch over a horizontal distance of 30 feet.

6.2.4 Lateral Resistance

Lateral loads can be resisted by soil friction and by the passive resistance of the soils. A coefficient of friction of 0.35 can be used between the footings and the floor slab and the supporting soils. The ultimate passive resistance of undisturbed natural soils or engineered fill soils can be assumed to be equal to the pressure developed by a fluid with a density of 300 pounds per cubic foot (pcf). The friction resistance and the passive resistance of the soils can be combined without reduction in determining

the total lateral resistance. A resistance factor of 1 should be used for lateral capacity evaluation with factored loads.

6.3 Deep Foundations

Cast-In-Drilled Hole (CIDH) concrete piles or micropiles may also be used to support new structural elements.

6.3.1 Cast-In-Drilled Hole (CIDH) Piles

Details of pile capacity analyses are presented in Appendix F. Design recommendations are summarized in the following subsections.

6.3.1.1 Axial Capacity of CIDH Pile

We understand that theatrical lighting towers are proposed on the hillsides surrounding the amphitheater. The capacities below may be used for design of drilled, cast-in-place concrete piles (CIDH).

Downward Capacity of CIDH Piles (kips)			
Depth of Pile Tip (feet)	**18-inch-diameter**	**24-inch-diameter**	**30-inch-diameter**
15	20	25	30
20	30	45	50
25	45	65	80

Dead-plus-live load capacities are shown. A one-third increase may be used for wind or seismic loads. A factor of safety of 3 was used for shaft friction and end bearing was neglected in determining the pile capacities.

Uplift capacities may be taken as equal to 50 percent of the downward capacities. The capacities presented are based on the strength of the soils; the strength of the pile section should be checked to verify the structural capacity of the piles.

A resistance factor of 0.5 should be used for downward and uplift capacity evaluation with factored loads.

Piles in groups may be spaced at 3 pile widths on-centers. If the piles are so spaced, no reduction in axial capacity due to group action need be considered in the design.

6.3.1.2 Lateral Capacity of CIDH Pile

Lateral loads may be resisted by the caissons and by the passive resistance of the soils. The lateral capacity of the caissons will depend on the caisson type and size, the permissible deflection, and on the degree of fixity at the top of the caisson. We have assumed piles will be installed on an effective 45 to 60 degree slope.

We have calculated lateral load, maximum moments, and depths to maximum moment for CIDH concrete piles (caissons) using the computer program LPILE by ENSOFT, Inc. We have assumed a concrete compressive strength value (f'_c) of 5,000 pounds per square inch (psi).

Lateral Capacities of 18-Inch-Diameter CIDH Pile

Pile Head Deflection (inches)	Fixity	Shear Force at Pile Top (kips)	Maximum Bending Moment (kips-in)	Depth to Maximum Moment (feet)
¼	Free Head	14	640	6
½	Free Head	20	1,030	7
¼	Fixed Head	30	1,620	0
½	Fixed Head	44	2,610	0

Lateral Capacities of 24-Inch Diameter-CIDH Pile

Pile Head Deflection (inches)	Fixity	Shear Force at Pile Top (kips)	Maximum Bending Moment (kips-in)	Depth to Maximum Moment (feet)
¼	Free Head	23	1,320	6
½	Free Head	33	2,110	7
¼	Fixed Head	50	3,325	0
½	Fixed Head	72	5,330	0

Lateral Capacities of 36-Inch Diameter-CIDH Pile

Pile Head Deflection (inches)	Fixity	Shear Force at Pile Top (kips)	Maximum Bending Moment (kips-in)	Depth to Maximum Moment (feet)
¼	Free Head	35	2,290	10
½	Free Head	50	3,660	11
¼	Fixed Head	74	5,780	0
½	Fixed Head	100	8,800	0

The analyses performed uses the flexural stiffness of the caissons computed from the modulus of elasticity (E) and moment of inertia (I). The modulus of elasticity (E) is derived based on the concrete compressive strength and the moment of inertia (I) is derived based on the caisson cross-section geometry. The values of E and I are assumed constant along the entire length of the caissons.

Lateral pile capacities considering a reduced moment of inertia due to cracked concrete pile sections should be evaluated after reinforcing details become available.

A resistance factor of 1 should be used for lateral capacity evaluation with factored loads.

The capacities presented in the table above are for pile lengths equal to or greater than 20 feet. This length is measured below the pile cap. The lateral capacity and reduction in the bending moment are based in part on the assumption that any required backfill adjacent to the caisson caps and grade beams are properly compacted.

For caissons in groups spaced at least 3 pile widths on-center, no reduction in the lateral capacity need be considered for the first row of caissons. For subsequent rows in the direction parallel to loading, caissons in groups spaced closer than 8 caisson widths on-center will have a reduction in lateral capacity due to group effects. The lateral capacity of caissons in groups spaced at 3 caisson widths on-center may be assumed to be reduced by half. The reduction for other caisson spacings may be interpolated between no reduction for caissons spaced at 8 caisson widths on-center and the reduction for caissons spaced at 3 caisson widths on-center.

The passive resistance of engineered fill against caisson caps and grade beams will depend on the method of installation. The passive resistance of engineered fill may be assumed to be equal to the pressure developed by a fluid with a density of 300 pounds per cubic foot (pcf), up to a maximum pressure of 3,000 pounds per square foot. A one-third increase in the passive value may be used for wind or seismic loads. The lateral resistance of the caissons and the passive resistance of the soils may be combined without reduction in determining the total lateral resistance.

6.3.1.3 Settlement

Piles in groups may be spaced at 3 pile widths on-centers. If the piles are so spaced, no reduction in axial capacity due to group action need be considered in the design.

The settlement of the proposed improvements founded on caissons in the manner recommended, will be approximately ½ inch or less. Differential settlement will be approximately ¼ inch or less. The

differential settlement is anticipated to occur over a minimum span of 40 feet.

Settlement of piles, generally resulting from settlement of the supporting soils and elastic compression of piles, is expected to be on the order of ¼ inch. The settlement analysis should be evaluated when the actual structural load and pile cap configuration become available.

6.3.1.4 Construction

The drilling of the pile shafts and placement of the steel reinforcement and concrete should be done under the continuous observation of the project geotechnical engineer. Localized caving within unsupported excavations should be anticipated. Casing may be required where/if sands layers occur. Excavations for piles that are spaced at less than five diameters (center to center) should be not open simultaneously. Concrete for closely spaced piles should be placed and allowed to set for at least 24 hours before initiating the excavation for any adjacent piles. Steel reinforcement and concrete should be placed as soon as possible after approval of the drill hole. Pile excavations should not be left open overnight. Tremie pipes should be utilized when placing the concrete to prevent the concrete from falling and/or striking the walls of the borehole. Although groundwater was not encountered in our explorations, perched groundwater table may be present following periods of rainfall.

6.4 Slabs-on-Grade

Concrete slabs may be designed using a modulus of subgrade reaction of 150 pci provided the subgrade is prepared as described in Section 6.1, *Earthwork and Grading*. From a geotechnical standpoint, we recommend slab-on-grade be a minimum 5 inches thick with No. 3 rebars placed at the center of the slab at 24 inches on center in each direction. The structural engineer should design the actual thickness and reinforcement based on anticipated loading conditions. Where moisture-sensitive floor coverings or equipment is planned, the slabs should be protected by a minimum 10-mil-thick vapor barrier between the slab and subgrade.

Minor cracking of concrete after curing due to drying and shrinkage is normal and should be expected; however, concrete is often aggravated by a high water/cement ration, high concrete temperature at the time of placement, small nominal aggregate size, and rapid moisture loss due to hot, dry, and/or windy weather conditions during placement and curing. Cracking due to temperature and moisture fluctuations can also be expected. The use of low-slump concrete or low water/cement ratios can reduce the potential for shrinkage cracking. Additionally, our experience indicates that the use of reinforcement in slabs and foundations can generally reduce the potential for concrete cracking.

To reduce the potential for excessive cracking, concrete slabs-on-grade should be provided with construction or weakened plane joints at frequent intervals. Joints should be laid out to form approximately square panels.

6.5 Lateral Earth Pressures

Recommended lateral earth pressures are provided as equivalent fluid unit weights, in psf/ft. or pcf., for design of basement and retaining walls in drained conditions using onsite sandy soils as backfill. These values do not contain an appreciable factor of safety, so the structural engineer should apply the applicable factors of safety and/or load factors during design.

Lateral Earth Pressures

Condition	Equivalent Fluid Unit Weight (psf/ft)
	Level Backfill
Active	35
Seismic Increment	20
At-Rest	55
Passive	300
Coefficient of Friction	0.35

Walls that are free to rotate or deflect may be designed using active earth pressure. For the basement walls or walls that are fixed against rotation, the at-rest pressure should be used. For seismic condition, the pressure should be distributed as an inverted triangular distribution and the dynamic thrust should be applied at a height of 0.6H above the base of the wall.

Care should be taken to provide appropriate drainage so as no water is allowed to remain behind the retaining wall for any significant length of time. Retaining structures should be provided with a drainage system, as illustrated on Figure 5, *Retaining Wall Backfill and Subdrain Detail*, to prevent buildup of hydrostatic pressure behind the wall.

In addition to the recommended earth pressures, walls below grade adjacent to existing structures or streets and areas of traffic should be designed to accommodate surcharge loads. For traffic surcharge, a uniform lateral pressure of 100 pounds per square foot acting as a result of an assumed 300 pounds per square foot surcharge behind the wall due to normal traffic; the traffic surcharge load may be neglected provided a minimum of 10 foot clearance between the wall and the traffic is maintained. We will provide surcharge loading from adjacent foundations after reviewing details of the planned basement walls in relation to existing foundations.

Backfills for retaining walls should be compacted to a minimum of 90 percent relative compaction (based on ASTM Test Method D1557). During construction of retaining walls, the backcut should be made in accordance with the requirements of Cal/OSHA Construction Safety Orders. Relatively light construction equipment should be used to backfill retaining walls. We also recommend using at-rest pressures for design of walls supporting settlement-sensitive structures.

Earth pressures used in the design of the walls should be indicated on the retaining wall plans. All retaining wall designs and plans should be reviewed by the project geotechnical consultant to confirm that the appropriate soil parameters are used.

6.6 Flexible Pavement

To provide support for paving of the new transit plaza, and surface parking and driveways, the subgrade soils should be prepared as recommended in Section 6.1, *Earthwork and Grading*. The preparation of the paving area subgrade should be performed immediately prior to placement of the base course. Proper drainage of the paved areas should be provided since this will reduce moisture infiltration into the subgrade and increase the life of the paving.

6.6.1 Aggregate Base Course

The base course for hot mix asphalt (HMA) concrete paving should meet the specifications for Class 2 Aggregate Base as defined in Section 26 of the latest edition of the State of California Department of Transportation Standard and Specifications. Alternatively, the base course could meet the specifications for untreated base as defined in Section 200-2 of the latest edition of *Standard Specifications for Public Works Construction* (Greenbook). Crushed Miscellaneous Base (CMB) may be used for the base course provided the geotechnical consultant evaluates and tests it before delivery to the site.

6.6.2 Hot Mix Asphalt (HMA) Concrete

The required HMA concrete paving and base thicknesses will depend on the expected wheel loads and volume of traffic (Traffic Index or TI). Assuming that the paving subgrade will consist of engineered fill or bedrock materials with an R-value of at least 30 compacted to at least 90 percent relative compaction based on ASTM Test Method D 1557, the minimum recommended paving thicknesses are presented in the following table:

Asphalt Concrete Pavement Section for Reconstruction

Traffic Index	Hot Mix Asphalt Thickness (inches)	Aggregate Base Thickness (inches)	Total (inches)
5.0 or less	3.0	4.0	7.0
6.0	3.5	5.5	9.0
7.0	4.0	7.0	11.0
8.0	5.0	8.0	12.0
9.0	5.5	9.5	15.0

Representative samples of the actual subgrade materials should be obtained and tested for R-Value following rough grading of the pavement subgrade to confirm the pavement design sections.

6.7 Temporary Excavations

All temporary excavations, including footings, utility trenches, dry wells should be performed in accordance with project plans, specifications, and all OSHA requirements. Excavations 5 feet or deeper should be laid back or shored in accordance with OSHA requirements before personnel are allowed to enter.

No surcharge loads should be permitted within a horizontal distance equal to the height of cut or 5 feet, whichever is greater from the top of the cut, unless the cut is shored appropriately.

During construction, the soil conditions should be regularly evaluated to verify that conditions are as anticipated. The contractor shall be responsible for providing the "competent person" required by OSHA standards to evaluate soil conditions. Soil types will vary, but Type C soils can be expected at shallow depths and Type A soils within bedrock. Close coordination between the competent person and the geotechnical engineer should be maintained to facilitate construction while providing safe excavations.

6.8 Shoring

Shoring may be required to accommodate removal of existing basement walls and construction of new basement walls. Shoring and underpinning may also be required to prevent undermining of adjacent existing foundations. The anticipated shoring/underpinning system for the site will consist of soldier piles and lagging. Soldier piles may consist of steel H-beams set in predrilled holes and backfilled with lean-mix concrete to the ground surface.

6.8.1 Lateral Earth Pressures

For design of cantilevered shoring, where the surface of the backfill is level, it can be assumed that drained soils will exert a lateral pressure equal to that developed by a fluid with a density of 35 pounds per cubic foot (pcf).

In addition to the recommended earth pressure, the upper 10 feet of shoring adjacent to streets and driveways should be designed to resist a uniform lateral pressure 100 psf, acting as a result of an assumed 100 psf surcharge behind the shoring due to normal street traffic. If the traffic is kept back at least 10 feet from the shoring, the traffic surcharge may be

neglected. We can determine lateral surcharge pressures for specific cases, such as construction crane, concrete trucks, and other heavy construction equipment adjacent to shoring, if requested.

6.8.2 Surcharge Pressure from Adjacent Foundations

Where existing foundations are within a 1:1 plan projected upward from the bottom of the planned shoring and basement walls, a lateral surcharge load should be applied to the active earth pressure to account for the pressure imposed by the foundation. Once details of existing adjacent foundations are established, we can provide design surcharge pressures to be applied to shoring and basement walls.

6.8.3 Design of Soldier Piles

For the design of soldier piles spaced at least two diameters on centers (OC), the allowable lateral bearing value (passive value) of the soils below the level of excavation may be assumed to be 600 psf at the excavated surface, up to a maximum of 6,000 psf. To develop the full lateral value, provisions should be taken to assure firm contact between the soldier piles and the undisturbed soils. The concrete placed in the soldier pile excavations may be a lean-mix concrete. However, the concrete used in that portion of the soldier pile which is below the planned excavated level should be of sufficient strength to adequately transfer the imposed loads from the soldier pile to the surrounding soils.

The frictional resistance between the soldier piles and the retained earth may be used in resisting the downward component of the design load. The coefficient of friction between the soldier piles and the retained earth may be taken as 0.4. This value is based on the assumption that uniform full bearing will be developed between the steel soldier beam and the lean-mix concrete and between the lean-mix concrete and the retained earth. In addition, provided that the portion of the soldier piles below the excavated level is backfilled with structural concrete, the soldier piles below the excavated level may be used to resist downward loads. The frictional resistance between the concrete soldier piles and the soils below the excavated level may be taken as equal to 500 psf.

6.8.4 Lagging

Continuous lagging will be required between the soldier piles above the bedrock contact. Careful installation of the lagging will be necessary to achieve bearing against the retained earth.

The soldier piles should be designed for the full anticipated lateral pressure. However, the pressure on the lagging will be less due to arching in the soils. For clear spans up to 8 feet, we recommend that the lagging be designed for a semi-circular distribution of earth pressure where the maximum pressure is 400 psf at the midline between soldier piles, and 0 psf at the soldier piles.

Deflection: It is difficult to accurately predict the amount of deflection of a shored embankment. It should be realized, however, that some deflection will occur. To help protect adjacent existing buildings and infrastructure, the maximum allowable horizontal shoring deflection as measured at the top of the excavation is ½ inch.

If greater deflection occurs during construction, additional bracing may be necessary to minimize settlement of adjacent structures and of any utilities in the adjacent streets. To reduce the deflection of the shoring, if desired, a greater active pressure could be used in the shoring design.

Monitoring: Some means of monitoring the performance of the shoring system is recommended. The monitoring should consist of periodic surveying of the lateral and vertical locations of the tops of all the soldier piles. We will be pleased to discuss this further with the design consultants and the contractor when the design of the shoring system is finalized. Other methods of monitoring could include the installation of inclinometers.

6.9 Maintenance Guidelines and Erosion Control

We understand it will be the responsibility of the County of Los Angeles to maintain the slopes surrounding the theater site, including adequate planting, proper irrigation and maintenance, and repair of faulty irrigation systems. To reduce the potential for erosion and slumping of soil prisms on steep slopes, all slopes should be planted with plants that require minimal irrigation. Slope

planting should be carried out as soon as practical upon completion of the Off Season Two Improvements. Surface water runoff and standing water at the top of slopes should be avoided. Oversteepening of slopes should be avoided during landscaping activity. Maintenance of proper drainage and proper maintenance of vegetation, including regular slope irrigation, should be performed. Slope irrigation should avoid directly spraying onto the slope face. Drip system irrigation should be considered. Overwatering and consequent runoff and ground saturation should be avoided. If automatic sprinklers systems are installed, their use must be adjusted to account for rainfall conditions.

Any soil, debris or vegetation overgrowth should be removed from all terrace drains to enable runoff water to flow freely and properly. Regular maintenance and cleanup of terrace drains should be performed especially during the rainy season and immediately following prolonged seasonal events. Damage to terrace drains such as minor cracking should be promptly repaired and/or sealed prior to the start of the rainy season. Water should not be allowed to enter cracks or expansion gaps within the terrace drains where applicable.

6.10 Additional Geotechnical Services

The geotechnical recommendations presented in this report are based on subsurface conditions as interpreted from limited geologic mapping and seismic refraction surveys. Our conclusions and recommendations presented in this report should be reviewed and verified by Leighton during site construction and revised accordingly if exposed geotechnical conditions vary from our preliminary findings and interpretations. The recommendations presented in this report are only valid if Leighton verifies the site conditions during construction. Geotechnical observation and testing should be provided during the following activities:

- Grading and excavation of the site;
- Landscape excavation and grading;
- Overexcavation and compaction;
- Compaction of all fill materials;
- Shoring and underpinning system installation;

- Excavation and installation of foundations;
- After excavation of all slabs and footings and prior to placement of steel or concrete to confirm the slabs and footings are founded in firm, compacted fill;
- Utility trench backfilling and compaction; and
- When any conditions are encountered that varies significantly from the conditions described in this report.

Leighton should review the grading and foundation plans and specifications, when available, to comment on the geotechnical aspects. Our recommendations should be revised, as necessary, based on future plans and incorporated into the final design plans and specifications.

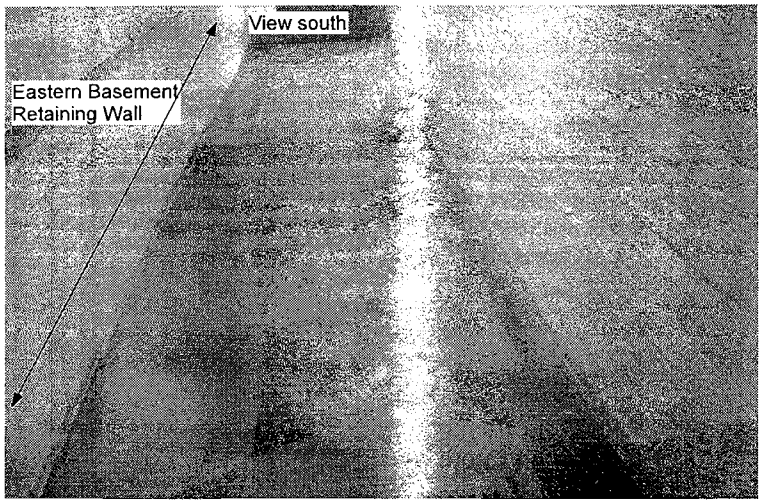
7.0 COUNTY OF LOS ANGELES BUILDING CODE SECTION 111 STATEMENT

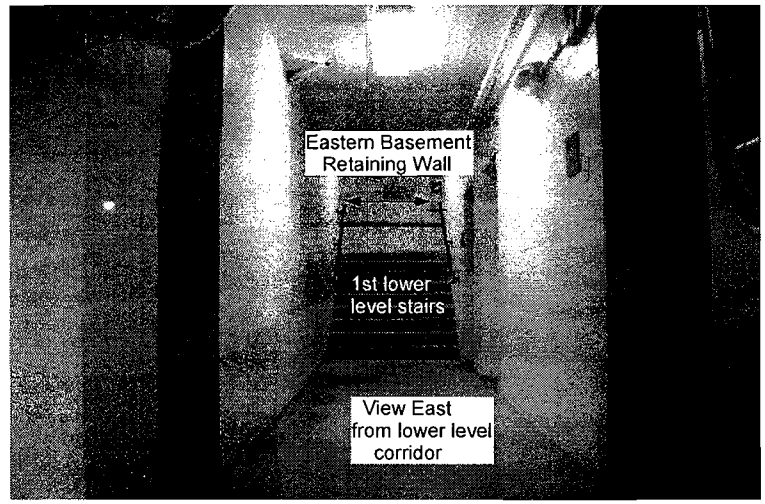
Provided that the recommendations in this report are implemented, it is Leighton's opinion that the proposed improvements will be safe from the hazards of landslide, settlement, or slippage, and that the completed grading and proposed improvements will not adversely affect the stability of adjacent properties.

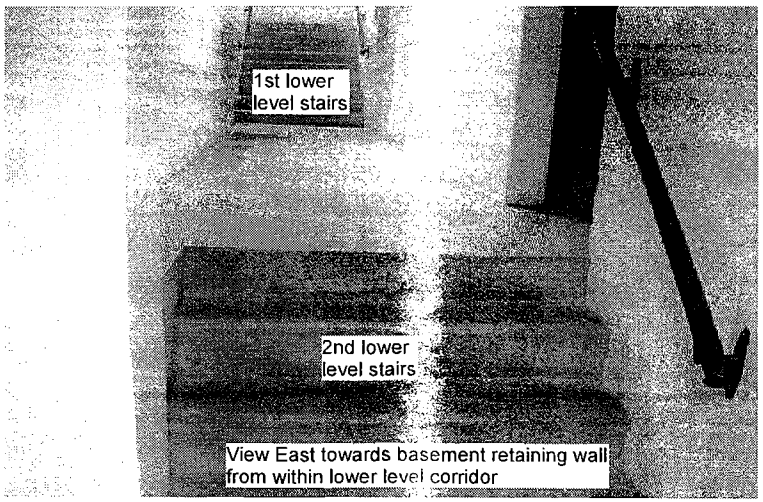
8.0 LIMITATIONS

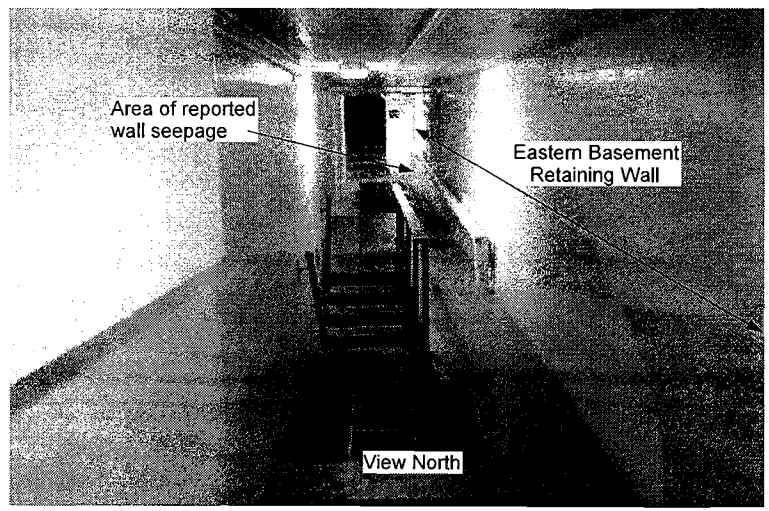
This research report was based wholly on available published data and very limited non-invasive subsurface exploration. Such information is, therefore, incomplete. The nature of many projects is such that differing earth materials and/or geologic conditions can be present within small distances and under varying climatic conditions. Changes in subsurface conditions can and do occur over time. Therefore, findings, conclusions and recommendations presented in this feasibility report are based on the assumption that Leighton will provide design-specific geotechnical exploration and testing, and geotechnical observation and testing during construction.

This report was prepared for the sole use of the Ford Theatre Foundation and their design team, for their use in assessing the proposed Off-Season Two Improvements, in accordance with generally accepted geotechnical engineering practices at this time in the County of Los Angeles.









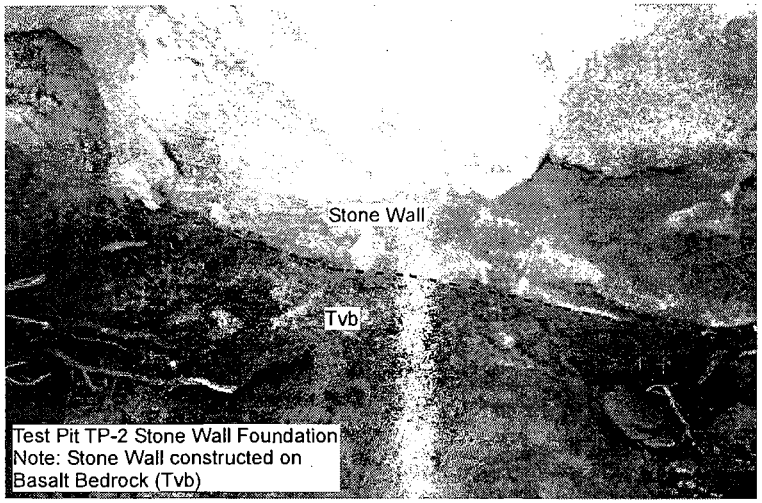
PHOTOS

Ford Theatre
East Cahuenga Blvd.
Hollywood, California

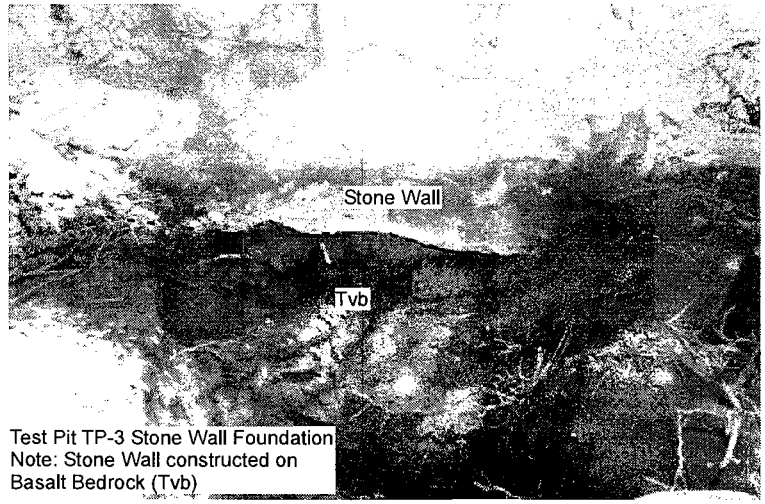
Project No.	10296-001
Scale (Approx)	No Scale
Engr./Geol.	CK / JAR
Drafted By	JAR
Date	July 2013

Leighton

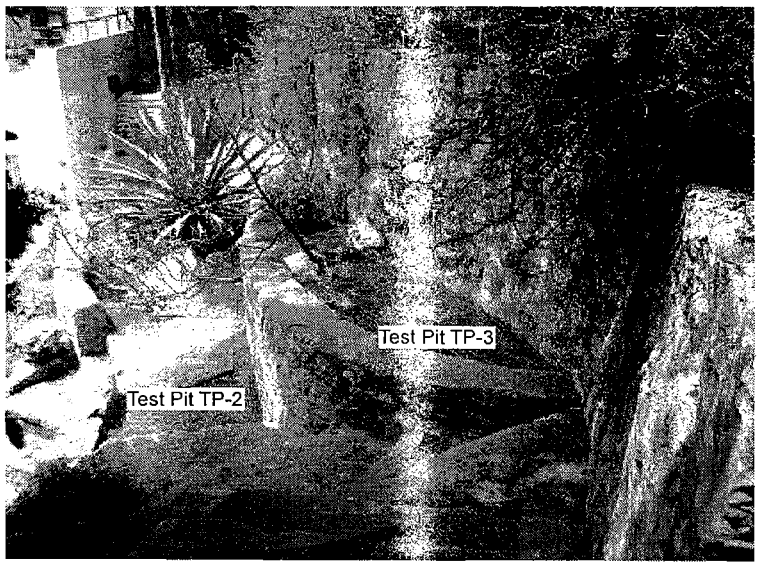
Figure No. B-1

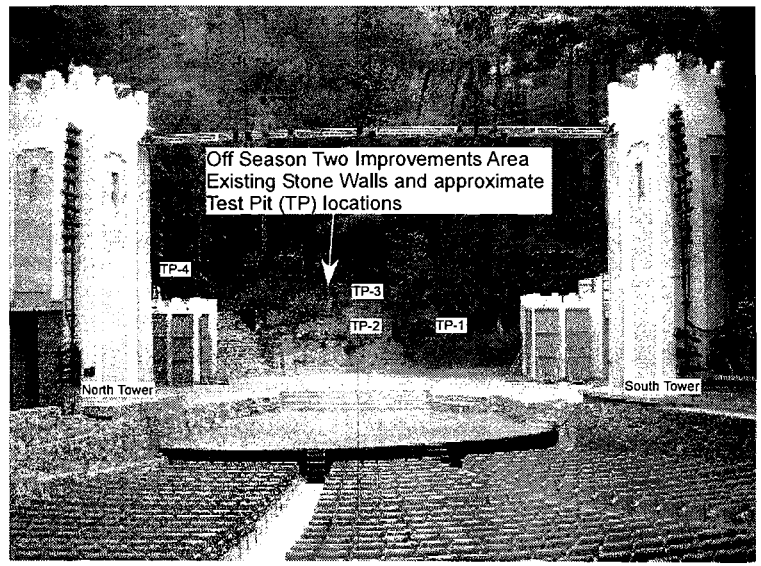


Test Pit TP-2 Stone Wall Foundation
Note: Stone Wall constructed on
Basalt Bedrock (Tvb)



Test Pit TP-3 Stone Wall Foundation
Note: Stone Wall constructed on
Basalt Bedrock (Tvb)





Afu: Undocumented artificial fill
Qcol: Quaternary age colluvium
Tt: Topanga Formation Sandstone
Tvb: Topanga Formation Basalt

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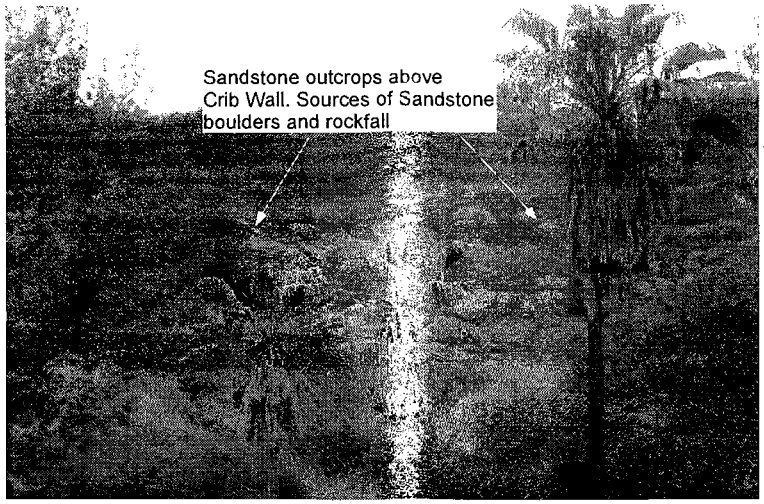
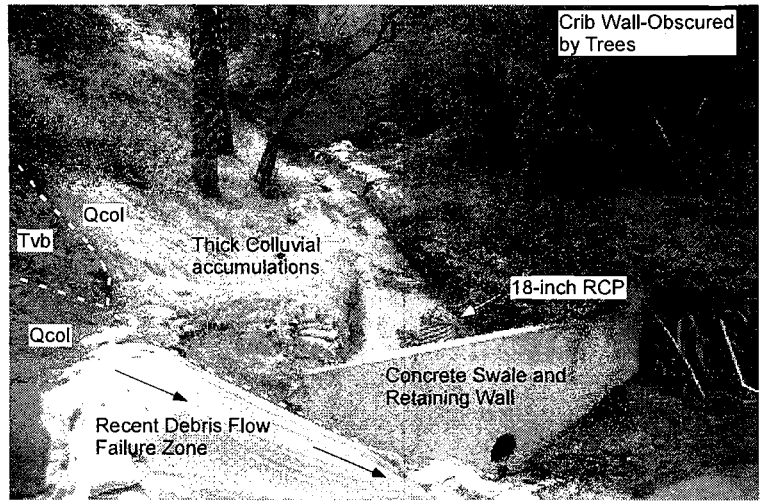
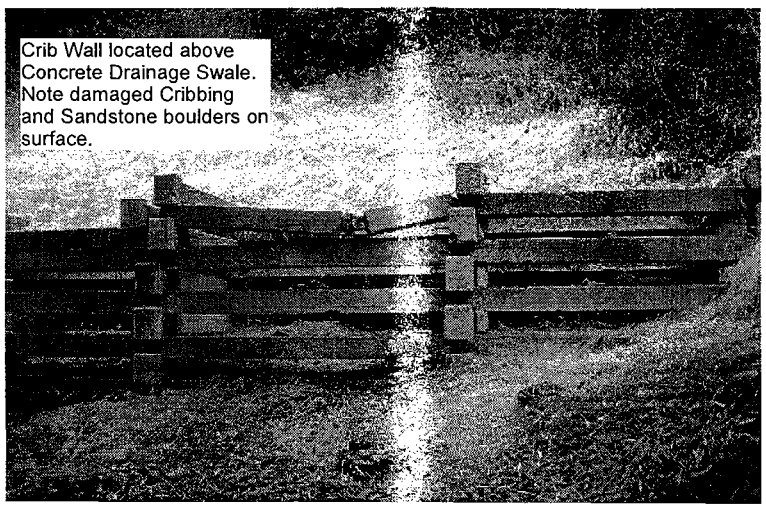
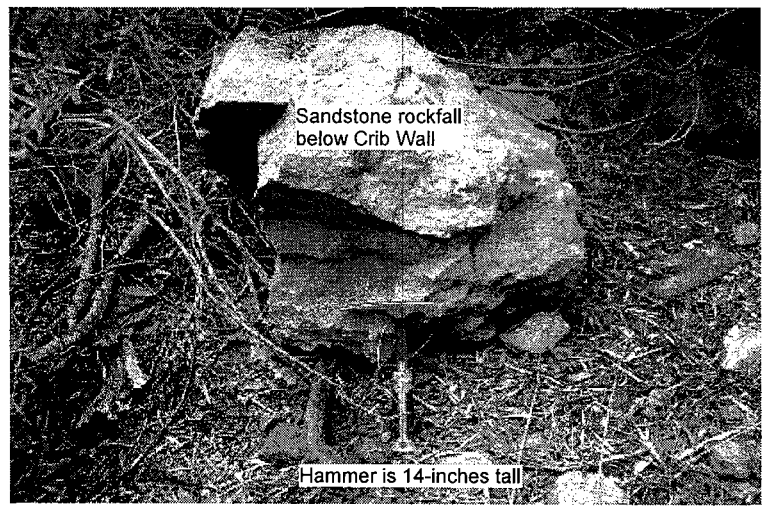
Figure No. B-2









Area of Existing Upslope Drainage Improvements and Rockfall Protection Devices. Northeast Portion of Site.

Afu: Undocumented artificial fill
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Tt: Topanga Formation Sandstone
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PHOTOS

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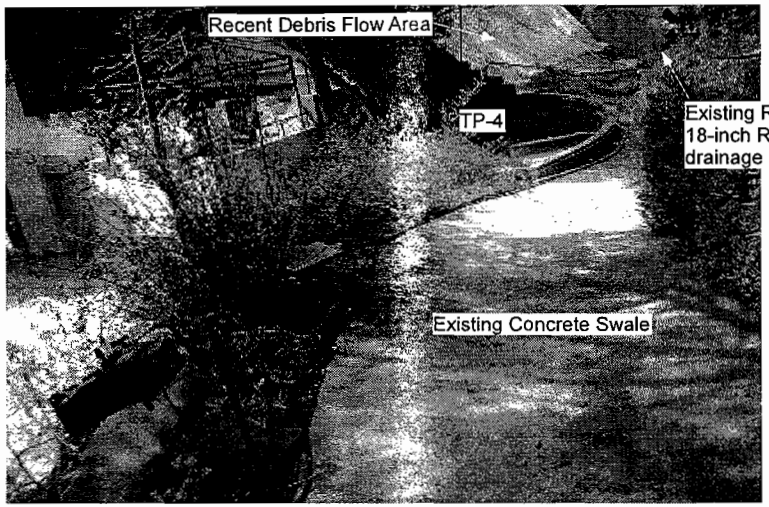
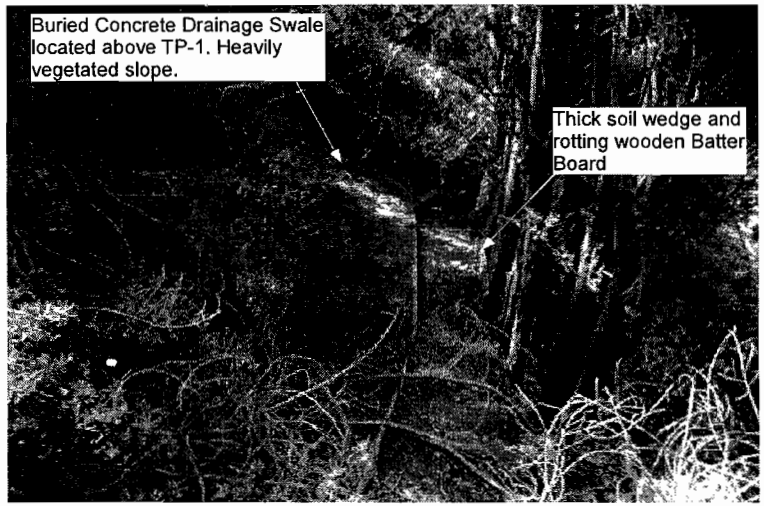
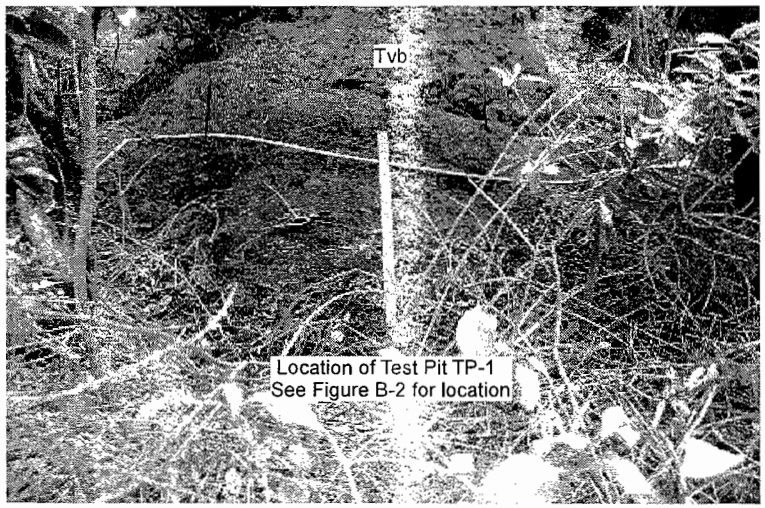
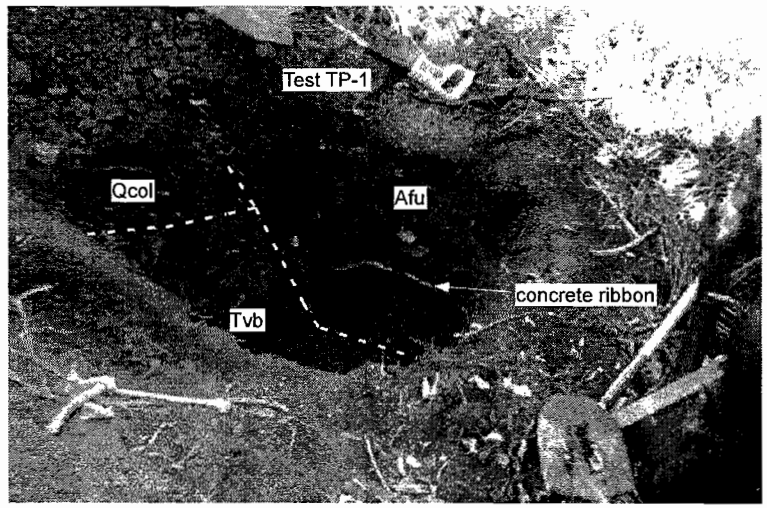
Figure No. B-3









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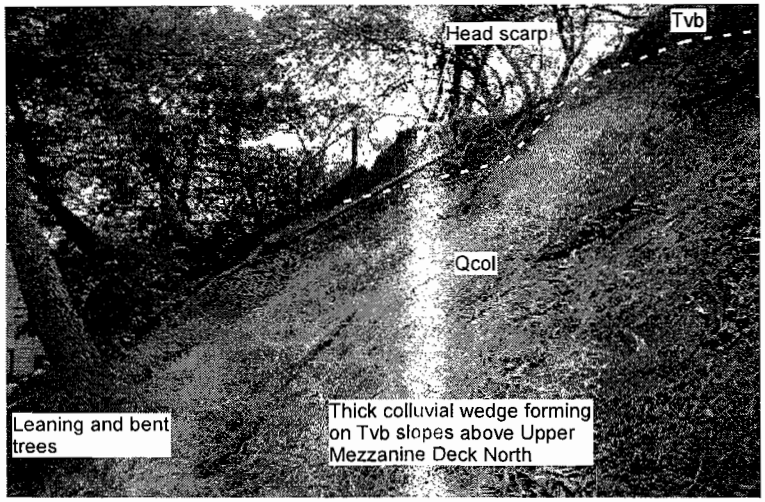
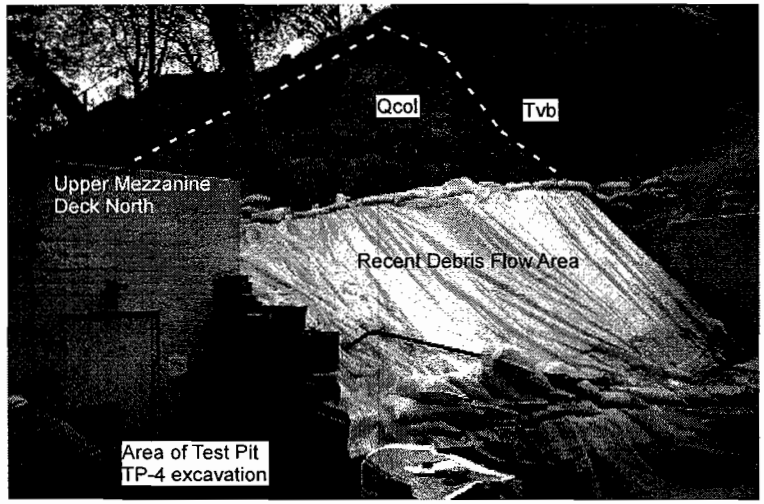
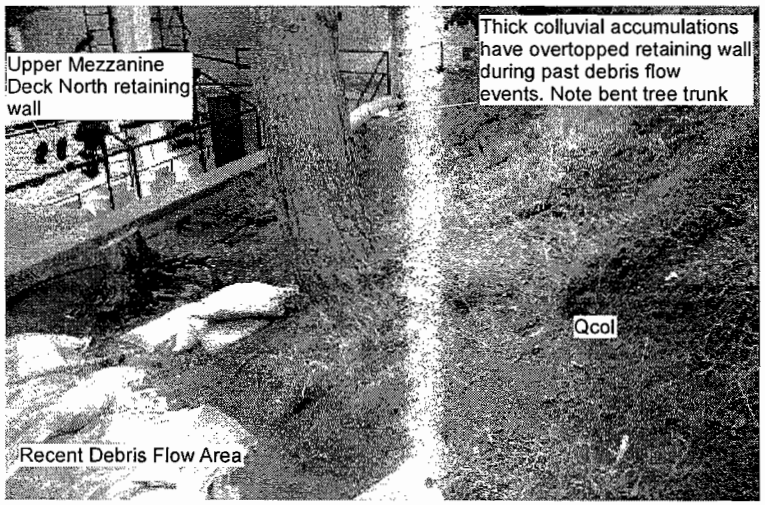
Drafted By	JAR
Date	July 2013

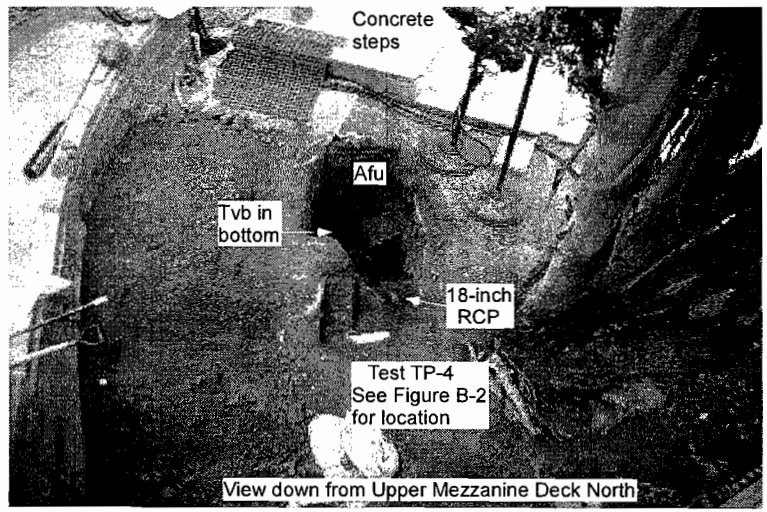
Leighton

Figure No. B-4









Afu: Undocumented artificial fill
Qcol: Quaternary age colluvium
Tt: Topanga Formation Sandstone
Tvb: Topanga Formation Basalt

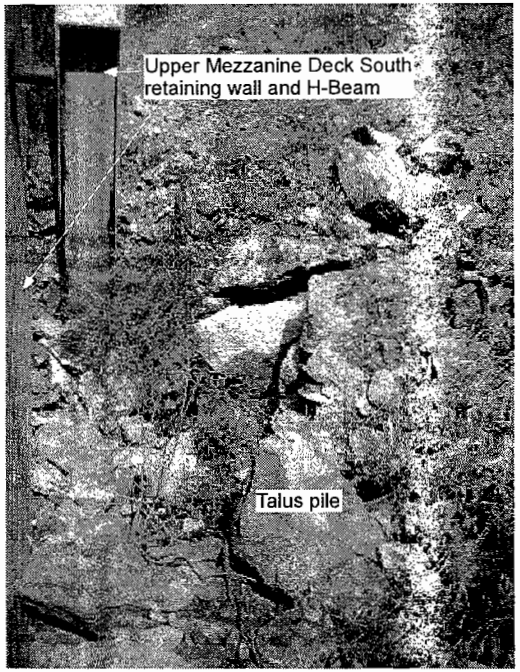
PHOTOS

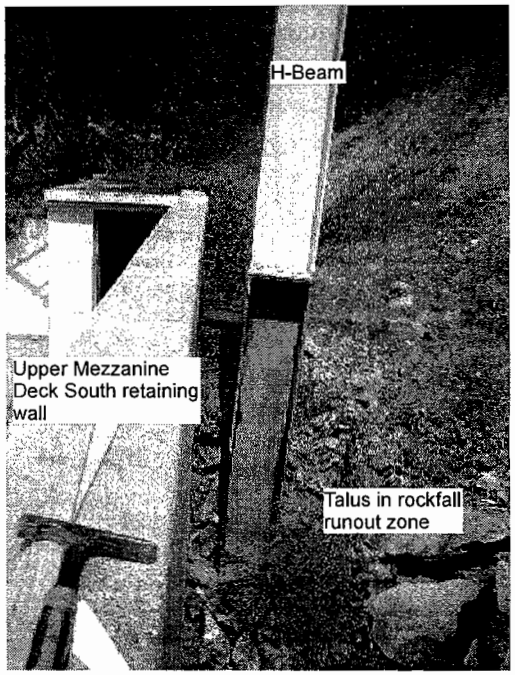
John Anson Ford Theatre
East Cahuenga Blvd.
Hollywood, California

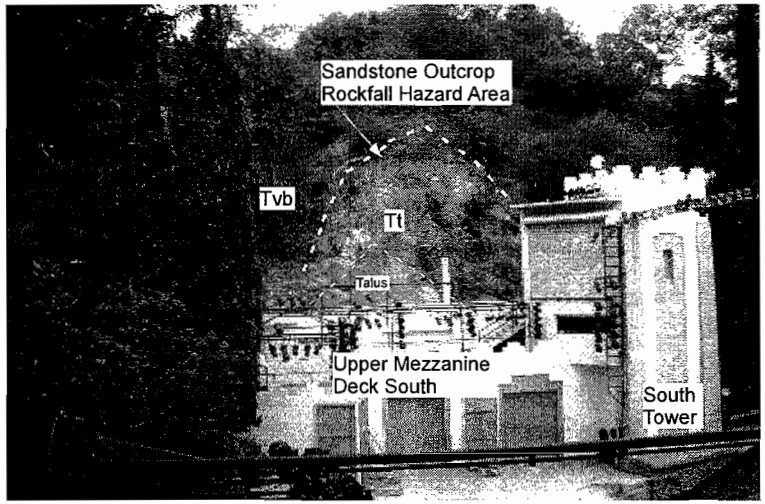
Project No.	10296-001
Scale (Approx)	No Scale
Engr./Geol.	CK / JAR
Drafted By	JAR
Date	July 2013

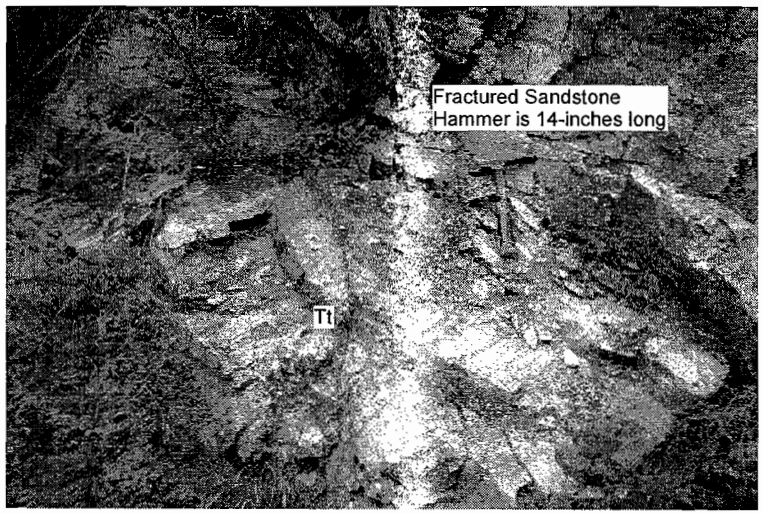
Leighton

Figure No. B-5

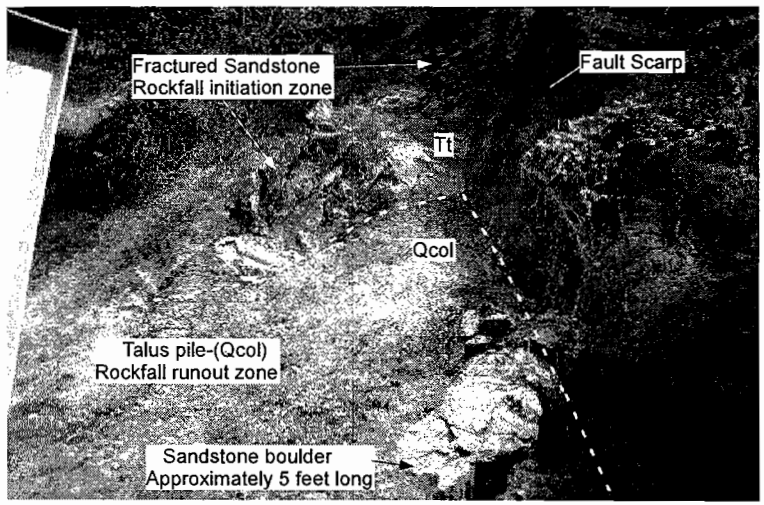








Afu: Undocumented artificial fill
Qcol: Quaternary age colluvium
Tt: Topanga Formation Sandstone
Tvb: Topanga Formation Basalt



PHOTOS

John Anson Ford Theatre
East Cahuenga Blvd.
Hollywood, California

Project No.	10296-002
Scale (Approx)	No Scale
Engr./Geol.	CK / JAR
Drafted By	JAR
Date	July 2013

Leighton

Figure No. B-6

LOG OF TRENCH: TP-1

Project Name:	Ford Theatre	Logged by:	Joe Roe
Project Number:	603507-002	Elevation:	602 ft (approximate)
Equipment:	Shovels, Electric Chisel Hammer	Location/Grid:	Ford Theatre - SE Corner near stage

GEOLOGIC ATTITUDES	DATE: 14 May, 2013 DESCRIPTION:	GEOLOGIC UNIT	ENGINEERING PROPERTIES: USCS	Sample No.	Moisture (%)	Density (pcf)
Massive pillow basalt structure - No preferred orientation	Afu - Silty SAND to Clayey SAND (SM-SC), with basalt rock fragments, dark brown, slightly moist, fine to coarse angular sand, fine to coarse gravel sized basalt rock fragments	Afu	SM-SC			
	Qcol - 21-inch thick soil and root zone, thin upslope (55°) to 21-inch thick at toe, abundant roots	Qcol	SM-SC with roots			
	Tvb - Pillow Basalt, severely weathered near surface, oxidized orange brown on weathered to black with moderate luster on fresh surfaces, pervasive blocky fracturing, fracture frequency from <1/4-inch to several inches, no preferred orientation, massive	Tvb		BB-1		

GRAPHICAL REPRESENTATION: SCALE: 1" = 5' SURFACE SLOPE: 55° TREND: 3'x3'

Total Depth = Feet
No Ground Water Encountered
Backfilled: 14 May, 2013

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

LOG OF TRENCH: TP-2

Project Name:	Ford Theatre	Logged by:	Joe Roe
Project Number:	603507-002	Elevation:	602 ft (approximate)
Equipment:	Hand tools, Electric Chisel	Location/Grid:	Ford Theatre - SE Corner near stage

GEOLOGIC ATTITUDES	DATE: 14 May, 2013 DESCRIPTION:	GEOLOGIC UNIT	ENGINEERING PROPERTIES: USCS	Sample No.	Moisture (%)	Density (pcf)
Massive pillow basalt structure - No preferred orientation	Afu - Silty SAND to Clayey SAND (SM-SC), with basalt rock fragments, dark brown, slightly moist, fine to coarse angular sand, fine to coarse gravel sized basalt rock fragments	Afu	SM-SC			
	Qcol - 21-inch thick soil and root zone, thin upslope (55°) to 21-inch thick at toe, abundant roots	Qcol	SM-SC with roots			
	Tvb - Pillow Basalt, severely weathered near surface, oxidized orange brown on weathered to black with moderate luster on fresh surfaces, pervasive blocky fracturing, fracture frequency from <1/4-inch to several inches, no preferred orientation, massive	Tvb				

GRAPHICAL REPRESENTATION: SCALE: 1" = 5' SURFACE SLOPE: 55° TREND: 3'x3'

Total Depth = Feet
No Ground Water Encountered
Backfilled: 14 May, 2013

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

LOG OF TRENCH: TP-3

Project Name:	Ford Theatre	Logged by:	Joe Roe
Project Number:	603507-002	Elevation:	602 ft (approximate)
Equipment:	Hand tools, Electric Chisel	Location/Grid:	Ford Theatre - SE Corner near stage

GEOLOGIC ATTITUDES	DATE: 14 May, 2013 DESCRIPTION:	GEOLOGIC UNIT	ENGINEERING PROPERTIES: USCS	Sample No.	Moisture (%)	Density (pcf)
Massive pillow basalt structure - No preferred orientation	Afu - Silty SAND to Clayey SAND (SM-SC), with basalt rock fragments, dark brown, slightly moist, fine to coarse angular sand, fine to coarse gravel sized basalt rock fragments	Afu	SM-SC			
	Qcol - 21-inch thick soil and root zone, thin upslope (55°) to 21-inch thick at toe, abundant roots	Qcol	SM-SC with roots			
	Tvb - Pillow Basalt, severely weathered near surface, oxidized orange brown on weathered to black with moderate luster on fresh surfaces, pervasive blocky fracturing, fracture frequency from <1/4-inch to several inches, no preferred orientation, massive	Tvb				

GRAPHICAL REPRESENTATION: SCALE: 1" = 5' SURFACE SLOPE: 55° TREND: 3'x3'

Total Depth = Feet
No Ground Water Encountered
Backfilled: 14 May, 2013

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Section B-B': Global Stability Analysis - Circular

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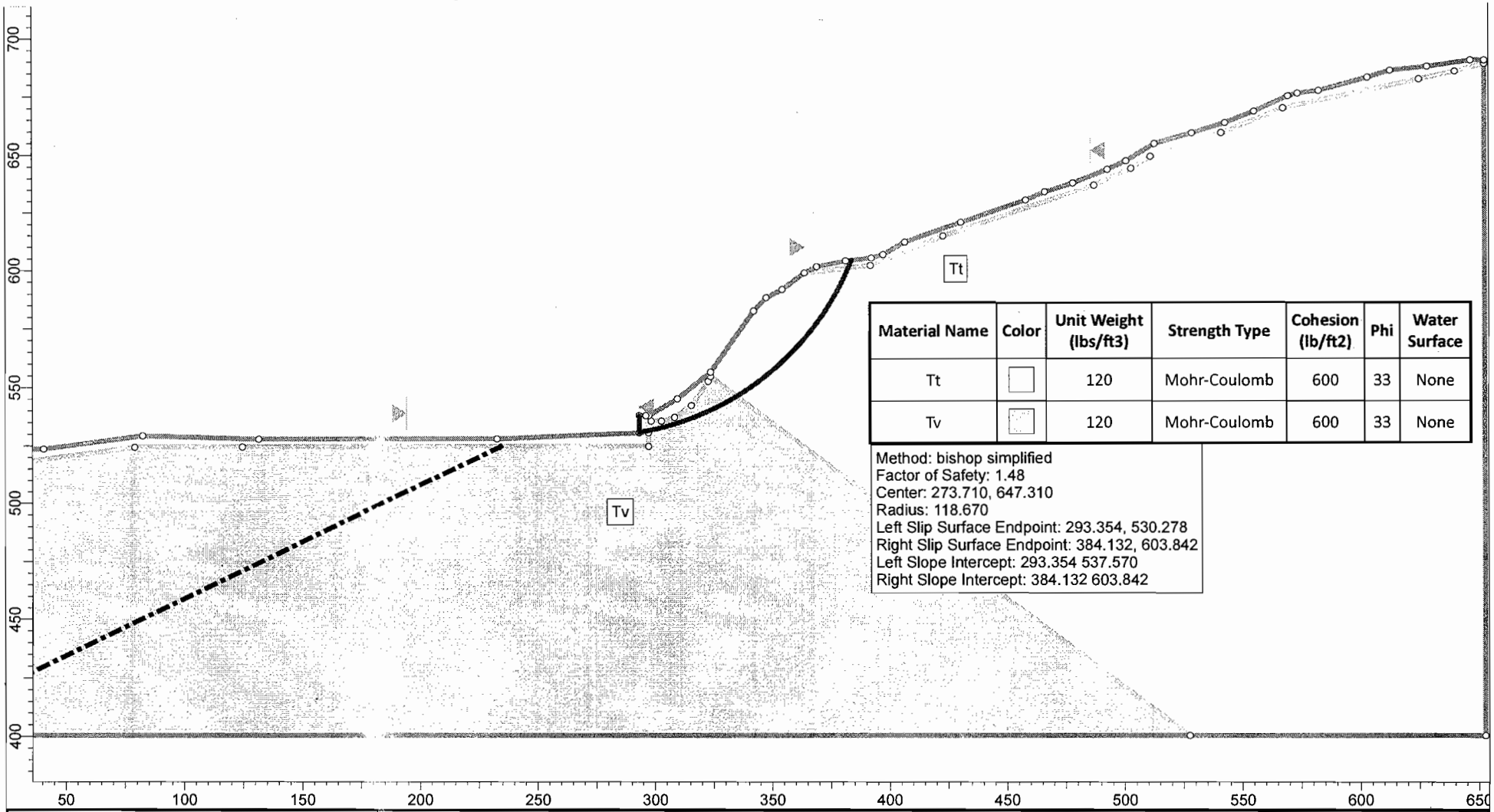

Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (lb/ft2)	Phi	Water Surface
Tt		120	Mohr-Coulomb	600	33	None
Tv		120	Mohr-Coulomb	600	33	None

Method: bishop simplified
Factor of Safety: 1.48
Center: 273.710, 647.310
Radius: 118.670
Left Slip Surface Endpoint: 293.354, 530.278
Right Slip Surface Endpoint: 384.132, 603.842
Left Slope Intercept: 293.354 537.570
Right Slope Intercept: 384.132 603.842

SLIDEINTERPRET 6.008

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Project: **FORD THEATRE**

Analyzed By	Units	Scale	Project No.:
SP	feet	1:720	**PN: 603507-001**

Date	Condition
2/5/2013, 2:54:41 PM	Static

Section B-B': Global Stability Analysis - Non Circular

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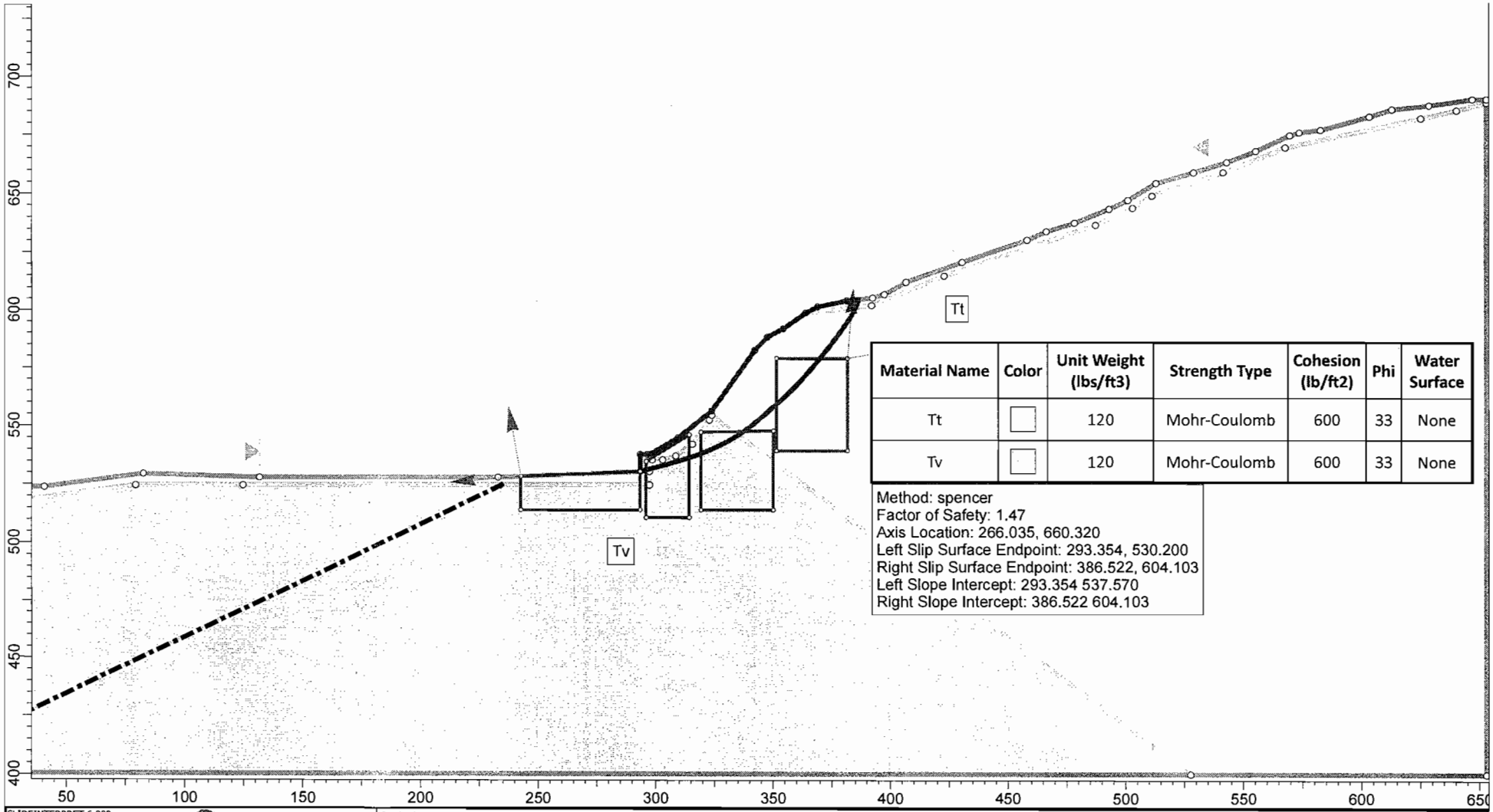


Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (lb/ft2)	Phi	Water Surface
Tt		120	Mohr-Coulomb	600	33	None
Tv		120	Mohr-Coulomb	600	33	None

Method: spencer
Factor of Safety: 1.47
Axis Location: 266.035, 660.320
Left Slip Surface Endpoint: 293.354, 530.200
Right Slip Surface Endpoint: 386.522, 604.103
Left Slope Intercept: 293.354 537.570
Right Slope Intercept: 386.522 604.103

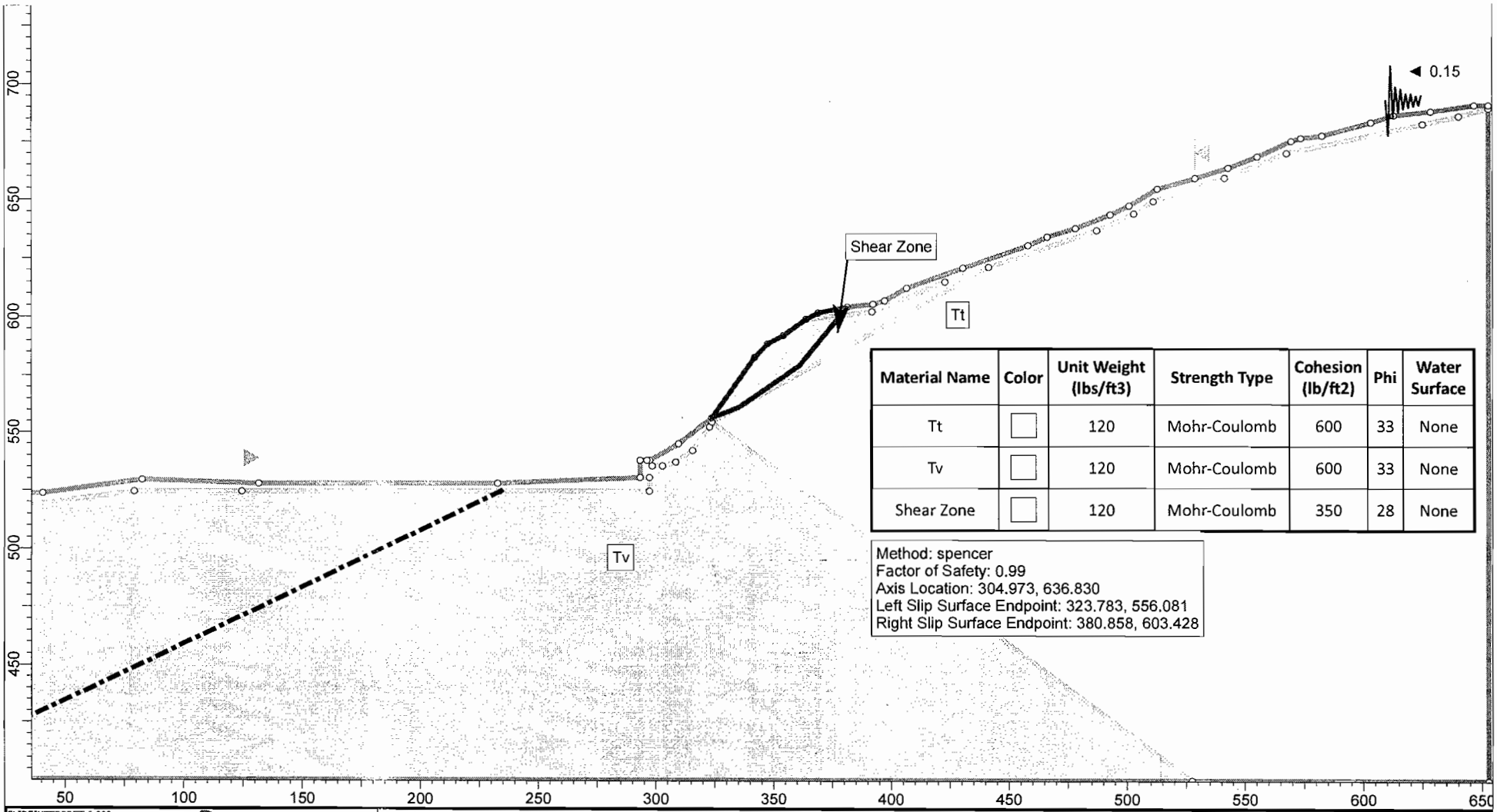
SLIDEINTERPRET 6.008

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Project			
FORD THEATRE			
Analyzed By: SP	Units: feet	Scale: 1:720	Project No.: PN: 603507-001
Date: 2/5/2013, 2:54:41 PM	Condition: Static		

Section B-B': Global Stability Analysis

P:\Leighton Consulting\603000\603507.001 Ford Theatre\Analyses\Slope Stability\Section B_Non Circular_Path Search_SZ PS.slim



Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (lb/ft2)	Phi	Water Surface
Tt		120	Mohr-Coulomb	600	33	None
Tv		120	Mohr-Coulomb	600	33	None
Shear Zone		120	Mohr-Coulomb	350	28	None

Method: spencer
Factor of Safety: 0.99
Axis Location: 304.973, 636.830
Left Slip Surface Endpoint: 323.783, 556.081
Right Slip Surface Endpoint: 380.858, 603.428

SLIDEINTERPRET 6.008

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Project	FORD THEATRE		
Analyzed By: SP	Units: feet	Scale: 1:720	Project No.: PN: 603507-001
Date: 2/5/2013, 2:54:41 PM	Condition: Pseudostatic		

Section B-B': Global Stability Analysis - Non Circular

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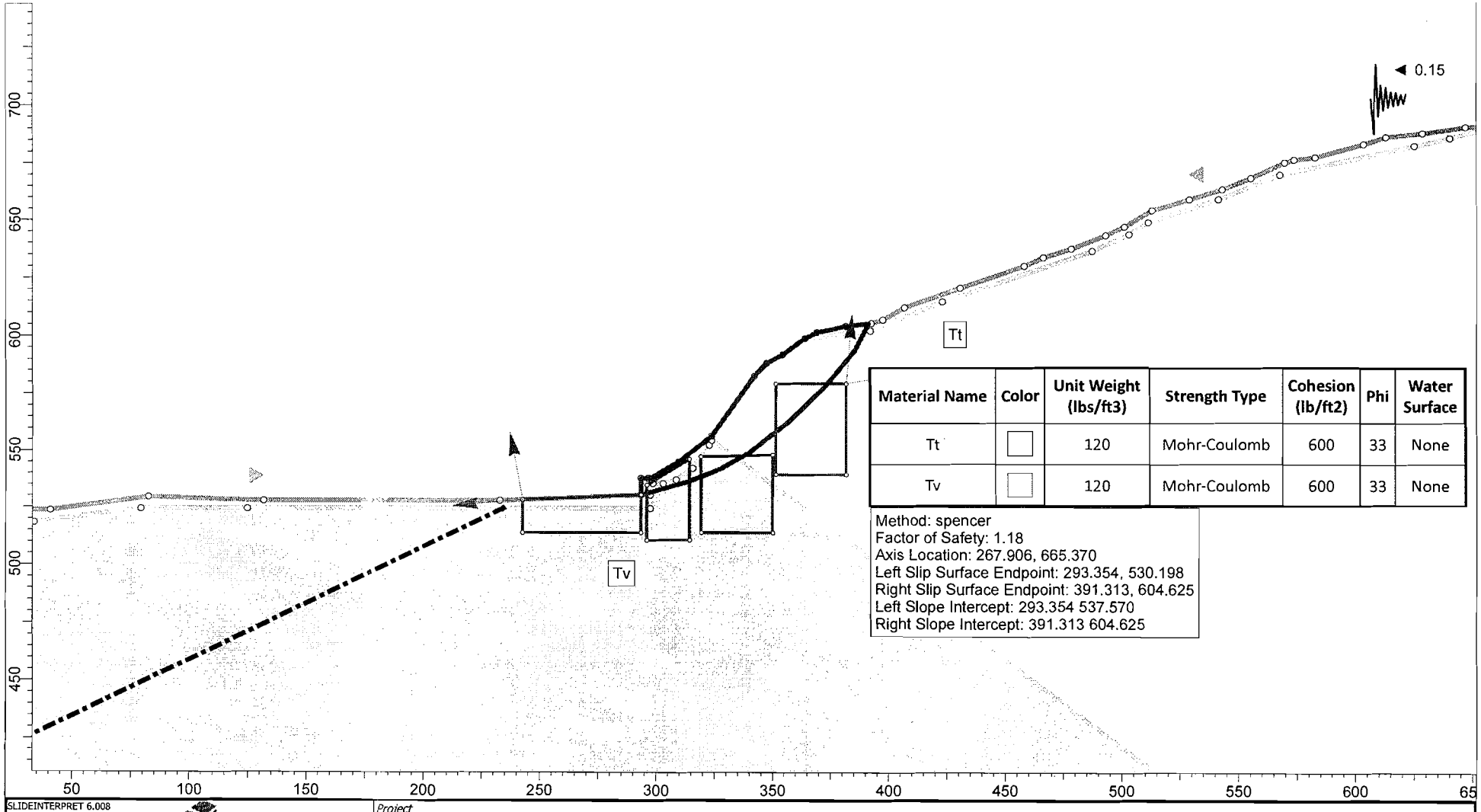

Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (lb/ft2)	Phi	Water Surface
Tt		120	Mohr-Coulomb	600	33	None
Tv		120	Mohr-Coulomb	600	33	None

Method: spencer
Factor of Safety: 1.18
Axis Location: 267.906, 665.370
Left Slip Surface Endpoint: 293.354, 530.198
Right Slip Surface Endpoint: 391.313, 604.625
Left Slope Intercept: 293.354 537.570
Right Slope Intercept: 391.313 604.625

SLIDEINTERPRET 6.008

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Project: FORD THEATRE			
Analyzed By: SP	Units: feet	Scale: 1:720	Project No.: PN: 603507-001
Date: 2/5/2013, 2:54:41 PM	Condition: Pseudostatic		

SE1

Section B-B': Global Stability Analysis

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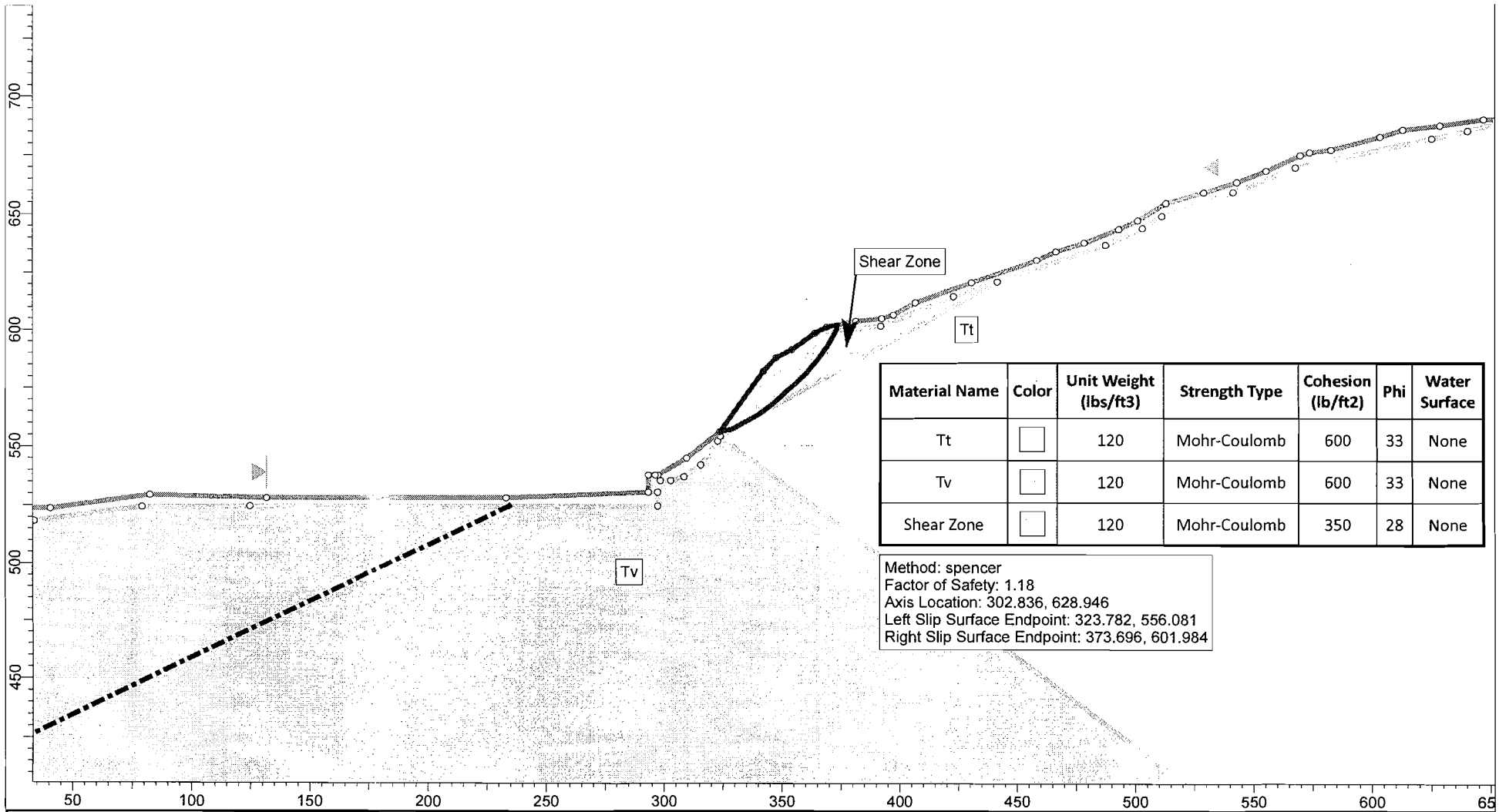

Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (lb/ft2)	Phi	Water Surface
Tt		120	Mohr-Coulomb	600	33	None
Tv		120	Mohr-Coulomb	600	33	None
Shear Zone		120	Mohr-Coulomb	350	28	None

Method: spencer
Factor of Safety: 1.18
Axis Location: 302.836, 628.946
Left Slip Surface Endpoint: 323.782, 556.081
Right Slip Surface Endpoint: 373.696, 601.984

SLIDEINTERPRET 6.008

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Project			
FORD THEATRE			
Analyzed By: SP	Units: feet	Scale: 1:720	Project No.: PN: 603507-001
Date: 2/5/2013, 2:54:41 PM	Condition: Static		

Section B-B': Global Stability Analysis

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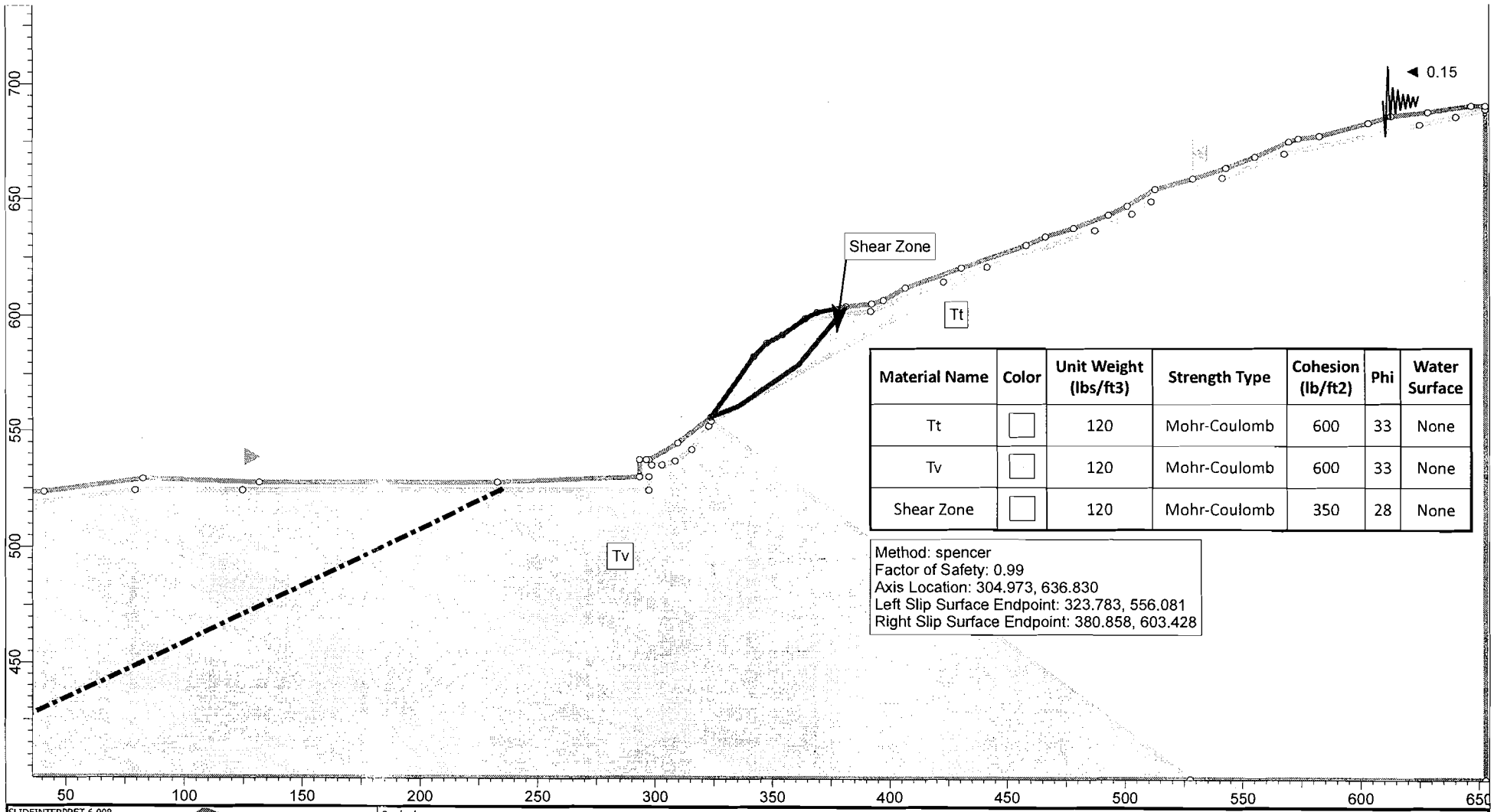


Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (lb/ft2)	Phi	Water Surface
Tt		120	Mohr-Coulomb	600	33	None
Tv		120	Mohr-Coulomb	600	33	None
Shear Zone		120	Mohr-Coulomb	350	28	None

Method: spencer
Factor of Safety: 0.99
Axis Location: 304.973, 636.830
Left Slip Surface Endpoint: 323.783, 556.081
Right Slip Surface Endpoint: 380.858, 603.428

SLIDEINTERPRET 6.008

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Project	FORD THEATRE		
Analyzed By: SP	Units: feet	Scale: 1:720	Project No.: PN: 603507-001
Date: 2/5/2013, 2:54:41 PM	Condition: Pseudostatic		

LEGEND

Afu	ARTIFICIAL FILL-UNDOCUMENTED, CONTAINS STOCKPILED ONSITE DEBRIS SILTY SANDY GRAVEL TO GRAVELLY SAND WITH COBBLE AND BOULDER SIZED DEBRIS.
Qcol	QUATERNARY COLLUVIUM, LOOSE, CONSISTS OF LOCALLY DERIVED BEDROCK MATERIAL, UNCONSOLIDATED, SUSCEPTIBLE TO SLOPE CREEP AND RAPID EROSION, MANTLES SLOPES, WITH THICK WEDGE AT TOES OF CUT SLOPES. DEBRIS FLOW HAZARD

MIDDLE TOPANGA FORMATION AND VOLCANIC BEDROCK

Tts	LIGHT GREY TO ORANGE BROWN, HARD, THICKLY BEDDED, RESISTANT TO EROSION. MODERATELY TO WELL CEMENTED SANDSTONE WITH LOCALIZED PEBBLY LAYERS. FINE TO COARSE ANGULAR TO TRACE ROUNDED GRAINS, INCLUDES QUARTZ PEBBLE SIZED INCLUSIONS. UNIT INCLUDES VERY FINE GRAINED SANDY SILTSTONE IS THINLY BEDDED AND CONTAINS DARK REDDISH BROWN, SILICEOUS CHERTY BEDS. SEVERELY FRACTURED, BLOCKY, ROCKFALL HAZARD ALONG CUT SLOPES, CIRCLED WHERE BURIED.
Ttbs	DARK GREY, CRUMBLY SANDSTONE WITH BASALT FRAGMENTS AND ROUNDED MANGANESE NODULES. SEVERELY WEATHERED AND FRACTURED. HEAVY SECONDARY MINERALIZATION AND CHEMICAL ALTERATION OF MAFIC MINERALS. CIRCLED WHERE BURIED.
Tvb	EXTRUSIVE BASALTIC VOLCANIC ROCKS, DARK GREY TO BLACK, VESSICULAR TO PILLOW STRUCTURE. SEVERELY WEATHERED AND FRACTURED. PERVASSIVE BLOCKY FRACTURE. MODERATE LUSTER ON WEATHERED BLOCKY FACES. DEGRADES TO SAND SIZED FRAGMENTS. HEAVY SECONDARY MINERALIZATION TO EPIDOTE, CHEMICALLY WEATHERED, FRIABLE NEAR SURFACE, HARD WITH DEPTH. CIRCLED WHERE BURIED.
— — — — . . . .?	GEOLOGIC CONTACT, DASHED WHERE APPROXIMATE, DOTTED WHERE CONCEALED. QUERRIED WHERE UNCERTAIN

	APPROXIMATE BOUNDARIES OF CUT SLOPES
	APPROXIMATE BOUNDARY OF COLLUVIUM. DEBRIS FLOWS PRIMARILY WITHIN BASALT FORMATION DENOTES DIRECTION OF MOVEMENT. AREAS ARE SUBJECT TO ONGOING CREEP AND SEDIMENT BUILDUP BEHIND EXISTING WALL IMPROVEMENTS.
30/15	STRIKE AND DIP OF BEDDING
310/75	STRIKE AND DIP OF FAULT
130/30	STRIKE AND DIP OF BEDROCK CONTACT
290/30	STRIKE AND DIP OF LOCALIZED SHEAR SURFACES
	EXISTING RETAINING WALLS
	BASALT DIKE
	SURFACE CONTACT OF SANDSTONE BEDDING AND INTRUSIVE BASALT OUTCROPS
	APPROXIMATE CENTERLINE OF EXISTING DRAINAGES. ARROW DENOTES DIRECTION OF SURFACE FLOW
33.2SM 70.5M	APPROXIMATE LOCATION OF SEISMIC LINES S-1 AND S-2. SHOWN WITH LENGTH IN METERS (M). (LEIGHTON, 2013)
E E'	LOCATION OF GEOLOGIC CROSS SECTIONS (LEIGHTON 2013 AND CURRENT STUDY)

SCALE 0 40 80 FEET

GEOLOGIC MAP
FORD THEATRE
EAST CAHUENGA BOULEVARD
LOS ANGELES, CALIFORNIA

PLATE 1

Proj: 10296.001	Eng/Geol: CCK/JAR
Scale: 1"=40'	Date: 09/2013

Drawn By: BDT | Checked By: MPP | A geotechnical data file of Plate 1 of Geologic Map (1 of 2)

TEST PIT AND CROSS SECTION LOCATION MAP — PLATE 2

FORD THEATRE
EAST CAHUENGA BOULEVARD
LOS ANGELES, CALIFORNIA

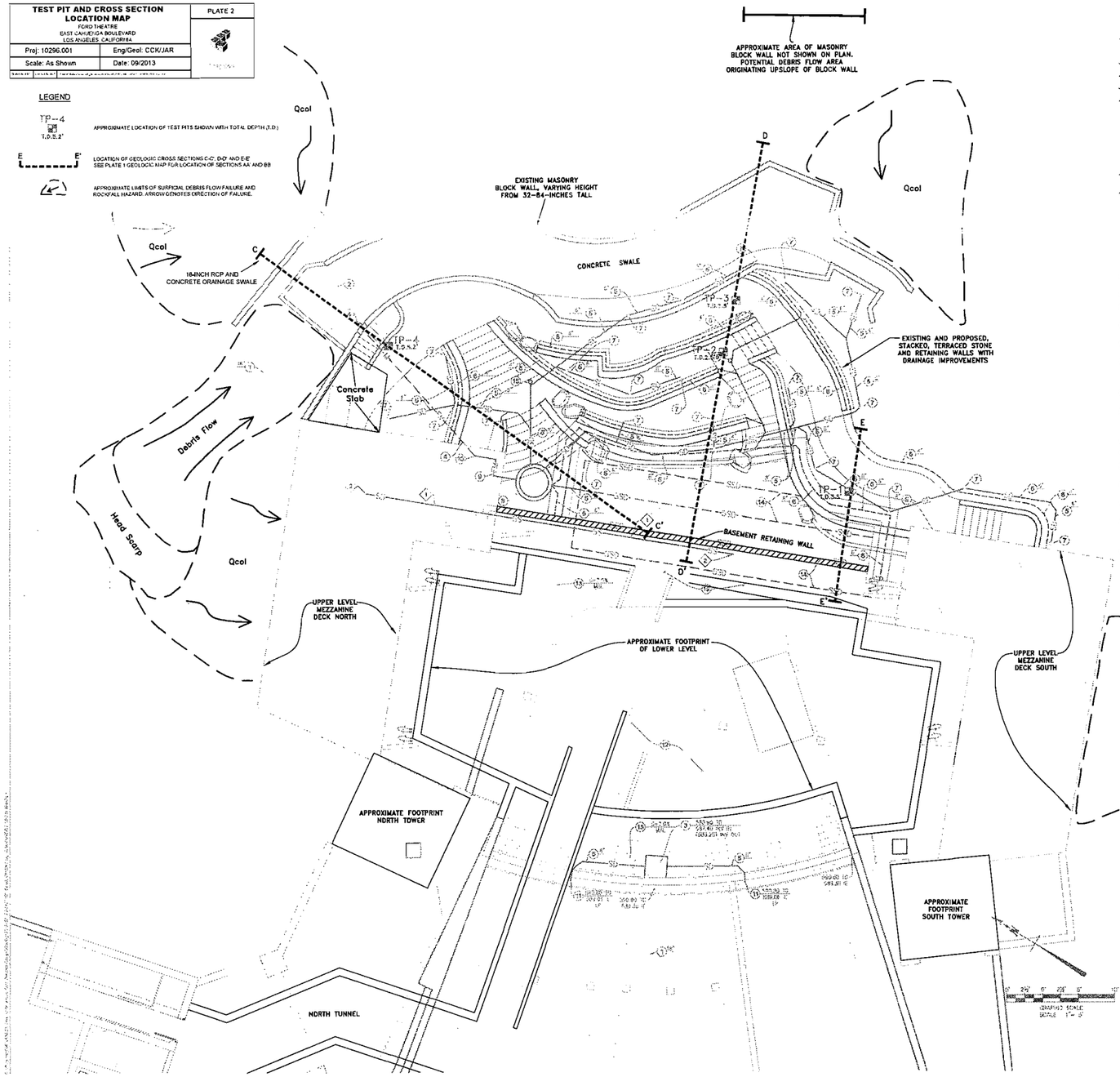
Proj: 10296.001	Eng/Geol: CCK/JAR
Scale: As Shown	Date: 09/2013

LEGEND

TP-4 — T.D.S.2' — APPROXIMATE LOCATION OF TEST PITS SHOWN WITH TOTAL DEPTH (T.D.)

E — E' — LOCATION OF GEOLOGIC CROSS SECTIONS C-C', D-D' AND E-E'. SEE PLATE 1 GEOLOGIC MAP FOR LOCATION OF SECTIONS AA' AND BB'

APPROXIMATE LIMITS OF SURFICIAL DEBRIS FLOW FAILURE AND ROCKFALL HAZARD. ARROW DENOTES DIRECTION OF FAILURE.



LEGEND

- SD — STORM DRAIN
- SD — NEW STORM DRAIN
- SD — EXISTING STORM DRAIN TO BE REMOVED
- FM — FIRE DEPARTMENT STORM DRAIN
- SD — STORM DRAIN FOR FIRE MAIN

SEWER CONSTRUCTION NOTES

1. EXISTING SEWER MAIN TO BE REMOVED AND REPLACED PER PLUMBING PLANS FOR DETAILS
2. REMOVE OR ABANDON IN PLACE EXISTING SEWER

SD CONSTRUCTION NOTES

1. EXISTING STORM DRAIN PER CIVIL SITE PLAN
2. EXISTING STORM DRAIN CATCH BASIN TO REMAIN
3. EXISTING STORM DRAIN WITH RENTAL TO BE REMOVED AND REPLACED PER SITE PLAN
4. EXISTING 6" STORM DRAIN DOWNSPOUT TO REMAIN
5. INSTALL PVC SCHED STORM DRAIN LINE PER PLAN FOR SIZE AND LENGTH
6. INSTALL PERFORATED PVC SCHED SUB-SURFACE STORM DRAIN LINE IN GRAVEL POCKET WITH NON-DIRECTIONAL GEOTEXTILE FABRIC SEE DETAIL 1 ON SHEET C5.00
7. INSTALL 6" CAST IRON STORM DRAIN AREA DRAIN
8. CONSTRUCT 24" DIAMETER PIT, DRILL AND INSTALL FIVE 6" PERFORATED SCHED 4 SLOT PIPES, SEE DETAIL 2 ON SHEET C5.00 FOR PIPING AND FITTINGS
9. INSTALL 4" CAST IRON STORM DRAIN FIRE MAIN
10. POINT OF CONNECTION TO EXISTING STORM DRAIN
11. INSTALL STORM DRAIN INLET DRAIN SYSTEM AT FLOW OF SLOPE, SEE DETAIL 3 ON SHEET C5.00
12. STUBS DRAINS AND DOWNSPOUTS DRAINS PER ARCHITECTURAL PLANS
13. INSTALL 4" CAST IRON STORM DRAIN DOWNSPOUT PIPE
14. INSTALL INTERCEPTOR PVC SCHED 3.25 SURFACE STORM DRAIN LINE IN GRAVEL POCKET WITH NON-DIRECTIONAL GEOTEXTILE FABRIC UNDER STAIR FOOTINGS
15. INSTALL STORM DRAIN CLEAN-OUT WITH RISER AND EITHER TO NEAR FINISH GRADE

OFF-SEASON TWO IMPROVEMENTS

John Anson Ford Theatres
[illegible]

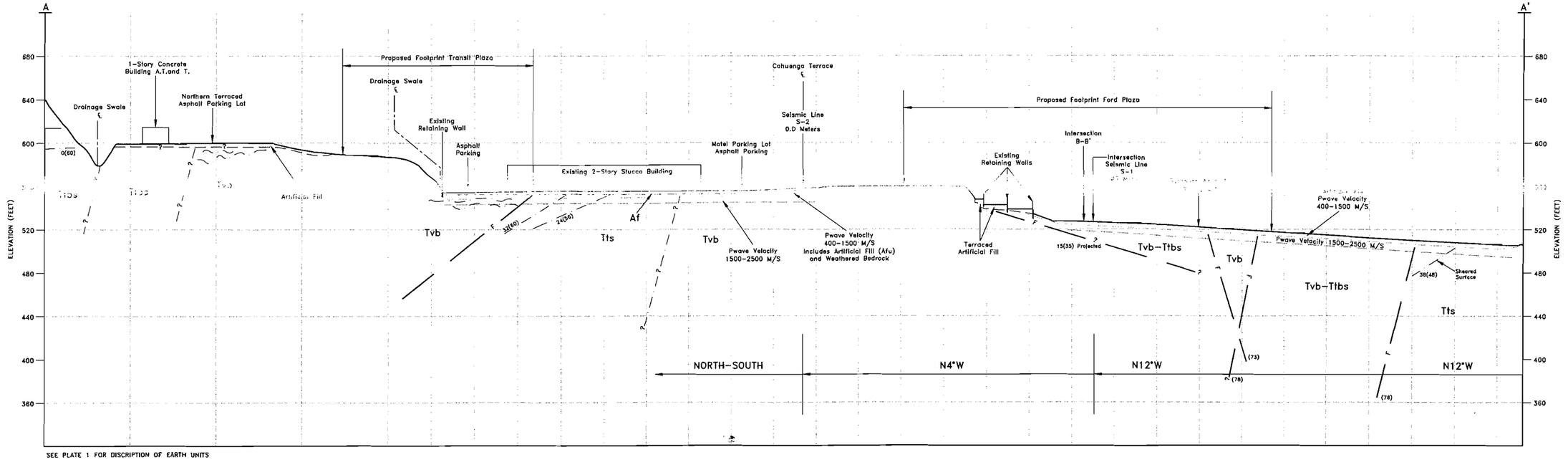
Levin & Associates Architects
[illegible]

MOLLENHAUER
CIVIL ENGINEERING
SURVEYING AND PLANNING
LAND DEVELOPMENT

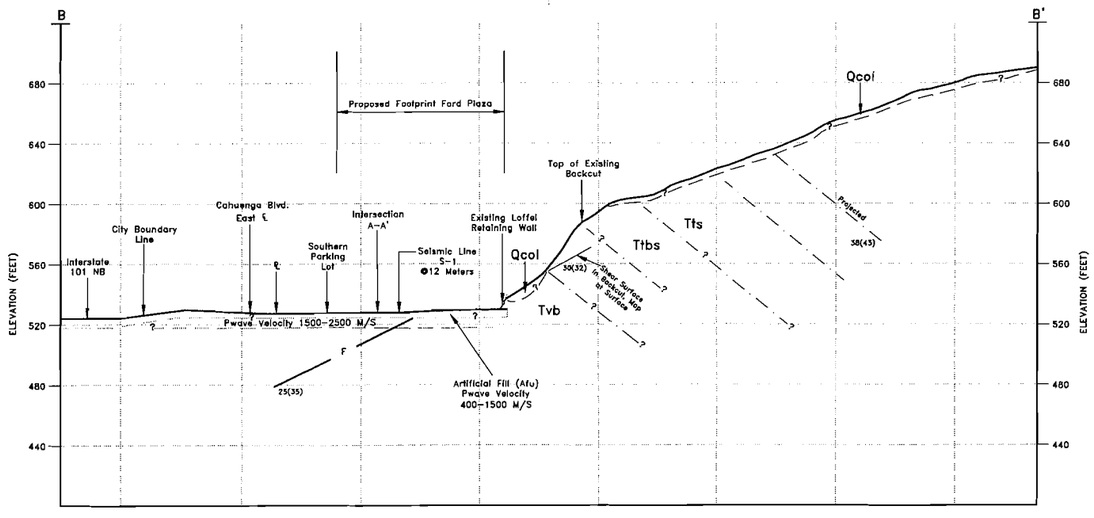
NOT FOR CONSTRUCTION

UTILITY AND DRAINAGE PLAN

C3.00



SEE PLATE 1 FOR DISCRIPTION OF EARTH UNITS



LEGEND

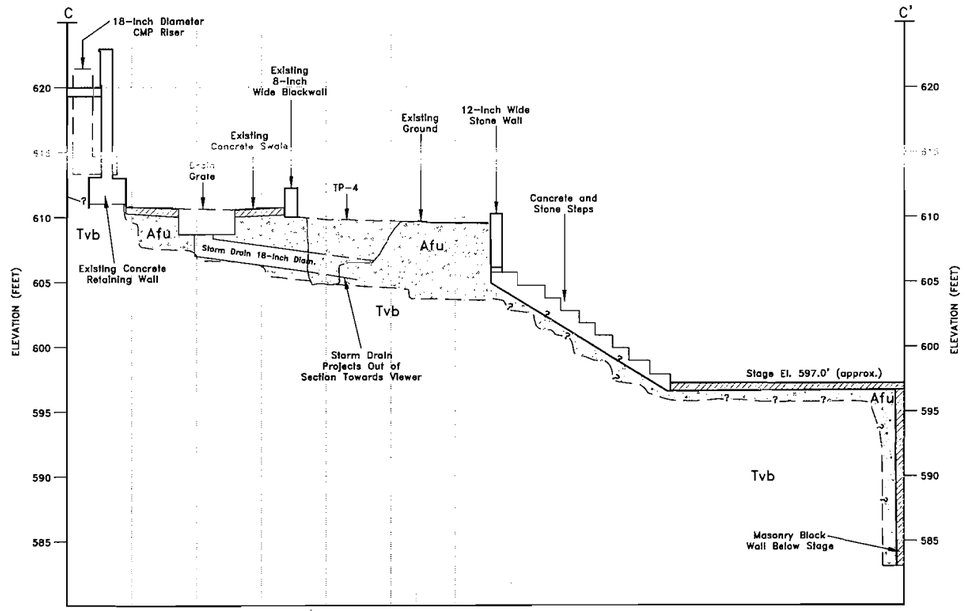
- GEOLOGIC CONTACT BETWEEN DIFFERENT ROCK TYPES, PROJECTED TO SECTION, DASHED AND QUERRIED DUE TO UNCERTAINTY.
- FAULT CONTACT SHOWN GEOMETRICALLY WITH APPARENT DIP; ACTUAL DIP SHOWN IN PARENTHESES.
- BASALTIC PILLOW STRUCTURE, NO PREFERRED ORIENTATION
- APPROXIMATE LAYERING BASED ON SEISMIC PWAVE VELOCITIES REPORTED IN METERS PER SECOND (M/S)
- APPARENT DIP OF BEDDING, ACTUAL DIP IN PARENTHESES

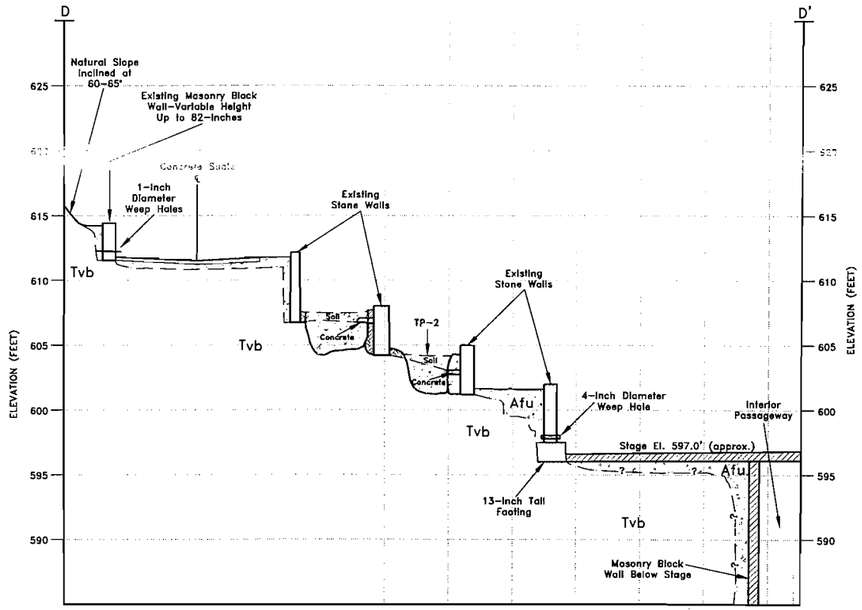
GENERALIZED GEOLOGIC CROSS SECTIONS A-A' AND B-B'
FORD THEATRE
EAST CAHUENGA BLVD.
LOS ANGELES, CALIFORNIA

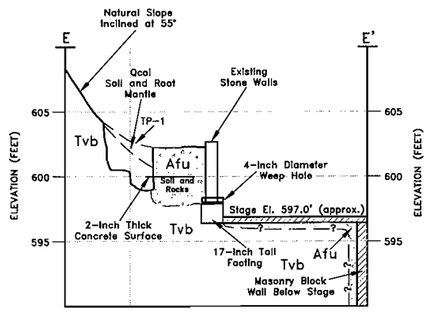
PLATE 3

Proj: 10296.001	Eng/Geol: CK/JR
Scale: 1"=40'	Date: 09/2013

Leighton







GENERALIZED GEOLOGIC CROSS SECTIONS C-C', D-D' AND E-E'
FORD THEATRE
EAST CAHUENGA BLVD.
LOS ANGELES, CALIFORNIA

PLATE 4

Proj: 10296.001	Eng/Geol: CK/JR
Scale: 1"=40'	Date: 09/2013

Leighton

APPENDIX E

SEISMIC HAZARD ZONE REPORT FOR THE HOLLYWOOD 7.5-MINUTE QUADRANGLE, LOS ANGELES COUNTY, CALIFORNIA

1998

DEPARTMENT OF CONSERVATION
Division of Mines and Geology

STATE OF CALIFORNIA
GRAY DAVIS
GOVERNOR

THE RESOURCES AGENCY
MARY D. NICHOLS
SECRETARY FOR RESOURCES

DEPARTMENT OF CONSERVATION
DARRYL YOUNG
DIRECTOR

The results of the grouping of geologic materials in the Hollywood Quadrangle are in Tables 2.1 and 2.2.

HOLLYWOOD QUADRANGLE SHEAR STRENGTH GROUPS							
	Formation Name	**Number Tests**	**Mean/ Median Phi**	**Mean/ Median Group phi (deg)**	**Group Mean/ Median C (psf)**	**No Data: Similar Lithology**	**Phi Values Used in Stability Analysis**
GROUP 1	Kgr	28	40.5/40	40.5/40	483/440		40.5
GROUP 2	Tpn4(fbc) Tb Tm(fbc) Tt(fbc) Tpn1(fbc)	27 22 22 36 16	34.2/34 33.8/33.5 33.5/34.5 33.0/34.7 31.4/31	33.2/34	597/500	Kt Ttc(fbc) Tts(fbc) TK	33.2
GROUP 3	Qi Tt(abc) Tf3 Qa Qsp Tpn Tpn4(abc) Tpn1(abc)	35 17 3 6 30 5 5 30	29.9/29 29.8/31 29/28 28.8/29 28.2/30 27.8/29 27.4/26 26.8/26	28.5/29	366/300	af, Qao Qay1, Qay2 Qc?,Qoa Qof?,Qp, Qt Qw, Qya1 Qya2, Qyf1 Tss	28.5
GROUP 4	Tpn3 Tm(abc)	16 20	23/19 22/22	22.4/20.1	392/364		22.4
GROUP 5	Qls	-	-	-	-		14

abc = adverse bedding condition, fine-grained material strength
fbc = favorable bedding condition, coarse-grained material strength

Table 2.1. Summary of the Shear Strength Statistics for the Hollywood Quadrangle.

Appendix H.4

Addendum 3 to Geotechnical Exploration Report

ADDENDUM NO. 3 TO GEOTECHNICAL EXPLORATION REPORT OFF-SEASON THREE AND FOUR IMPROVEMENTS JOHN ANSON FORD THEATERS 2580 CAHUENGA BOULEVARD EAST HOLLYWOOD DISTRICT OF LOS ANGELES, CALIFORNIA

Prepared for

Ford Theatre Foundation

2580 Cahuenga Boulevard East
Hollywood, California 90068

Project No. 10296.002

February 28, 2014

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

February 28, 2014

Project No. 10296.002

To: Ford Theatre Foundation
2580 Cahuenga Boulevard East
Hollywood, CA 90068

Attention: Mr. Mohammad Saeid, CCM Senior Project Manager

Subject: Addendum No. 3 to Geotechnical Exploration Report
Off-Season Three and Four Improvements
John Anson Ford Theaters
2580 Cahuenga Boulevard East
Hollywood District of Los Angeles, California

In accordance with our January 6, 2014 proposal, authorized on January 13, 2014, Leighton Consulting, Inc. (Leighton) is pleased to present this third addendum to our geotechnical exploration report in support of the proposed Off-Season Three and Four Improvements. Our scope of work for this study included geologic mapping, subsurface exploration, laboratory testing, engineering analysis, and preparation of this report.

This addendum presents the results of our geotechnical exploration and field mapping program and provides recommendations for design and construction of the proposed improvements.

We appreciate the opportunity to be of service to the Ford Theatre Foundation. If you have any questions or if we can be of further service, please call us at your convenience at (866) LEIGHTON, at the direct extensions listed below, or e-mail us as listed below.

Respectfully submitted,

LEIGHTON CONSULTING, INC.

Joe A. Roe, CEG 2456
Senior Project Geologist

REGISTERED PROFESSIONAL GEOLOGIST
JOE A. ROE
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STATE OF CALIFORNIA

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Senior Principal Engineer

REGISTERED PROFESSIONAL ENGINEER
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STATE OF CALIFORNIA

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TABLE OF CONTENTS

ATTACHMENTS:

1.0 INTRODUCTION

1.1 Authorization

In accordance with your authorization on January 13, 2014, and based on our January 6, 2014 proposal, Leighton Consulting, Inc. (Leighton) has performed geologic mapping, subsurface exploration, laboratory testing, and engineering analysis for the proposed Off-Season Three and Four Improvements at John Anson Ford Theaters. The project is located at 2580 East Cahuenga Boulevard in the Hollywood District of Los Angeles, California (Figure 1, *Site Location Map*).

1.2 Objective

The objective of our investigation was to obtain rock quality designation (RQD) estimates of bedrock to evaluate proposed grading, which includes lowering the grade of the cul-de-sac road immediately north of the existing amphitheater by approximately 10 feet and significant hillside cuts ranging from 35 to 50 feet in height for proposed transformer and generator pads and a central plant, see Plate 1, *Revised Geologic Map*.

The transformer and generator pads, proposed on the north and east sides of the cul-de-sac, are located below a potential debris flow area emanating from the drainage swale that outlets to the cul-de-sac. The Central Plant, proposed north of the cul-de-sac entrance, is partially within a surfically mapped failure originating from within the basalt formation.

Therefore, we focused on the area surrounding the cul-de-sac entrance and hillside terrain within the planned 0.75-mile-long pedestrian trail. The main geologic considerations are the potential for debris flows emanating from the hillside swale above the area of planned transformer and generator pads and slope stability.

1.3 Scope of Work

Our scope included document review, geologic mapping, subsurface exploration, laboratory testing, engineering analysis, on-site meeting with the design team, and preparation of this report. To accomplish our scope of work we provided the following services:

- *Review of Available Data*: We reviewed the Draft Interim Site Plan Off-Season 3 and 4, Scale 1"=40', prepared by Levin and Associates Architects, dated December 9, 2013.

- *Geologic Mapping*: We performed field mapping of the observable rock mass, and surficial soil conditions in the project area. Newly collected geologic and structural data is shown on Plate 1, *Revised Geologic Map*.

- *Geotechnical Cross Sections:* We updated existing cross sections A-A' and B-B' developed during our preliminary evaluation (Leighton, 2013a) and constructed five (5) additional cross sections F-F', G-G' H-H', I-I' and J-J' to evaluate the proposed improvements with respect to interpreted subsurface conditions. Geologic cross sections are shown on Plates 2 and 3.

- *Geotechnical Exploration*: We excavated one rock core (RC-1) to a depth of 37 feet below the existing ground surface (bgs) within the cul-de-sac in the area of the planned transformer and generator pads to obtain recoverable rock cores in determination of Rock Quality Designation (RQD) for use in slope stability analysis. The RQD is a modified core recovery percentage in which unrecovered core, fragments and pieces of rock and altered rock are not counted so as to downgrade the quality designation of recovered rock. Rock coring at this location identified the soft crumbly weathered basalt bedrock to a depth of approximately 10 feet below grade. Below 10 feet the formational material becomes extremely hard, very well cemented and resistant characterized as andesitic brecciated basalt bedrock to the total depth of the core. RQD are included on the boring log in Appendix B, *Subsurface Exploration*. Rock cores were collected from the boring at approximate 2.5- and 5-foot intervals and transferred to our lab for analysis. The boring was backfilled with bentonite grout and capped with concrete to the ground surface after completion. Drill cuttings and drilling mud were disposed of on-site.

- *Laboratory Testing*: Unconfined compression testing of samples from RC-1 was performed to develop shear strength parameters for slope stability analysis. Results are shown in Appendix C, *Laboratory Testing*.

- *Engineering Analysis*: We performed an evaluation of the proposed Off-Season Three and Four improvements project based on the field data gathered during our current and prior studies at the site.

- *Report:* Leighton prepared this report documenting the results of the geological mapping, subsurface exploration and engineering analysis and provides updated recommendations where applicable for design and construction of the Off-Season Three and Four Improvements.

1.4 Project Description

The overall John Anson Ford Theaters Master Plan Project includes the following primary components: (1) preservation and rehabilitation of certain portions of the existing Amphitheatre; (2) the Ford Terrace, which would include a four-story structure with three levels 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 meeting hall, 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 a 99-seat rehearsal and event space; and (5) a 0.75-mile hiking trail.

Leighton understands the Off-Season 3 and 4 improvements are to consist primarily of a new concessions building, loading dock and service court, pads for new transformers and generator, new Central Plant and electrical services, and a 0.75-mile-long pedestrian trail and associated appurtenances. Geotechnical information was collected to supplement previous information provided in our referenced reports (Leighton 2013a and 2013b) in order to complete the current scope of work.

1.5 Study Area

The project site (Site) is situated within a west-facing hillside slope immediately east of US 101 (Hollywood Freeway). The summit and upper ridgeline ranges from Elevation +840 to +940 feet mean sea level (msl) and are approximately 350 feet higher than the lowest elevation along the western portion of the Site adjacent to Cahuenga Boulevard East (Elevation +510 to +570 feet msl). As such, the topography of the Site is widely varied from moderately sloping surface parking areas along the western portion of the Site to steep hillsides that are vegetated primarily with chaparral and scattered trees along the northern, southern, and eastern portions.

Rock outcroppings are visible primarily along the ridgelines and as steep near-vertical cliffs. Thick surficial deposits of colluvium and weathered bedrock obscure the structural rock exposures over most of the hillside terrain except as indicated on Plate 1.

The remaining areas are comprised of surface parking 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 Site, there are existing user-created trails and badly distressed concrete stairs in the hills behind the Amphitheater.

2.0 GEOLOGIC RECONNAISSANCE AND MAPPING

We advanced a continuous rock core boring (RC-1) to a depth of 37 feet bgs and performed field mapping of the Off-Season Three and Four Improvements project area to supplement the data provided in our referenced reports. The interpreted subsurface conditions are shown on revised cross sections, Plate 2, sections A-A' and B-B' developed during our preliminary evaluation and new cross sections F-F', G-G' H-H', I-I' and J-J' on Plate 3. Cross Sections C-C', D-D' and E-E', developed in support of the Off-Season Two improvements, remain unaffected by acquisition the new geologic information and are included for reference on Plate 2.

2.1 Cul-de-Sac Parking Area

The circular parking area (cul-de-sac) will be lowered by approximately 10 feet below current grade to accommodate construction of a four-story Office and Concessions Building, Ford Terrace Plaza, new loading dock and staging area, Artist Workshop Building, and generator and transformer pads (See Plate 3, Cross Sections F-F' and G-G'). The approximate footprint of the proposed improvements is shown on Plate 1.

From our geologic field mapping and core boring (RC-1), it appears bedrock within the hillside above the cul-de-sac consists predominately of weathered pillow basalt in contact with steeply dipping (N9˚E,54˚SE to N20˚E,67˚SE) and severely weathered sandstone and lesser shale. Based on data recovered from the core boring, basaltic bedrock underlying the footprint of these proposed areas is expected to become extremely hard and resistant (RQD>90%) at approximately 10 feet below current grade corresponding to Elevation +592 feet msl. Basalt bedrock encountered at this depth interval consists of extremely hard, resistant and well cemented andesitic brecciated basalt and will prove difficult to excavate below weathered depths.

The swale above the proposed transformer and generator pads has been reported verbally to have been subject to enormous debris flows that cascaded down the cul-de-sac to the access drive to East Cahuenga Boulevard. Retaining walls for the transformer and generator pads will require significant freeboard (extension of wall above retained backslope) and to consider temporary surcharge imposed by wet soil debris. A storm drain catch basin will need to be constructed to allow regular rainfall runoff to be transported away for the retaining structures to prevent buildup of hydrostatic pressure behind the walls. Periodic

maintenance to prevent excessive buildup of soil debris will need to be regularly performed.

Based on the results of slope stability analysis, the required cuts for the transformer and generator pads may be accomplished without shoring. The weathered zone (upper 10 feet of excavation) will likely slough and require a 2:1 (horizontal to vertical) backslope. Retaining walls will be required to augment the stability of the cut slopes and establish the recommended freeboard. Results of slope stability analyses are shown in Appendix D, *Slope Stability Analysis*.

2.2 Central Plant and Electrical Services

A new Central Plant and Electrical Services Building (Central Plant) is proposed in an area of surficial instability, within heavily weathered pillow basalt formation (Plate 3, Cross Section H-H'). There is an existing cast-in-place concrete wall with timber lagging immediately west of the proposed Central Plant. The timber lagging is heavily distressed and rotting in place. The concrete wall is slightly terraced, and intermittently overtopped with surficial soil debris during heavy precipitation. The concrete wall has several cracks within the face and will need to be removed and replaced in order to construct the Central Plant.

Based on the results of slope stability analysis, the required cut for the Central Plant may be accomplished without shoring. The weathered zone (upper 10 feet of excavation) will likely slough and require a 2:1 (horizontal to vertical) backslope. Retaining walls will be required to augment the stability of the cut slope and establish the recommended freeboard. Results of slope stability analyses are shown in Appendix D.

2.3 Pedestrian Trail

A 0.75-mile-long pedestrian trail is proposed for construction to access the hillside areas of the theatre. Based on our geologic mapping (Plate 1), the main geotechnical considerations for this pathway are thick, loose soil accumulations; hard, resistant ridge top; and cliff-forming sandstone and shale. The existing heavily damaged and cracked concrete stairs constructed on the hillside to provide access to the cross above the amphitheater will require repair or replacement. It is anticipated that the trail will consist of lightweight pipe and batter board to account for stepped elevation differences with aluminum or wood stairs constructed in areas of cliff-forming sandstone and shale. A majority of the

pathway is expected to require relatively minor earthwork improvements such as stabilization and compaction of loose soil.

3.0 FINDINGS AND CONCLUSIONS

Based on the results of our supplemental exploration, we conclude that the proposed Off-Season Three and Four improvements project is feasible from a geotechnical standpoint. We did not encounter significant geotechnical constraints that cannot be mitigated by proper planning, design, and sound construction practices. The key findings of our supplemental investigation for the site are summarized below:

- The near surface materials encountered consist of a thin layer (less than 1-foot thick) of undocumented fill in the cul-de-sac area. Undocumented fills locally contain large oversize rock fragments and basalt debris. The fill encountered at the site is associated with past construction activities.

- The colluvium consists predominately of angular sands and gravel sized basalt rock fragments intermixed with organic debris from hillside vegetation. The colluvium forms thick accumulations in the swale above the proposed generator and transformer pads at the cul-de-sac. Verbal discussions with onsite personnel indicate the colluvium has slid down the swale as a debris flow during the winter of 2005-2006. Colluvium is subject to continuous downhill creep and subject rapid releases in the form of debris flows following periods of intense precipitation.

- The basalt bedrock in the cul-de-sac area has massive pillow structure, is very blocky, interlocked, and partially disturbed with multi-faceted angular blocks formed by joint sets and as a result of tectonic uplift during the mountain building process. Basalt in this location was observed to be weathered to a depth of approximately 10 feet below grade becoming very hard, very well cemented brecciated basalt and will prove difficult to excavate below its weathered depth. Heavy ripping should be anticipated.

- Steeply dipping sandstone and very hard shale with weak planar structural features in unfavorable orientation (N9˚E,54˚SE to N20˚E,67˚SE) to the proposed pads is expected to be encountered in the western portion of the cut for transformer and generator pads. The sandstone is of limited thickness (approximately 6-inches) at this location and embedded with the heavily fractured and weathered shale. The shale is well cemented and can be prove moderately difficult to excavate in the weathered zone. Sandstone on other areas of the site was observed to be thickly bedded and outcrops along ridge tops and in cliff forming exposures. Heavy ripping should be anticipated.

- Based on the rock quality (RQD) determined during the core boring (RC-1) excavation (Appendix B), it is our opinion that the basalt and sandstone materials will vary from easily rippable near surface to difficult below 10 feet in depth.

- Groundwater was not encountered. Nuisance water could be encountered during and after seasonal precipitation emanating from the natural drainage swale above the area of proposed transformer and generator pads.

- The required cuts for the transformer and generator pads and Central Plant may be accomplished without shoring. The weathered zone (upper 10 feet of excavation) will likely slough and require a 2:1 (horizontal to vertical) backslope. Retaining walls will be required to augment the stability of the cut slope and establish the recommended freeboard to protect against debris flows.

- The existing onsite soils are expected to be generated from the basalt formation and are not suitable for re-use as fill behind the retaining structures. Select free draining backfill material is required to prevent hydrostatic pressure from building up behind the retaining walls.

- Oversize material could be generated while excavating the sandstone rocks and brecciated basalt during excavation in the cul-de-sac area. Oversize material should be removed from the site or placed at a designated, pre-approved disposal area within the theater complex.

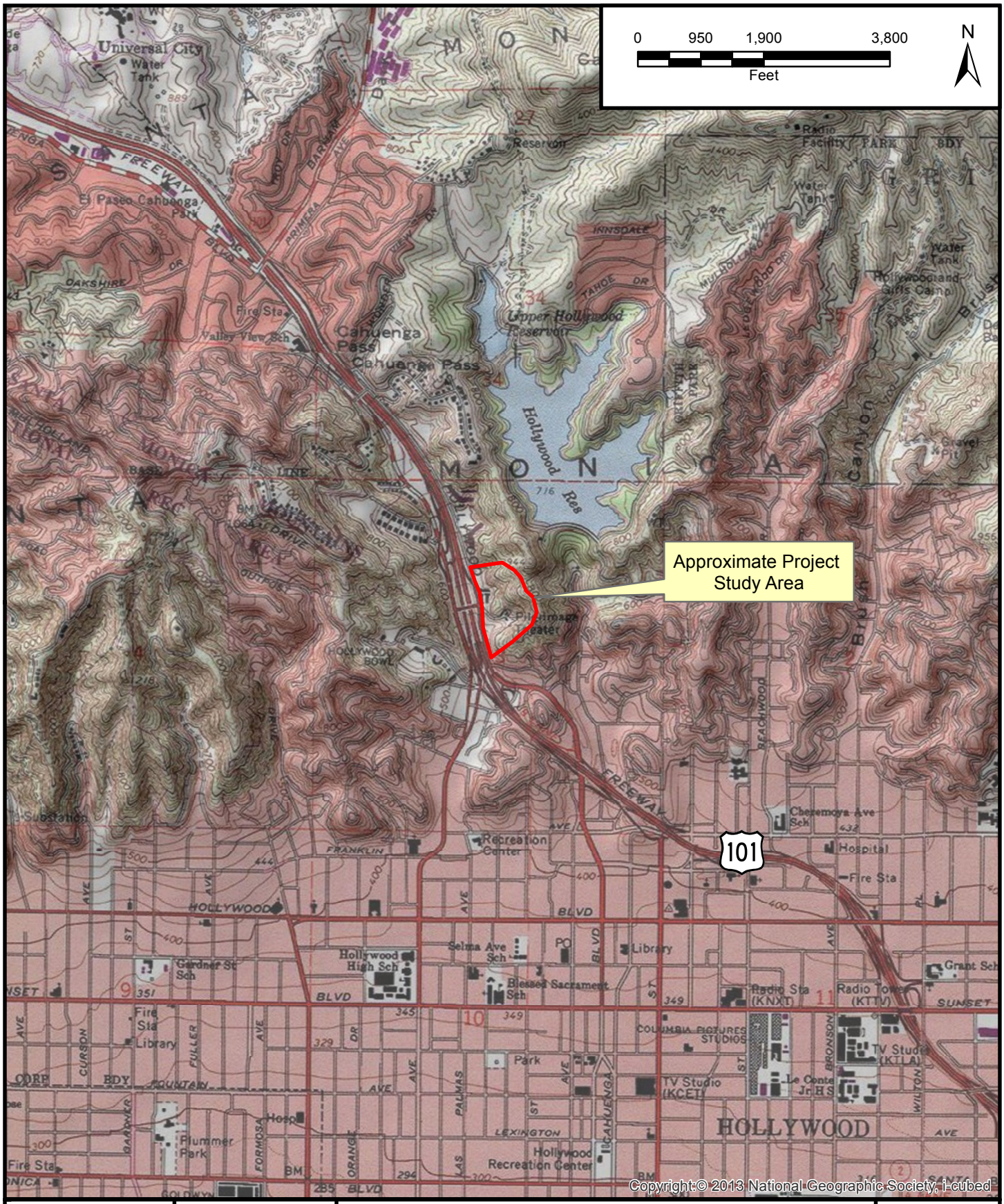
4.0 GEOTECHNICAL RECOMMENDATIONS

Recommendations contained in the referenced reports and addendum (Leighton 2013a, 2013b, 2013c) remain applicable to the site except were superseded by more stringent recommendations contained herein. Extensive removals and recompaction of loose slope materials will be required for the project as they have substantial debris flow potential. These materials should be removed and recompacted where applicable or removed in their entirety to reduce the potential for remobilization.

For protection against future debris flows the new retaining walls for the generator and transformer pads and the Central Plant should have a minimum freeboard height of 24 inches (height of wall above retained soil). A storm drain and catch basin should be constructed in the swale above the planned walls to provide an outlet for rainfall runoff and to catch eroded materials. Eroded materials will build up in the catch basin and regular maintenance should be performed to preserve the basin and drain functionality.

Retaining wall recommendations are presented in Leighton (2013b). The concrete pads for transformer and generator pads and the Central Plant may be established on 18-inches of engineered fill or directly on bedrock overlain by a sand leveling course of nominal thickness. From a geotechnical standpoint, we recommend that the slab-on-grade be a minimum of 5 inches thick with No. 3 rebars placed at the center of the slab at 24 inches on center in each direction. The structural engineer should design the actual thickness and reinforcement based on anticipated loading conditions.

Leighton should review the grading plans, shoring plans, foundation plans, and specifications when they are available to verify that the recommendations presented in this report have been properly interpreted and incorporated.



Project: 10296.001	Eng/Geol: CK/JAR
Scale: 1 " = 2,000 '	Date: February 2014

Base Map: ESRI Resource Center, 2012
Thematic Info: Leighton
Author: mmurphy (btran)

SITE LOCATION MAP

John Ansen Ford Theatre
2580 Cahuenga Boulevard East
Los Angeles, California

Figure 1

Leighton

Map Saved as V:\Drafting\10296\001\GIS\of_2013-07-11\Fig1-SiteLocMap603507.mxd on 7/15/2013 4:24:51 PM

APPENDIX A

APPENDIX A

References

Draft Baseline Site Plan Off Season 2, Scale 1”=40’, prepared by Levin and Associates Architects, dated December 9, 2013

Draft Interim Site Plan Off Season 3 and 4, Scale 1”=40’, prepared by Levin and Associates, dated December 9, 2013

Ford Theaters Master Plan Update Diagram, dated October 30, 2013

Leighton Consulting, Inc., 2013a, Preliminary Geotechnical Evaluation, John Anson Ford Theaters Master Plan, 2580 Cahuenga Boulevard East, Hollywood District of Los Angeles, California, dated February 7, 2013.

_____, 2013b, Geotechnical Exploration Report Off-Season Two Improvements, 2580 Cahuenga Boulevard East, Hollywood District of Los Angeles, California, dated September 10, 2013.

_____, 2013c, Addendum to Geotechnical Exploration Report Off-Season Two Improvements, John Anson Ford Theater 2580 Cahuenga Boulevard East, Hollywood District of Los Angeles, California, dated October 15, 2013.

_____, 2014, Addendum No. 2 to Geotechnical Exploration Report Response to Review Comments Off-Season Two Improvements John Anson Ford Theaters 2580 Cahuenga Boulevard East Hollywood District of Los Angeles, California, dated February 27, 2014

APPENDIX B

LEIGHTON

CORE BORING LOG

BORING NO. **RC-1**
PAGE 1 OF 2

PROJECT: **Ford Theatre**
CLIENT: **Ford Theatre Foundation**
CONTRACTOR: **Gregg Drilling**
EQUIPMENT USED: **CME-85**

GROUNDWATER:		DEPTH TO (Feet):			ORIENTATION		CORE BARREL	
DATE	HRS AFT COMP	WATER	BOT. OF CASING	BOT. OF HOLE	X	VERTICAL	TYPE	HQ3
						HORIZONTAL	SIZE	3+3/8
						INCLINED	Bit (Feet)	
						BEARING	Barrel (Feet)	5.0
					0	ANG. FROM VERT.	Total (Feet)	

JOB NO.: **10296.002**
PAGE NO.: **1 of 2**
ELEVATION: **602 Feet**
DATE START: **1/29/2014**
DATE FINISH: **1/29/2014**
DRILLER: **Gregg Drilling**
PREPARED BY: **EBP**
LOCATION: **See Plate 1: Revised Geologic Map**

ELEVATION & CORE DEPTH (Feet)	CORE DEPTH RANGE (Feet)	SAMPLE NUMBER	RECOVERY %	RQD	GRAPHIC LOG	FIELD CLASSIFICATION, REMARKS, AND LIMITATIONS
						The Soil Description applies only to a location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change with time. The description is a simplification of the actual conditions encountered. Transitions between soil types may be gradual.
602 0						@0': 3-inches Asphalt Concrete over 9-inches Aggregate Base
	1-3.5	Run 1	84	0		**Pillow Basalt: (Tvb)** @1': Dark gray, severely weathered, very hard, highly to intensely fractured. @1.7': Intensely fractured, appears mechanical. @1.9': Fracture: 60°, 0.2-inches wide, sandy clay infill. @2.0': Fracture: 70°, no infill. @3.0': Mechcanical break, pulverized.
597 5	3.5-7.5	Run 2	88	44		@3.5': Bluish gray, moderately weathered, very hard, highly fractured, many healed fractures to 2-inches, slight oxidation along joint and fracture surfaces, few fractures infilled with sandy clay, zeolite veining. @4.1': Joint: 10°, 0.1-inches wide, no fill, planar, rough. @4.6': Mechcanical break. @5.8': Joint: 10°, 0.1-inches wide, partial clay infill, wavy, rough.
592 10	7.5-12.5	Run 3	100	73		**Andesite Breccia: (Tvb)** @7.5': Dark olive green, fresh to slightly weathered along fractures, very hard, many tight fractures with calcite infill, fractures typically at 60°, 0-10°, highly fractured, aphanitic, dark pinkish gray basalt clasts, up to 3-inches, subrounded to angular, larger clasts tend to be elongated and rectangular, calcite infilling up to 1/2-inch and irregular. @10.6': Joint: 60°, 0.05-inches wide, partial clay infill, wavy, rough.
587 15	12.5-17.5	Run 4	100	82		@12.4': Mechcanical break. @12.5': Fresh. @17.2': Joint: 50°, 0.05-inches wide, biotite infill, planar, slightly rough.
582 20	17.5-22.5	Run 5	100	95		@20': Moderately fractured. @20.5': Joint: 30°, 0.05-inches wide, calcite infill, planar, slightly rough. @21.5': Mechcanical break.
	22.5-25	Run 6	100	97		@23.7': Mechcanical break. @24.8': Joint: 50°, 0.05-inches wide, partial calcite infill, planar, slightly rough.
577 25						

FIELD HARDNESS		BEDDING		ATTITUDE AND ANGLE	JOINTS / SHEAR / FRACTURE		WEATHERING
V. HARD	- KNIFE CAN'T SCRATCH	V. THIN	<2"	HORIZONTAL (0-5°)	V. CLOSE	<2"	FRESH
HARD	- SCRATCHES DIFFICULT	THIN	2"-12"	SHALLOW OR LOW ANGLE (5-35°)	CLOSE	2"-12"	V. SLIGHT
MOD. HARD	- SCRATCHES EASILY	MEDIUM	12"-36"	MODERATELY DIPPING (35-55°)	MOD. CLOSE	12"-36"	SLIGHT
SOFT	- GROVES	THICK	36"-120"	STEEP OR HIGH ANGLE (55-85°)	WIDE	36"-120"	MODERATE
V. SOFT	- CARVES	V. THICK	>120"	VERTICAL (85-90°)	V. WIDE	>120"	MOD. SEVERE
							V. SEVERE
					Fe = Iron Oxide	Mn = Manganese Oxide	COMPLETE

ROCKLOG2014 RC-1.GPJ ROCKLOG2012.GDT 2/25/14

*** * * This log is a part of a report by Leighton and should not be used as a stand-alone document. * * ***

LEIGHTON

CORE BORING LOG

BORING NO. **RC-1**
PAGE 2 OF 2

PROJECT: **Ford Theatre**
CLIENT: **Ford Theatre Foundation**
CONTRACTOR: **Gregg Drilling**
EQUIPMENT USED: **CME-85**

GROUNDWATER:		DEPTH TO (Feet):			ORIENTATION		CORE BARREL	
DATE	HRS AFT COMP	WATER	BOT. OF CASING	BOT. OF HOLE	X	VERTICAL	TYPE	HQ3
						HORIZONTAL	SIZE	3+3/8
						INCLINED	Bit (Feet)	
						BEARING	Barrel (Feet)	5.0
					0	ANG. FROM VERT.	Total (Feet)	

JOB NO.: **10296.002**
PAGE NO.: **2 of 2**
ELEVATION: **602 Feet**
DATE START: **1/29/2014**
DATE FINISH: **1/29/2014**
DRILLER: **Gregg Drilling**
PREPARED BY: **EBP**
LOCATION: **See Plate 1: Revised Geologic Map**

ELEVATION & CORE DEPTH (Feet)	CORE DEPTH RANGE (Feet)	SAMPLE NUMBER	RECOVERY %	RQD	GRAPHIC LOG	FIELD CLASSIFICATION, REMARKS, AND LIMITATIONS
						The Soil Description applies only to a location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change with time. The description is a simplification of the actual conditions encountered. Transitions between soil types may be gradual.
577 25	25-27.5	Run 6	100	97		**Andesite Breccia: (Tvb)** continued Dark olive green, fresh, very hard, many tight fractures with calcite infill, fractures typically at 60°, 0-10°, moderately fractured, aphanitic, dark pinkish gray basalt clasts, up to 3-inches, subrounded to angular, larger clasts tend to be elongated and rectangular, calcite infilling up to 1/2-inch and irregular. @25.3': Mechcanical break. @26.6': Mechcanical break. @27.5': Healed fractures with calcite up to 0.1-inches. @28.3': Joint: 50°, 0.05-inches wide, partial calcite infill, planar, slightly rough. @29.0': Mechcanical break. @29.6': Joint: 40°, 0.05-inches wide, calcite infill, planar, slightly rough.
572 30	27.5-32.5	Run 7	100	100		@30.8': Mechcanical break. @31.8': Joint: 50°, 0.05-inches wide, partial calcite infill, wavy, rough.
567 35	32.5-37.5	Run 8	100	100		@33.1': Mechcanical break. @34.0: Joint: 50°, 0.05-inches wide, partial calcite infill, planar, slightly rough. @34.9': Mechcanical break. @35.5': Joint: 50°, 0.05-inches wide, no infill, planar, rough. @36.2': Joint: 45°, 0.05-inches wide, partial calcite infill, planar, rough. @37.0': Mechcanical break.
562 40						Total Depth = 37.5 feet No groundwater was encountered during drilling Backfilled with bentonite chips to 1 foot below surface and capped with concrete on 1/28/14
557 45						
552 50						

FIELD HARDNESS		BEDDING		ATTITUDE AND ANGLE	JOINTS / SHEAR / FRACTURE		WEATHERING
V. HARD	- KNIFE CAN'T SCRATCH	V. THIN	<2"	HORIZONTAL (0-5°)	V. CLOSE	<2"	FRESH
HARD	- SCRATCHES DIFFICULT	THIN	2"-12"	SHALLOW OR LOW ANGLE (5-35°)	CLOSE	2"-12"	V. SLIGHT
MOD. HARD	- SCRATCHES EASILY	MEDIUM	12"-36"	MODERATELY DIPPING (35-55°)	MOD. CLOSE	12"-36"	SLIGHT
SOFT	- GROVES	THICK	36"-120"	STEEP OR HIGH ANGLE (55-85°)	WIDE	36"-120"	MODERATE
V. SOFT	- CARVES	V. THICK	>120"	VERTICAL (85-90°)	V. WIDE	>120"	MOD. SEVERE
							V. SEVERE
					Fe = Iron Oxide	Mn = Manganese Oxide	COMPLETE

ROCKLOG2014 RC-1.GPJ ROCKLOG2012.GDT 2/25/14

*** * * This log is a part of a report by Leighton and should not be used as a stand-alone document. * * ***

APPENDIX C

Leighton

17781 Cowan
Irvine, CA 92614
Tel. (949) 222-5321
Fax (949) 263-8843

Unconfined Compressive Strength ASTM 2938-95

Project Name:	Ford Theatre	Project No.:	10296.002
Sampled By:	E. Price	Sample Date:	2/3/2014

MATERIAL SAMPLE TYPE

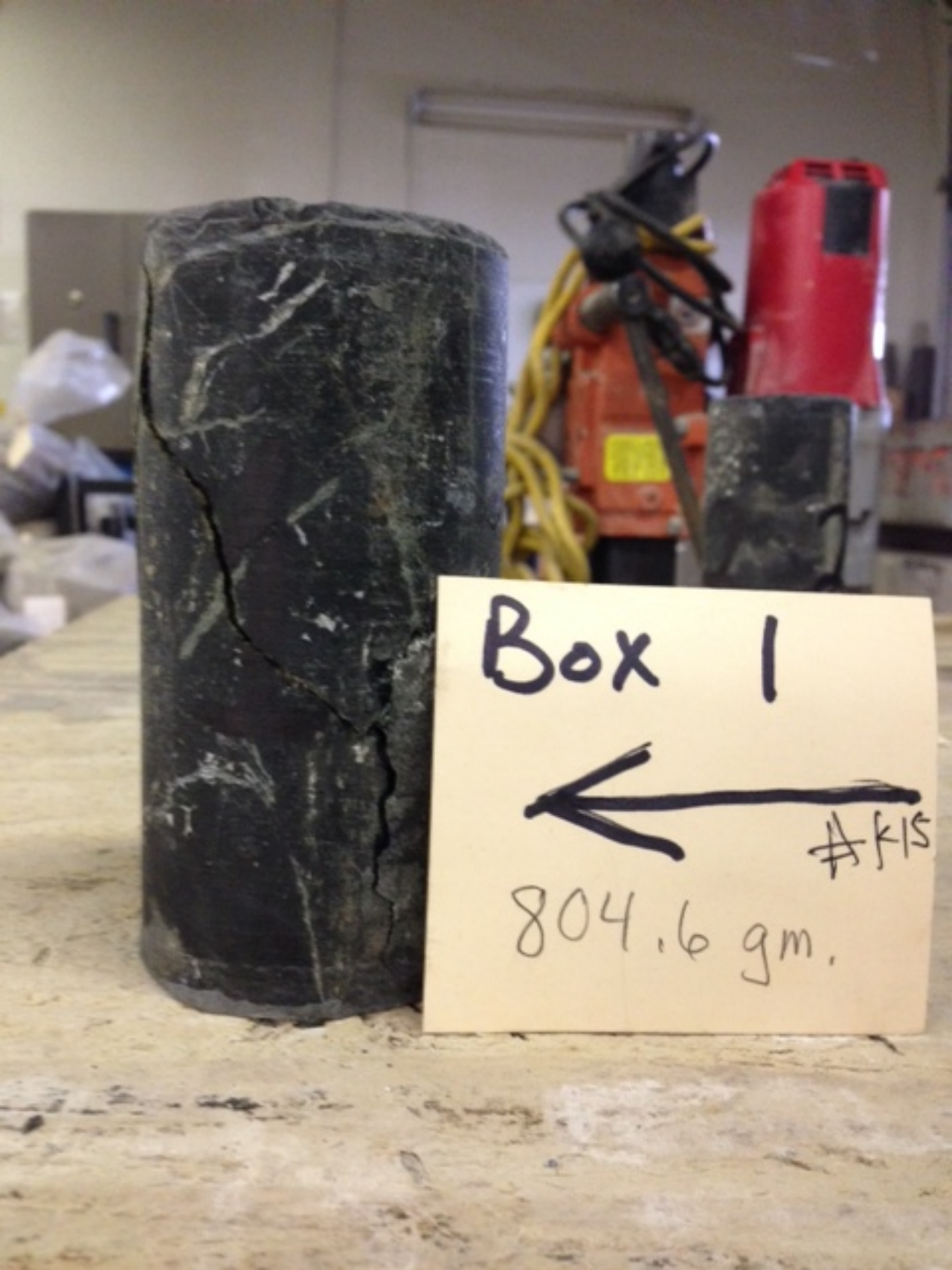
Rock **X** **Boring No. RC-1**

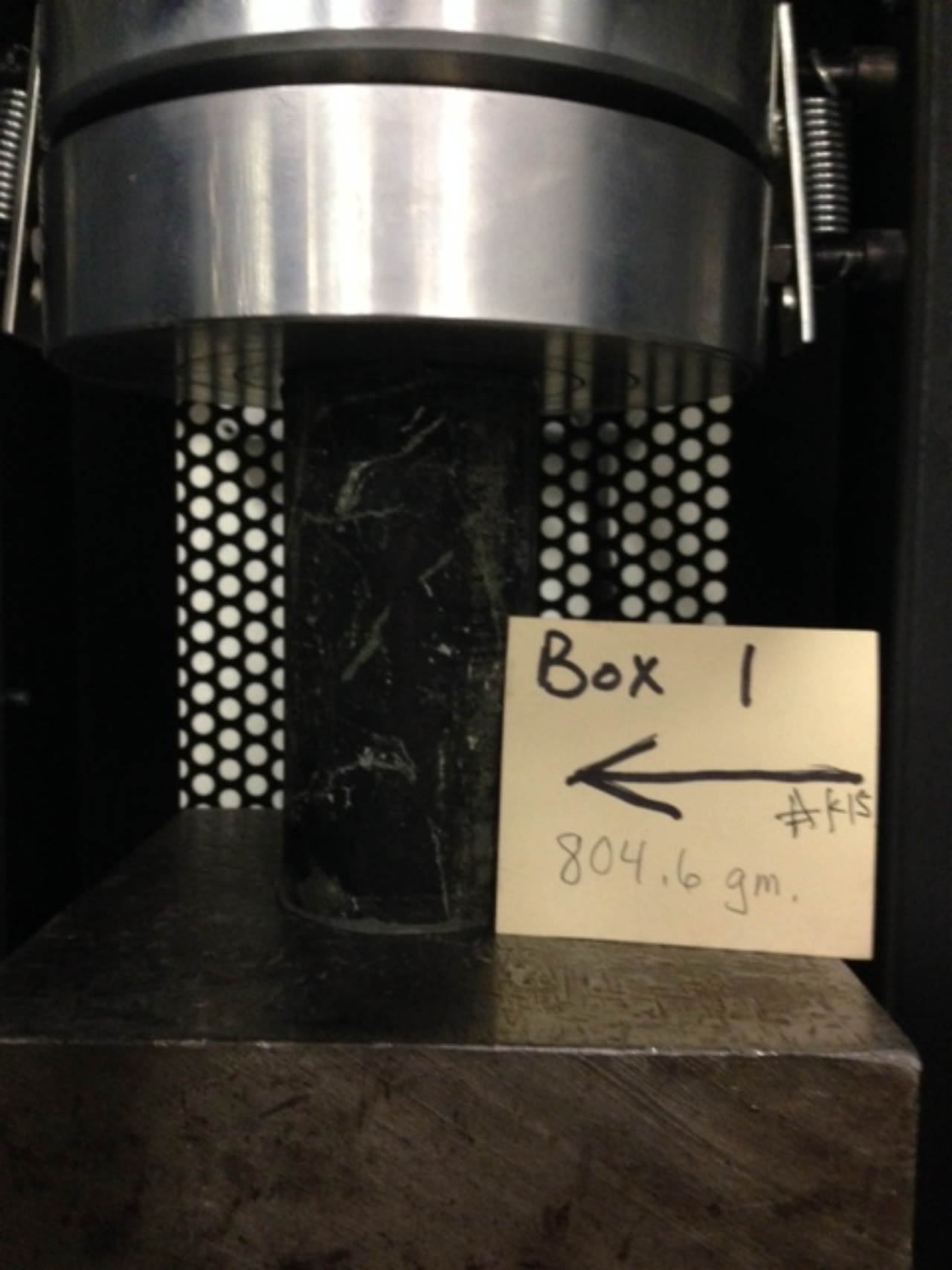
FOR LAB USE ONLY	**DATE RECEIVED:** 2/12/2014	**By:** A. Santos

Laboratory Test Data

Laboratory No.	Sample Wt. (g)	Test Date	Height (in)	Diam. (in)	Area (sq. in.)	Load (lbs.)	Compr. (psi)	H/D Ratio	Corr. Factor	Compr. (psi)	Failure Type
Box 1	804.6	02/20/14	4.74	2.40	4.52	11830	2620	1.98	1.00	2620	N/A
Box 2	832.7	02/20/14	4.73	2.40	4.52	25340	5610	1.97	1.00	5610	N/A
Box 3	842.8	02/20/14	4.71	2.40	4.52	39330	8700	1.96	1.00	8700	N/A
Box 4	880.3	02/20/14	4.80	2.40	4.52	38790	8580	2.00	1.00	8580	N/A
Box 5	796.9	02/20/14	4.70	2.40	4.52	4110	910	1.96	1.00	910	N/A

Notes: Samples were not machined at the ends; samples were capped with sulfur mortar


Box 1
#K15
804.6 gm.


Box 1
#K15
804.6 gm.

DRILL# RC-1

BOX# 1 1/28/14

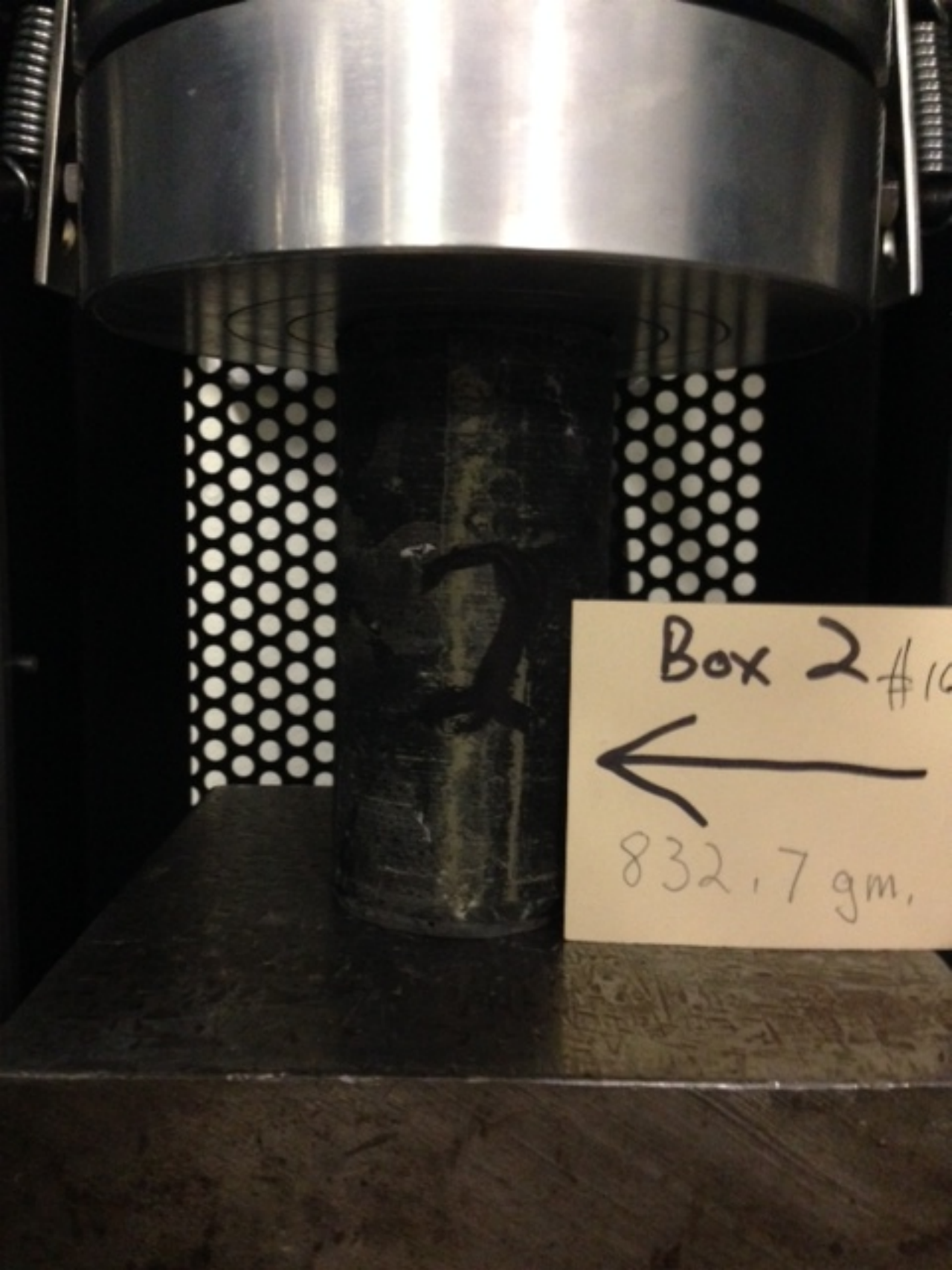
FROM: 1'

TO: 10.5

10296-002


R1
1'
R2
3.5
R2
7'
7'-R2→7.5
R3
7.5
Box 1
CONT→
R3 CONT. NEXT ROW
→
10.5


Box 2 #10
832.7 gm.


Box 2 #10
832.7 gm.

DRILL# RC-1

BOX# 2 1/28/14

FROM: 10.5

TO: 19.5

10296.002


Box 2


Box 3
#22
842.8 gm.


Box 3
842.8 gm.

DRILL# RC-1

BOX# 3 1/28/14

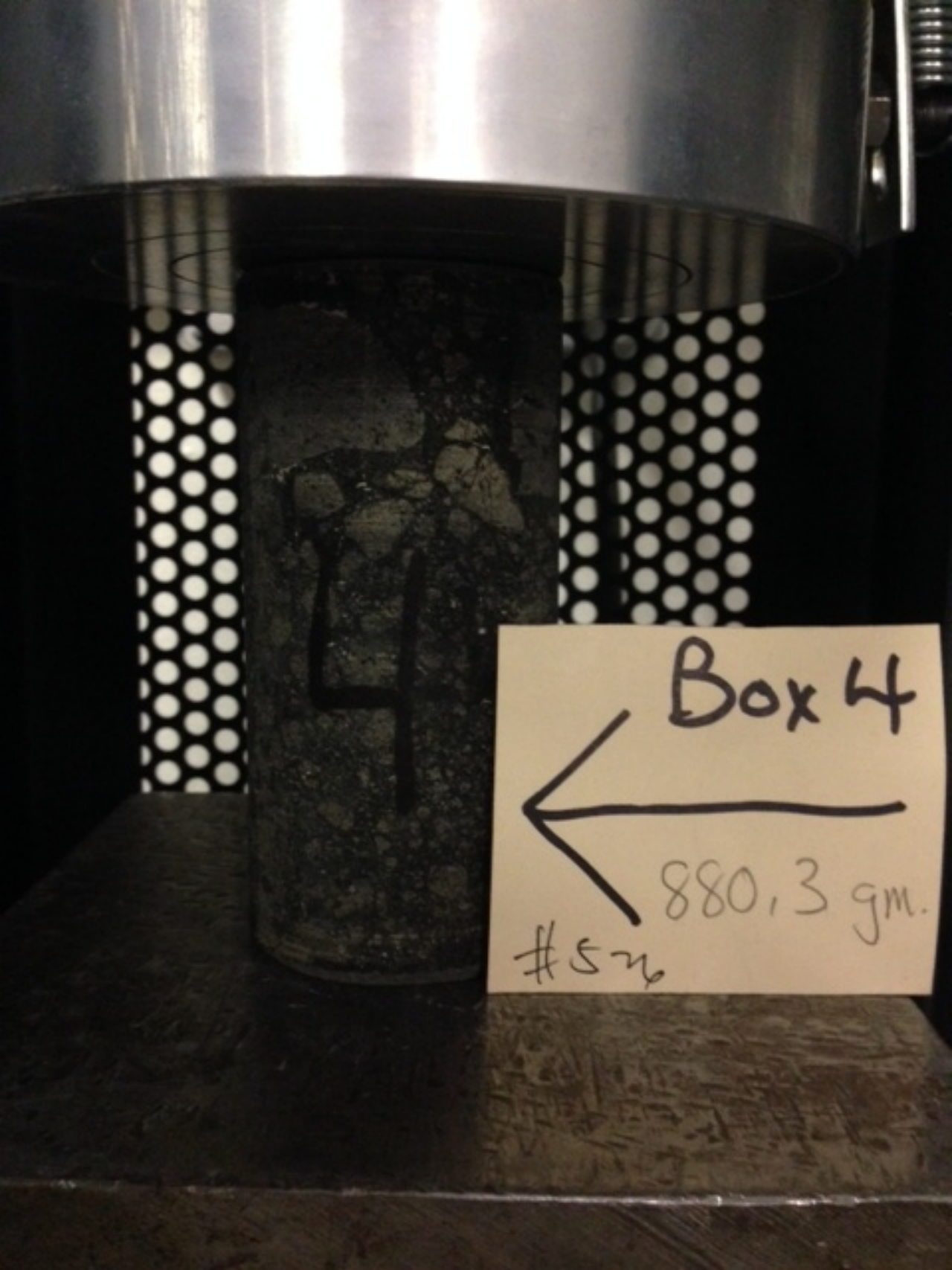
FROM: 19.5

TO: 26.5

10296-002


Box 3
R6
CONT→
R5


Box 4
880.3 gm.
#5


Box 4
880.3 gm.
#54

DRILL# RC-1

BOX# 4 1/28/14

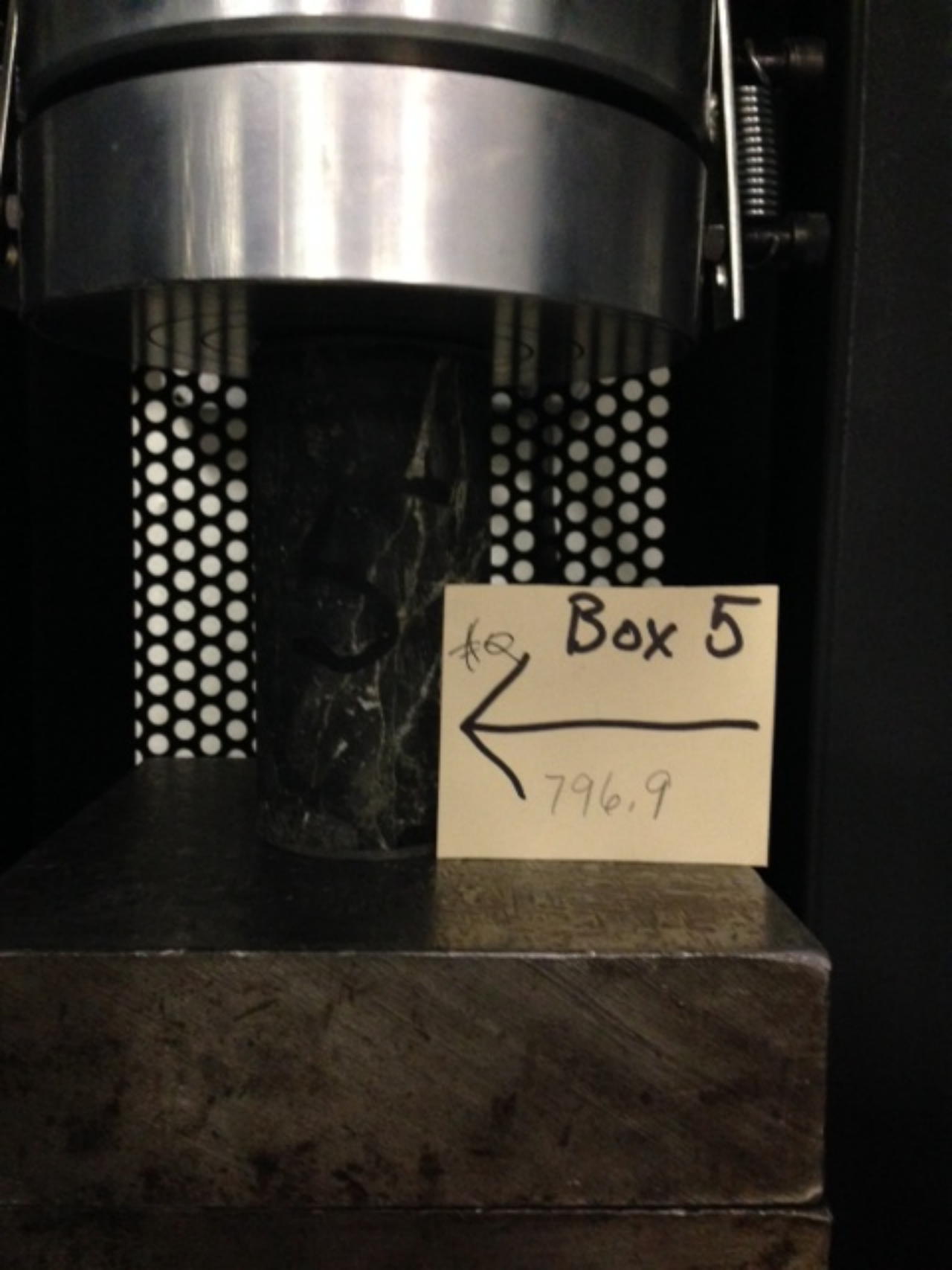
FROM: 19.5'

TO: 33.5'

10296.002


Box 4
PLUG NO. 8


Box 5
#9
796.9


Box 5
796.9

DRILL# RC-1

BOX# 5 1/28/14

FROM: 33.5

TO: 37.5

10296-002


Box 5
END

APPENDIX D

APPENDIX D

SLOPE STABILITY ANALYSIS

Global Stability

Slope stability analyses were performed for the cross sections shown on Plate 3. The locations of these cross sections are shown on Plate 1. The results of the analyses are presented at the rear of this appendix. The slope stability analyses were conducted using the computer program *SLIDE v6.008* (Rocscience, 2011). *SLIDE* performs stability calculations using two-dimensional (2D) limit equilibrium techniques based on vertical slice equilibrium.

Geologic Model

The geologic model used in the slope stability analyses is based on our geologic reconnaissance, results of our subsurface exploration, and review of pertinent information in the literature. In general, the slope stability models were constructed with stratigraphy identical to that shown on Plate 3.

Material Strength Parameters

The strength parameters used in our preliminary evaluation (Leighton, 2013a) were generally based on the parameters listed in the *Seismic Hazard Zone Report for the Hollywood 7.5-Minute Quadrangle, Los Angeles County, California* (CDMG, 1998). Our slope stability models for cross sections A-A' and B-B' were updated with the results of field exploration performed as part of the current study.

The Hoek-Brown failure criterion was selected as the appropriate approach to represent shear strength of the basalt (T_{vb}) rock mass at the project site. The basalt exhibited non-persistent (apparently random) jointing. Its structure varied widely form generally massive to blocky. Shearing would involve both intact rock and joints. Postulated failure planes would most likely follow step paths.

Considering that the individual blocks within the basalt rock mass are much smaller than the slope, the Hoek-Brown rock mass model provides a reasonable methodology to analyze step-path failure as an equivalent failure through a heavily-jointed isotropic rock mass. The incorporation of an appropriate Geological Strength Index (GSI) of the rock mass model provides a rational methodology to account for the impact of sheared

zones at faults. For this study, a GSI of 33 (seamy structure with fair to poor surface conditions) was conservatively assigned to the basalt. The computer program RocLab v1.031 (Rocscience, Inc., 2007) was used to develop Mohr-Coulomb parameters for slope stability analysis based on the Hoek-Brown criterion. An intact uniaxial compressive strength of 130 kips per square foot (ksf) was used based on the weakest sample tested in the laboratory. The resulting shear strength parameters are shown in Table D1 below.

Similarly, the cross-bedding strength of the Topanga formation sandstone/shale was estimated used the Hoek-Brown failure criterion. An intact uniaxial compressive strength of 130 ksf was used with a GSI of 40 (seamy structure with good to fair surface conditions). The along-bedding strengths were adopted from CDMG (1998). The resulting shear strength parameters are shown in Table C1 below.

The strength parameters for the other subsurface materials modeled in our slope stability analyses were generally consistent CDMG (1998).

Table C1: Shear Strength Parameters for Slope Stability Analysis

Material Description	Cross Bedding		Along Bedding	
	c′ (psf*)	ø′ (degrees)	c′ psf	ø′ (degrees)
Artificial Fill - A_f (Static)	255	30	Isotropic	
(Pseudostatic)				
Colluvium/Slope Wash (Static)	400	14	Isotropic	
(Pseudostatic)				
Tertiary Volcanic Rocks - T_{vb} (Static)	4,000	38	Isotropic	
(Pseudostatic)				
Topanga Formation Bedrock - T_t (Static)	5,000	40	350	28
(Pseudostatic)				

*pounds per square foot

Stability Analysis Methodology

The search techniques for circular and block slip surfaces programmed into the software was used for the analyses. The Factor of Safety (FOS) of each surface was computed using Spencer's method of slices for limit equilibrium. The above analyses were conducting for both static and pseudostatic scenarios; the pseudostatic analyses were computed using a coefficient of horizontal acceleration (k_h) of 0.15.

Results of Analyses

The results of the analyses (program output files) are included in the rear of this appendix. The results are organized by cross section and present the results of the static analyses followed by the pseudostatic analyses.

Conclusions

The results of the stability analyses provided in this report indicate the proposed grading for the project will provide sufficient stability of the proposed improvements and the surrounding hillside. With the anticipated support provided by recommended retaining structures, the factor of safety for each scenario was calculated to be over 1.5 and 1.1 for static and pseudostatic conditions, respectively.

Section A

Global Stability

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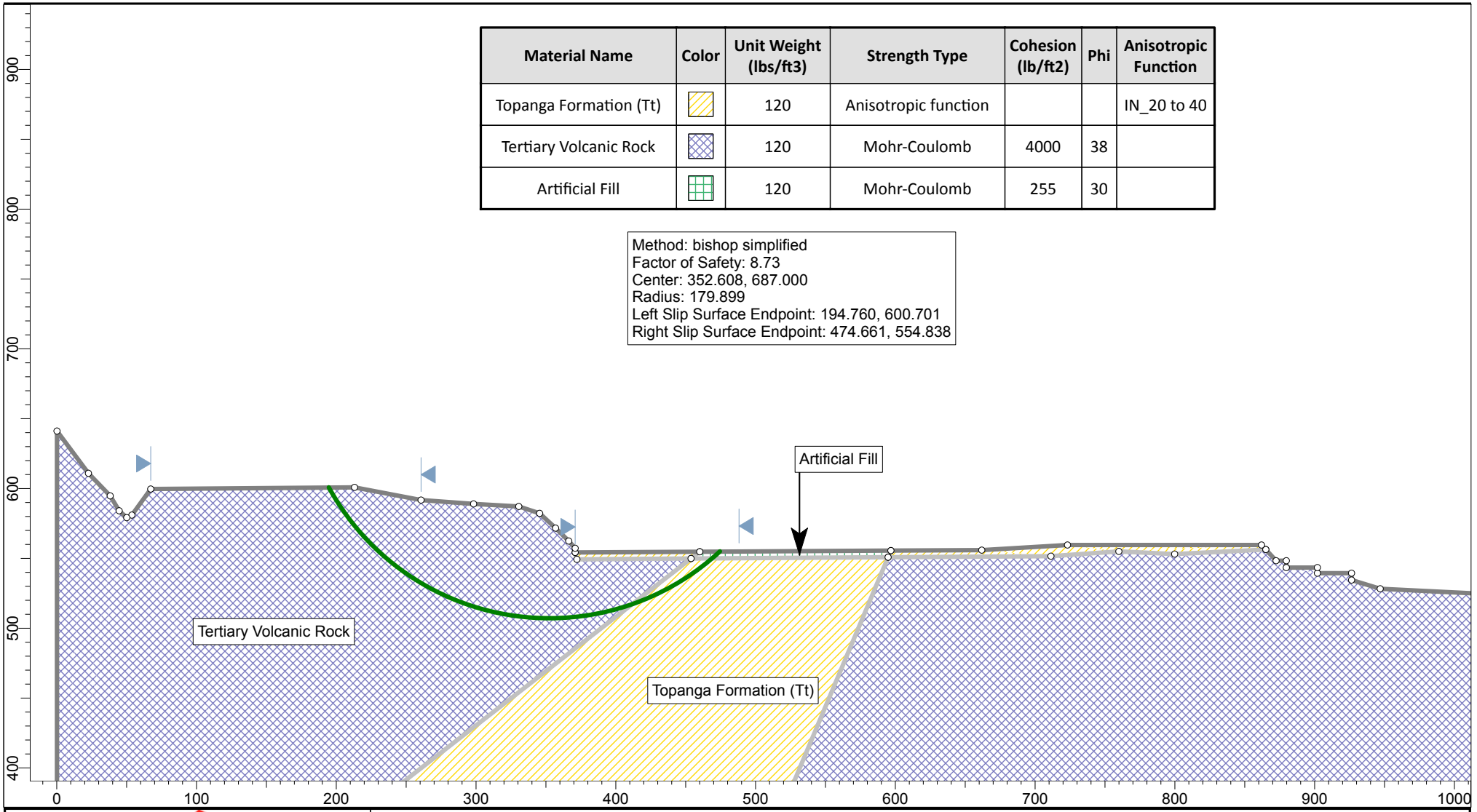
Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (lb/ft2)	Phi	Anisotropic Function
Topanga Formation (Tt)		120	Anisotropic function			IN_20 to 40
Tertiary Volcanic Rock		120	Mohr-Coulomb	4000	38	
Artificial Fill		120	Mohr-Coulomb	255	30	

Method: bishop simplified
Factor of Safety: 8.73
Center: 352.608, 687.000
Radius: 179.899
Left Slip Surface Endpoint: 194.760, 600.701
Right Slip Surface Endpoint: 474.661, 554.838



SLIDEINTERPRET 6.008

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Project	Ford Theatre		
Analyzed By SP	*Units* feet	*Scale* 1:1200	*Project No.:* **10296.002**
Date 2/28/2014	*Condition* Static		

Section A

Global Stability

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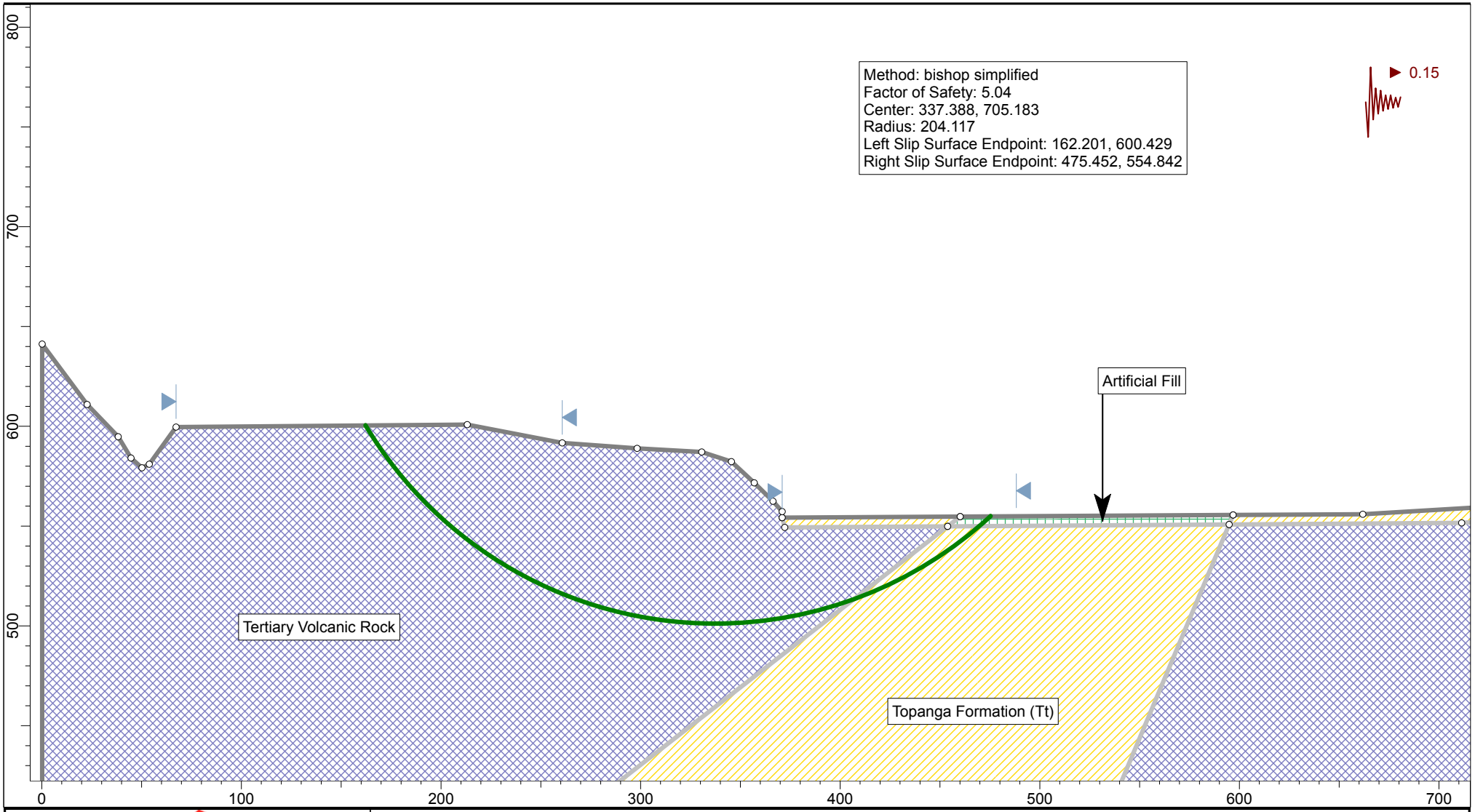


SLIDEINTERPRET 6.008	*Project*	Ford Theatre		
Leighton Consulting, Inc. A LEIGHTON GROUP COMPANY	*Analyzed By* SP	*Units* feet	*Scale* 1:840	*Project No.:* **10296.002**
	Date 2/28/2014	*Condition* Pseudostatic		

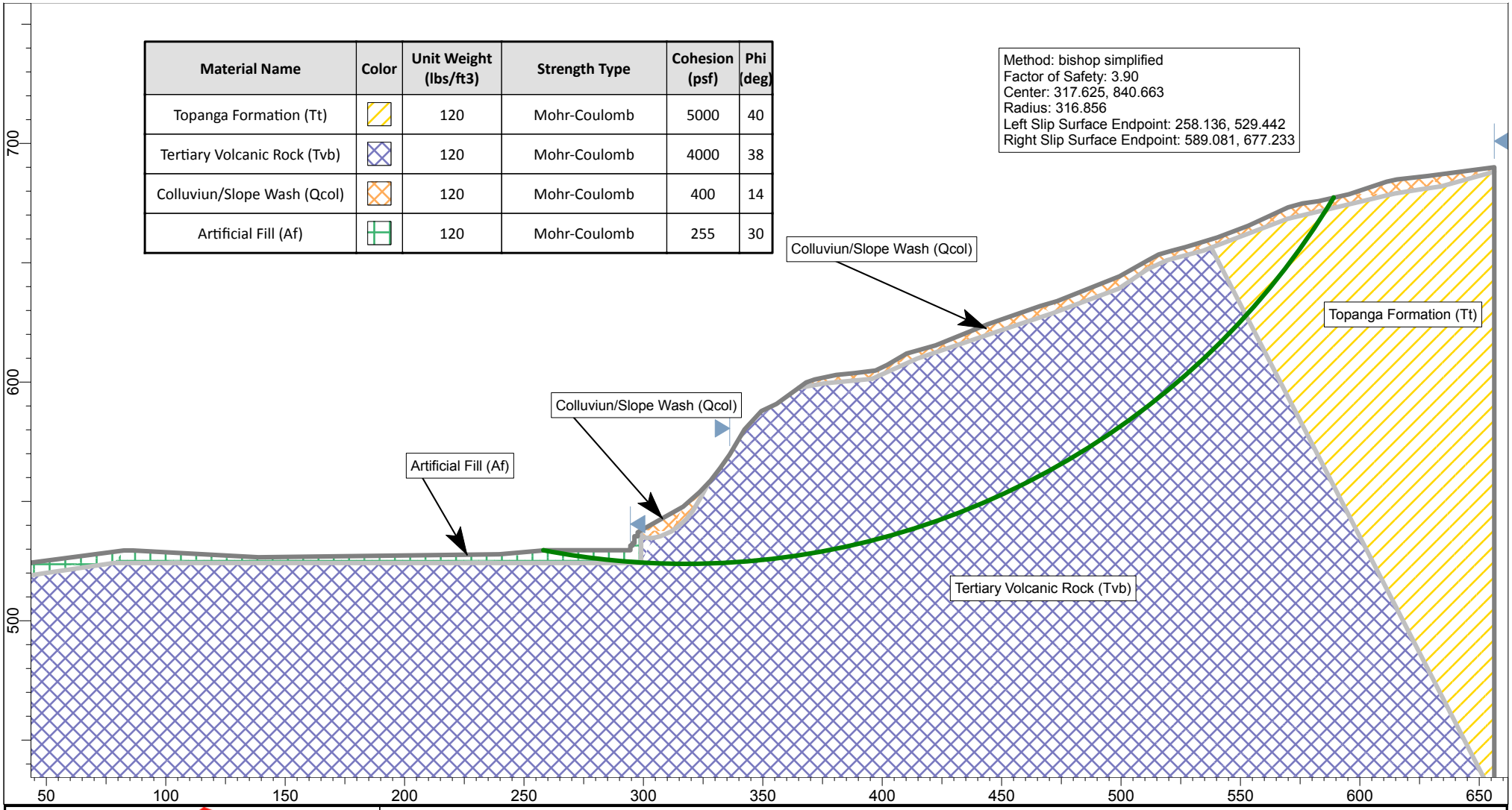
Section B

Global Stability

P:\Infocus Projects\10296 Ford Theatre\002\Analyses\Slope Stability\Section B\Section B_Static.slim

Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (psf)	Phi (deg)
Topanga Formation (Tt)		120	Mohr-Coulomb	5000	40
Tertiary Volcanic Rock (Tvb)		120	Mohr-Coulomb	4000	38
Colluviun/Slope Wash (Qcol)		120	Mohr-Coulomb	400	14
Artificial Fill (Af)		120	Mohr-Coulomb	255	30

Method: bishop simplified
Factor of Safety: 3.90
Center: 317.625, 840.663
Radius: 316.856
Left Slip Surface Endpoint: 258.136, 529.442
Right Slip Surface Endpoint: 589.081, 677.233



SLIDEINTERPRET 6.022

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

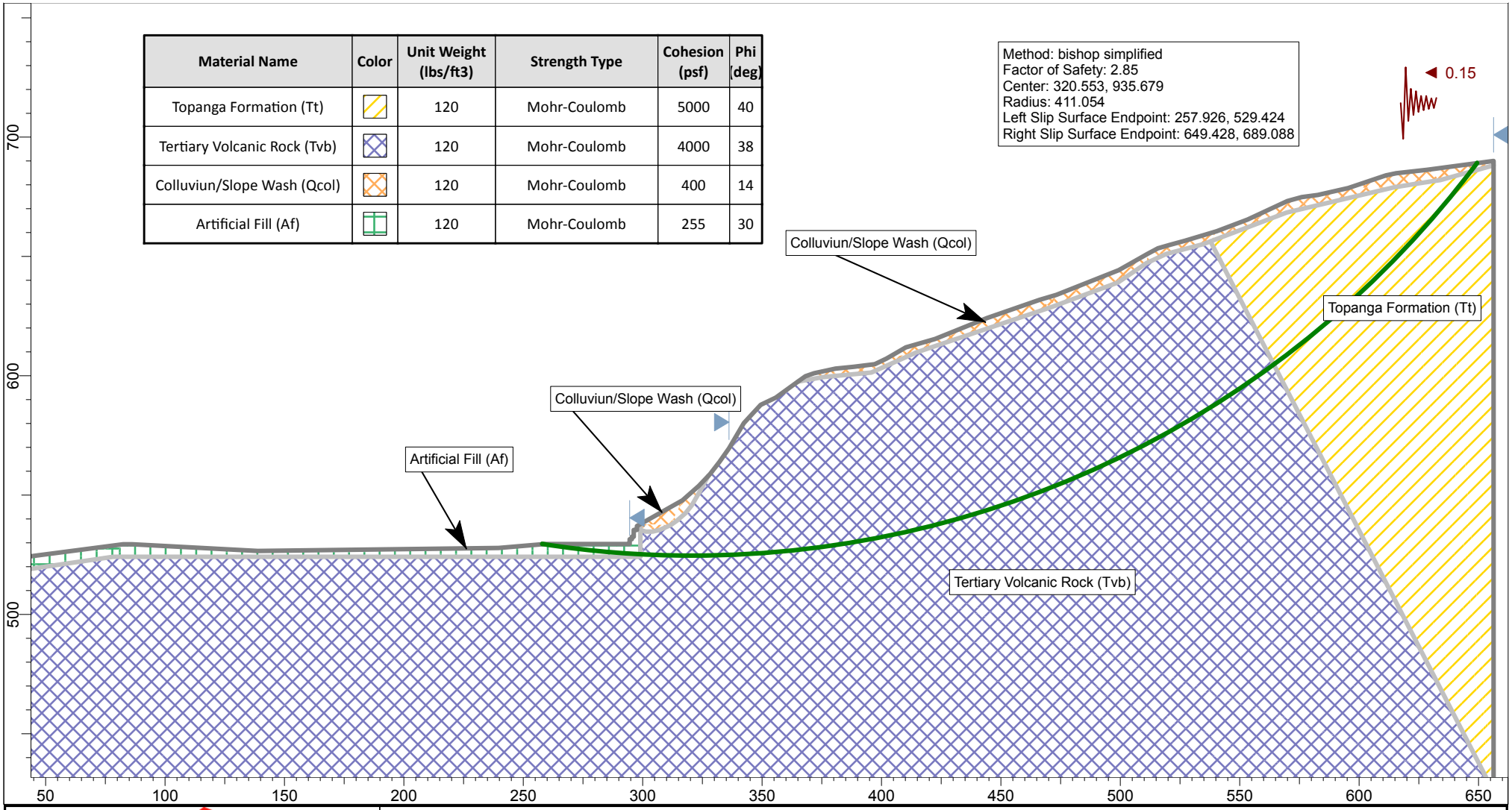
Project	**Ford Theatre**		
Analyzed By SP / CD	*Units* feet	*Scale* 1:720	*Project No.:* **10296.002**
Date 2/28/2014	*Condition* Static		

Section B

Global Stability

P:\Infocus Projects\10296 Ford Theatre\002\Analyses\Slope Stability\Section B\Section B_P-Static.slim

Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (psf)	Phi (deg)
Topanga Formation (Tt)		120	Mohr-Coulomb	5000	40
Tertiary Volcanic Rock (Tvb)		120	Mohr-Coulomb	4000	38
Colluviun/Slope Wash (Qcol)		120	Mohr-Coulomb	400	14
Artificial Fill (Af)		120	Mohr-Coulomb	255	30



SLIDEINTERPRET 6.022

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

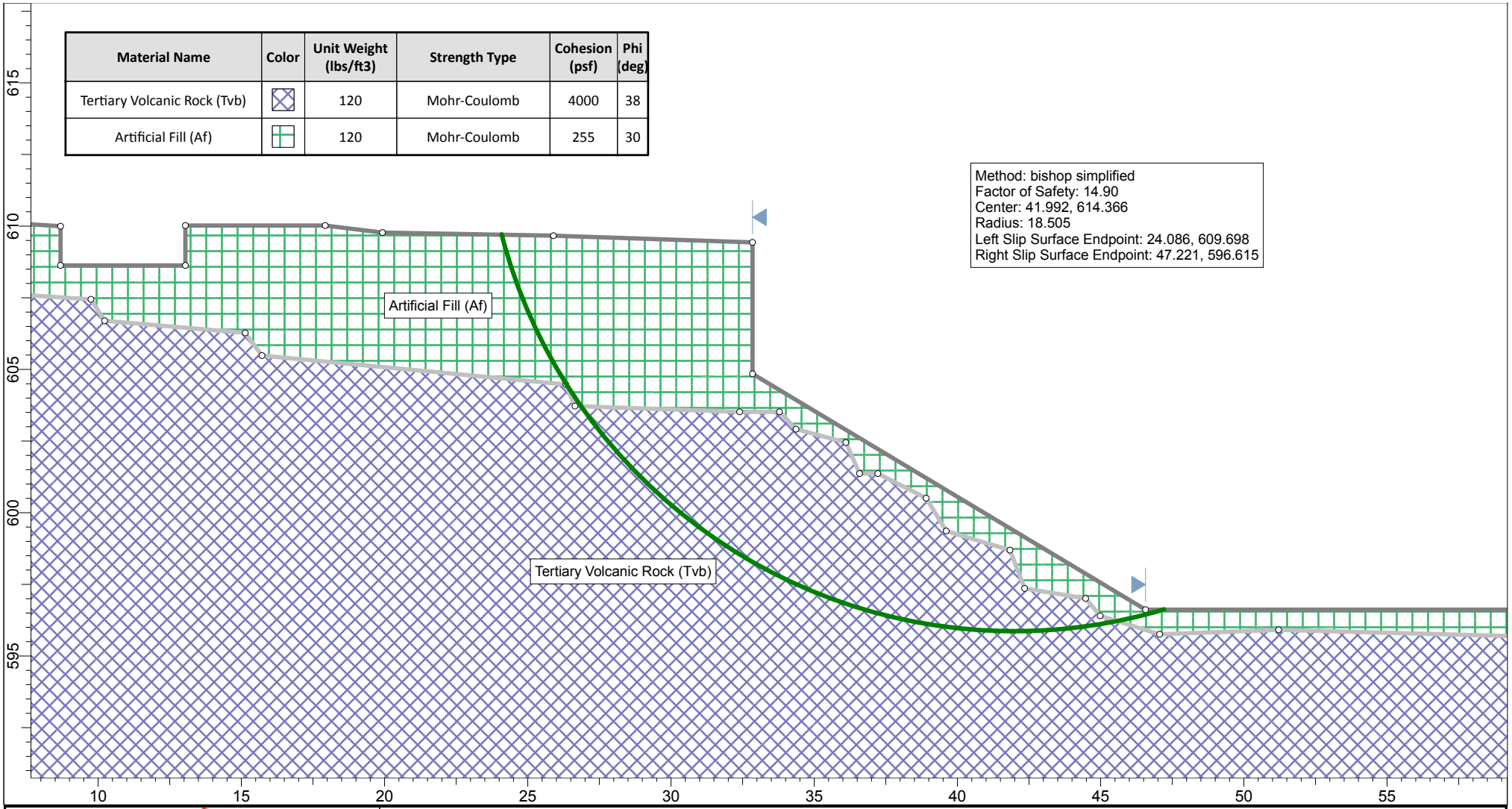
Project	**Ford Theatre**		
Analyzed By SP / CD	*Units* feet	*Scale* 1:720	*Project No.:* **10296.002**
Date 2/28/2014	*Condition* Pseudostatic		

Section C

Global Stability

P:\Infocus Projects\10296 Ford Theatre\002\Analyses\Slope Stability\Section C\Section C_Static.slim

Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (psf)	Phi (deg)
Tertiary Volcanic Rock (Tvb)		120	Mohr-Coulomb	4000	38
Artificial Fill (Af)		120	Mohr-Coulomb	255	30



SLIDEINTERPRET 6.022

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

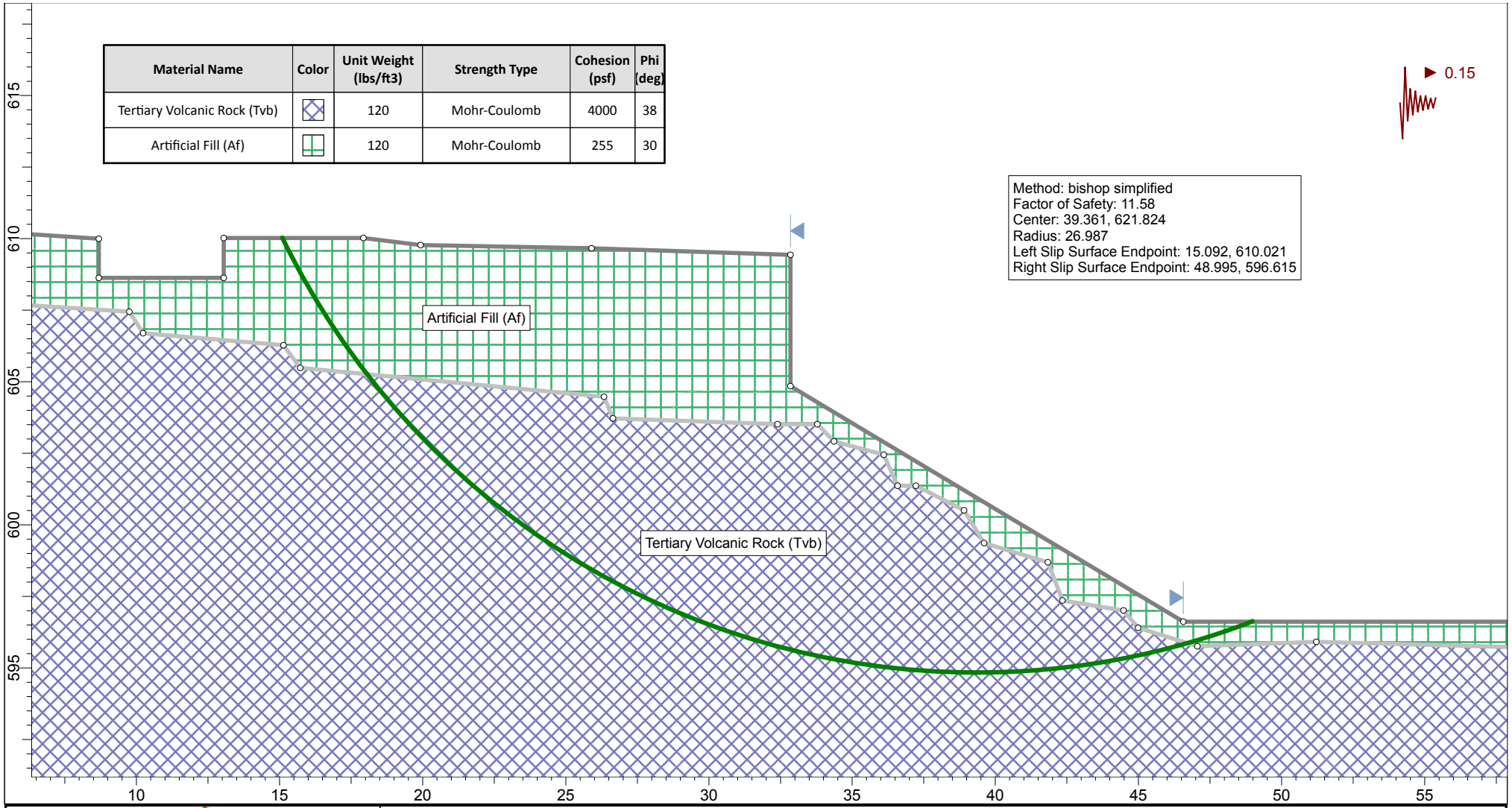
Project	**Ford Theatre**		
Analyzed By SP/CD	*Units* feet	*Scale* 1:60	*Project No.:* **10296.002**
Date 2/28/2014	*Condition* Static		

Section C

Global Stability

P:\Infocus Projects\10296 Ford Theatre\002\Analyses\Slope Stability\Section C\Section C_P-Static.slim

Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (psf)	Phi (deg)
Tertiary Volcanic Rock (Tvb)		120	Mohr-Coulomb	4000	38
Artificial Fill (Af)		120	Mohr-Coulomb	255	30



SLIDEINTERPRET 6.022

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Project	**Ford Theatre**		
Analyzed By SP/CD	*Units* feet	*Scale* 1:60	*Project No.:* **10296.002**
Date 2/28/2014	*Condition* Pseudostatic		

Section D

Global Stability

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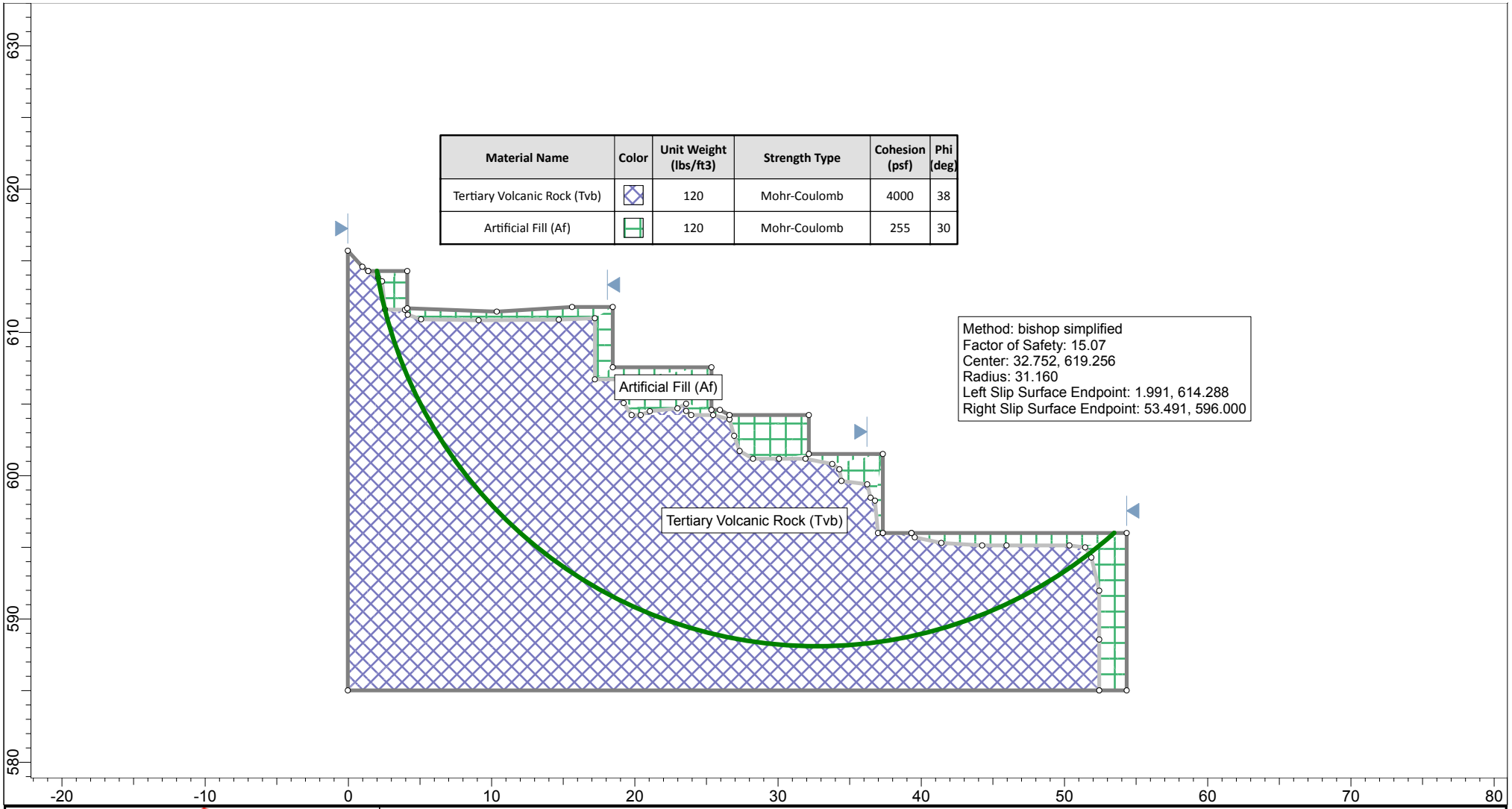
Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (psf)	Phi (deg)
Tertiary Volcanic Rock (Tvb)		120	Mohr-Coulomb	4000	38
Artificial Fill (Af)		120	Mohr-Coulomb	255	30



SLIDEINTERPRET 6.022

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Project	**Ford Theatre**		
Analyzed By SP/CD	*Units* feet	*Scale* 1:120	*Project No.:* **10296.002**
Date 2/28/2014	*Condition* Static		

Section D

Global Stability

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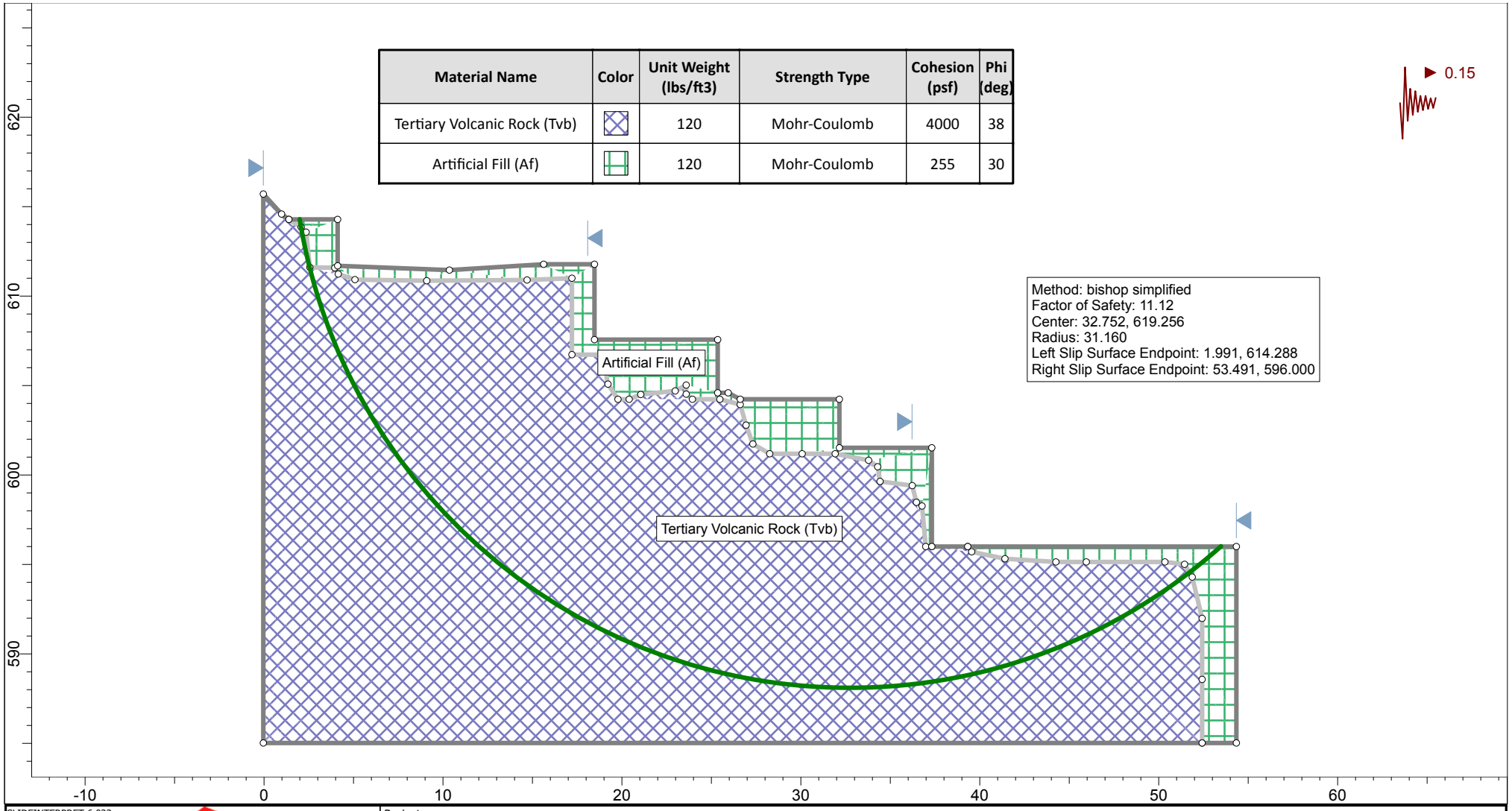
Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (psf)	Phi (deg)
Tertiary Volcanic Rock (Tvb)		120	Mohr-Coulomb	4000	38
Artificial Fill (Af)		120	Mohr-Coulomb	255	30



SLIDEINTERPRET 6.022

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Project	**Ford Theatre**		
Analyzed By SP/CD	*Units* feet	*Scale* 1:96	*Project No.:* **10296.002**
Date 2/28/2014	*Condition* Pseudostatic		

Section E

Global Stability

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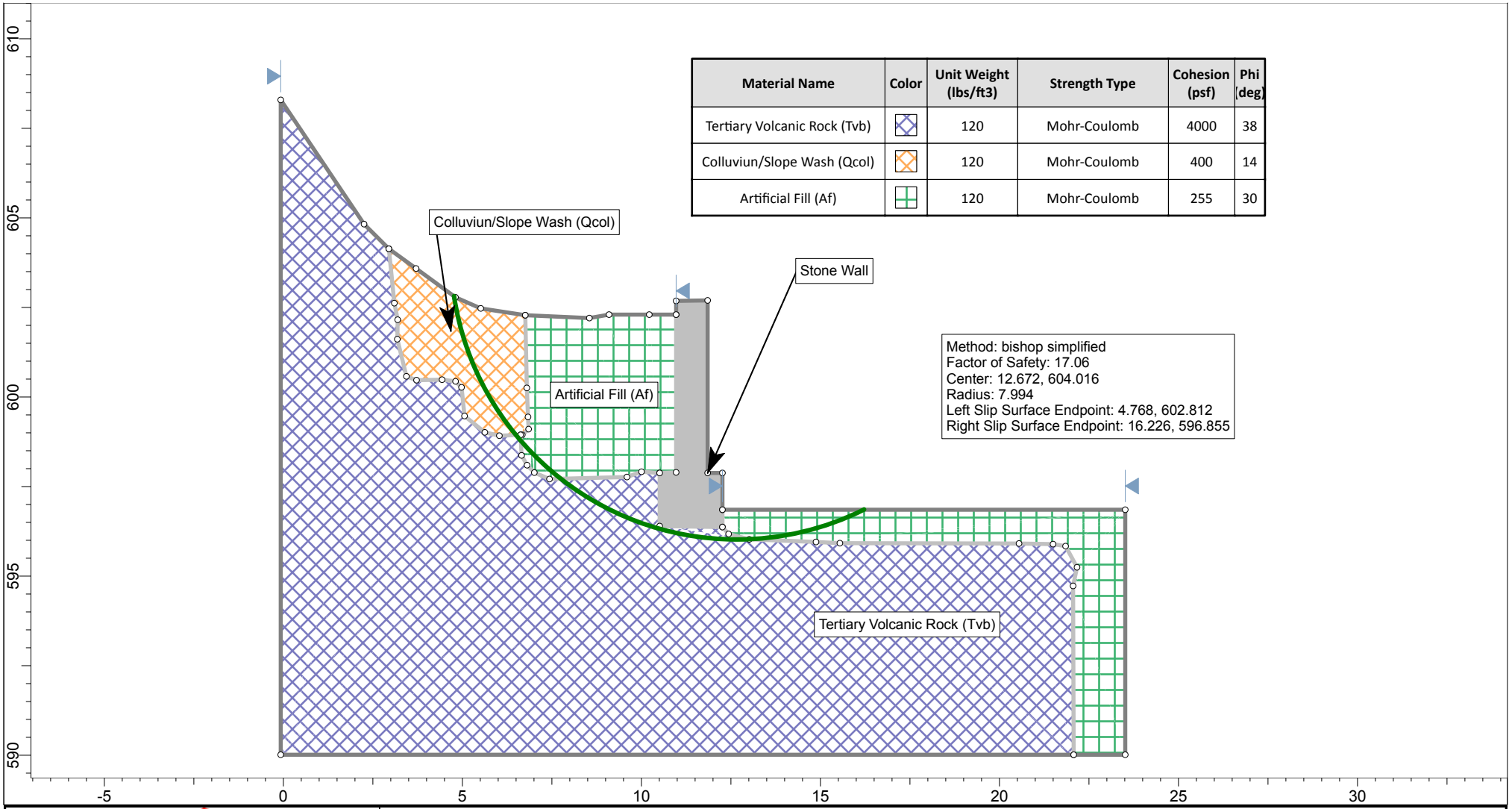


Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (psf)	Phi (deg)
Tertiary Volcanic Rock (Tvb)		120	Mohr-Coulomb	4000	38
Colluviun/Slope Wash (Qcol)		120	Mohr-Coulomb	400	14
Artificial Fill (Af)		120	Mohr-Coulomb	255	30

SLIDEINTERPRET 6.022

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

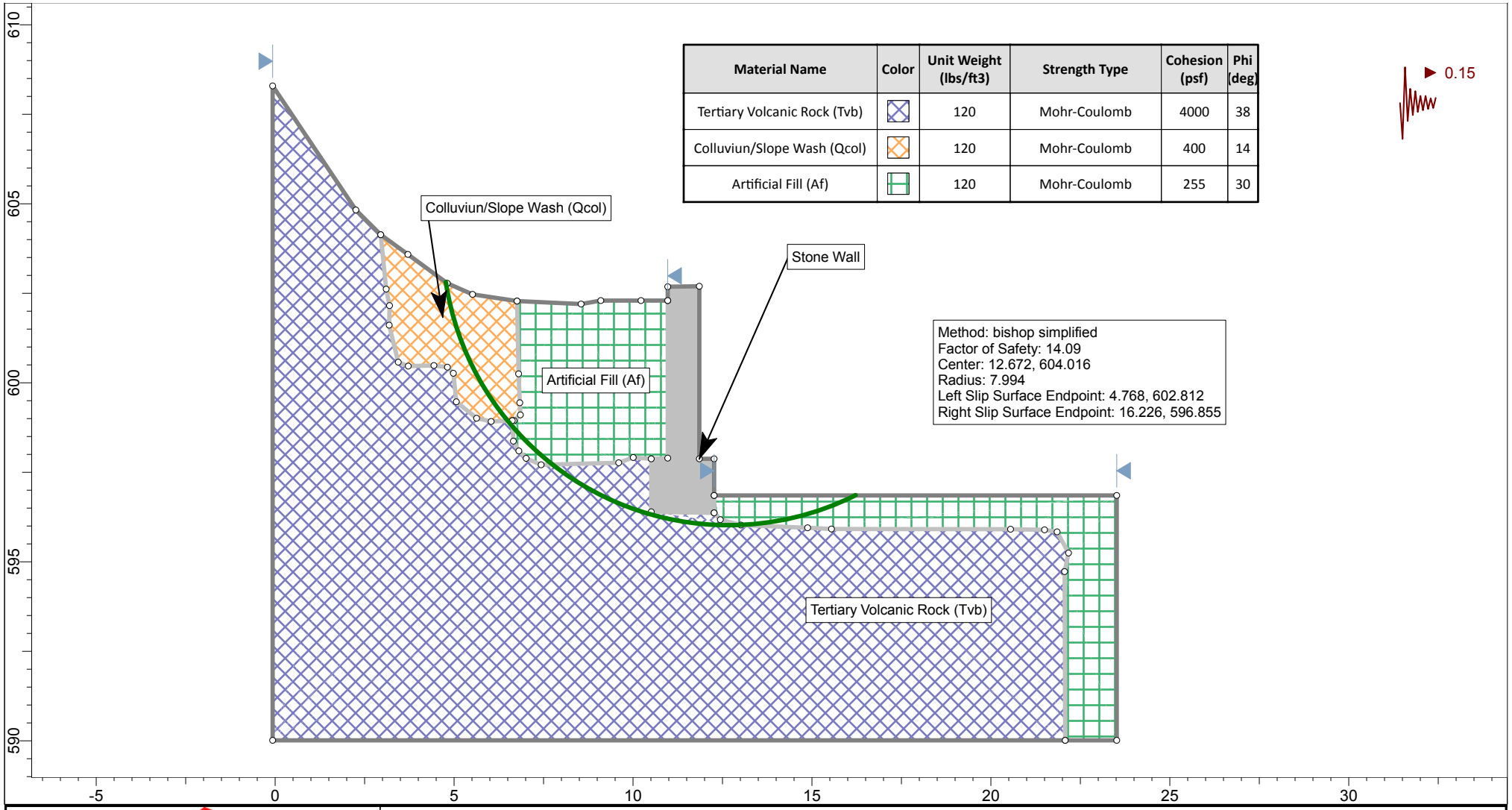
Project	**Ford Theatre**		
Analyzed By SP/CD	*Units* feet	*Scale* 1:48	*Project No.:* **10296.002**
Date 2/28/2014	*Condition* Static		

Section E

Global Stability

P:\Infocus Projects\10296 Ford Theatre\002\Analyses\Slope Stability\Section E\Section E_P-Static.slim

Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (psf)	Phi (deg)
Tertiary Volcanic Rock (Tvb)		120	Mohr-Coulomb	4000	38
Colluviun/Slope Wash (Qcol)		120	Mohr-Coulomb	400	14
Artificial Fill (Af)		120	Mohr-Coulomb	255	30



SLIDEINTERPRET 6.022

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Project	**Ford Theatre**		
Analyzed By SP/CD	*Units* feet	*Scale* 1:48	*Project No.:* **10296.002**
Date 2/28/2014	*Condition* Pseudostatic		

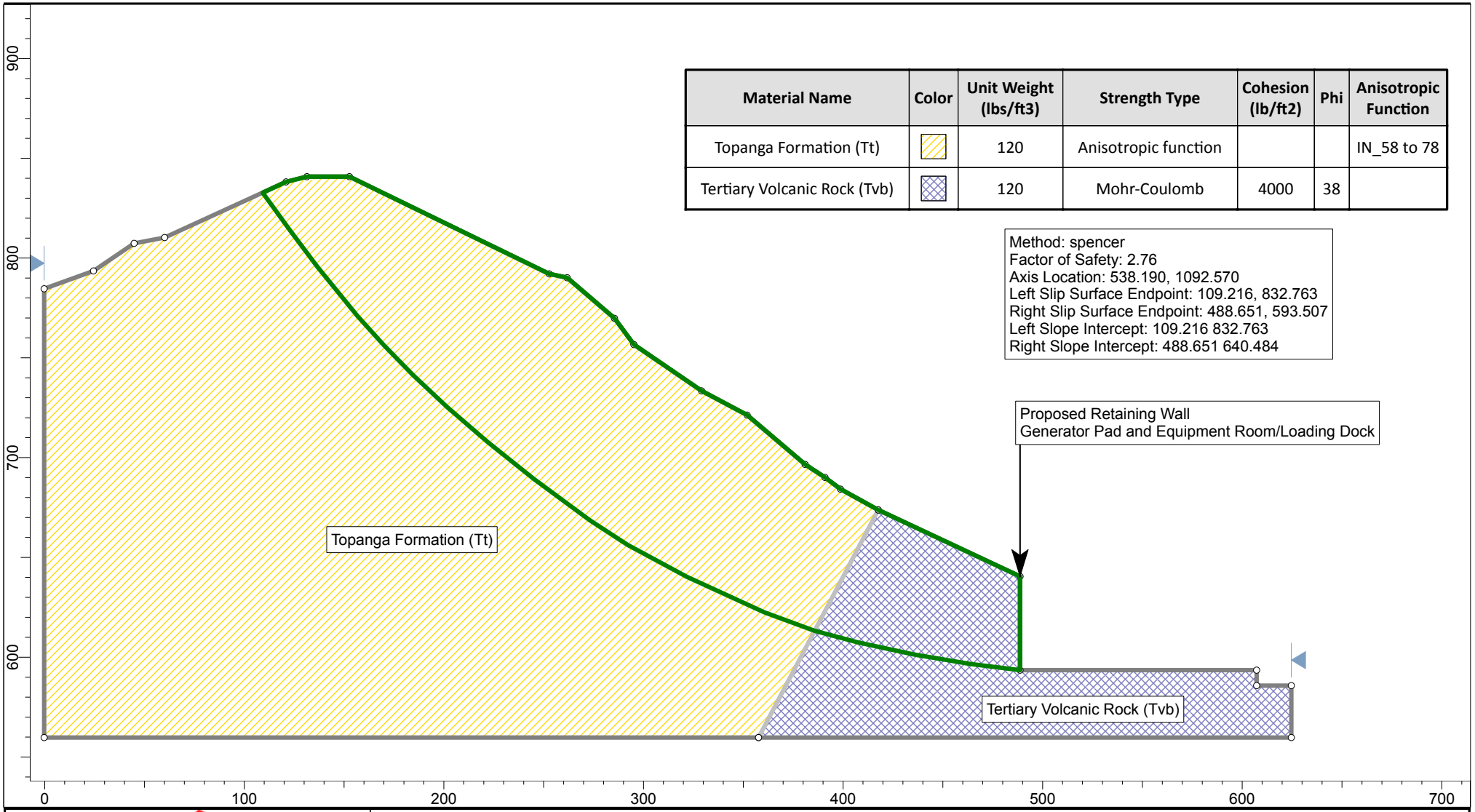
Section F

Global Stability

P:\Infocus Projects\10296 Ford Theatre\002\Analyses\Slope Stability\Section F\Section F_Static_path.slim

Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (lb/ft2)	Phi	Anisotropic Function
Topanga Formation (Tt)		120	Anisotropic function			IN_58 to 78
Tertiary Volcanic Rock (Tvb)		120	Mohr-Coulomb	4000	38	

Method: spencer
Factor of Safety: 2.76
Axis Location: 538.190, 1092.570
Left Slip Surface Endpoint: 109.216, 832.763
Right Slip Surface Endpoint: 488.651, 593.507
Left Slope Intercept: 109.216 832.763
Right Slope Intercept: 488.651 640.484



SLIDEINTERPRET 6.008

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

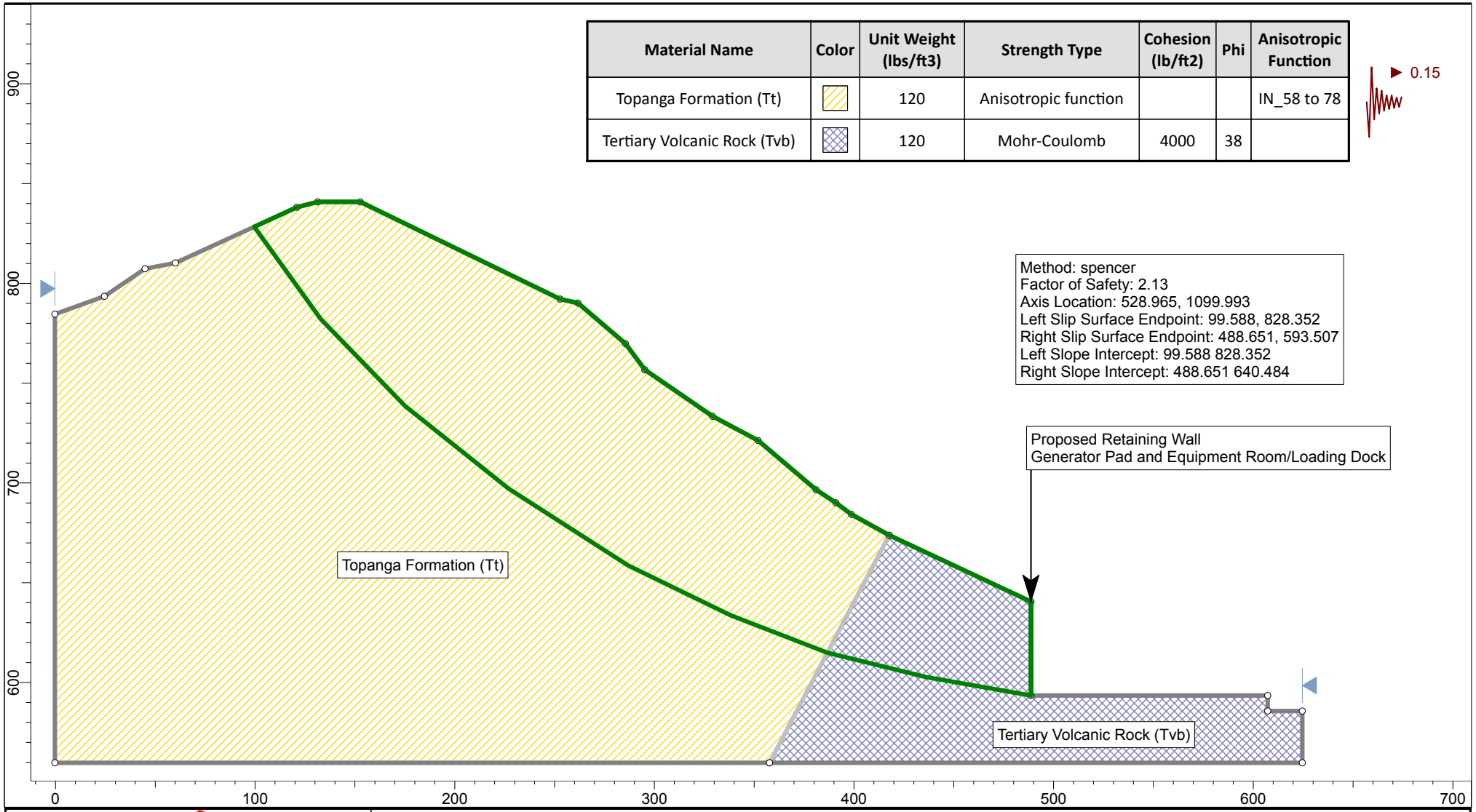
Project: Ford Theatre			
Analyzed By: Sreekar Pulijala	Units: feet	Scale: 1:840	Project No.: 10296.002
Date: 2/28/2014	Condition: Static		

Section F

Global Stability

P:\Infocus Projects\10296 Ford Theatre\002\Analyses\Slope Stability\Section F\Section F_Static_path_PS.slim

Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (lb/ft2)	Phi	Anisotropic Function
Topanga Formation (Tt)		120	Anisotropic function			IN_58 to 78
Tertiary Volcanic Rock (Tvb)		120	Mohr-Coulomb	4000	38	



SLIDEINTERPRET 6.008

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

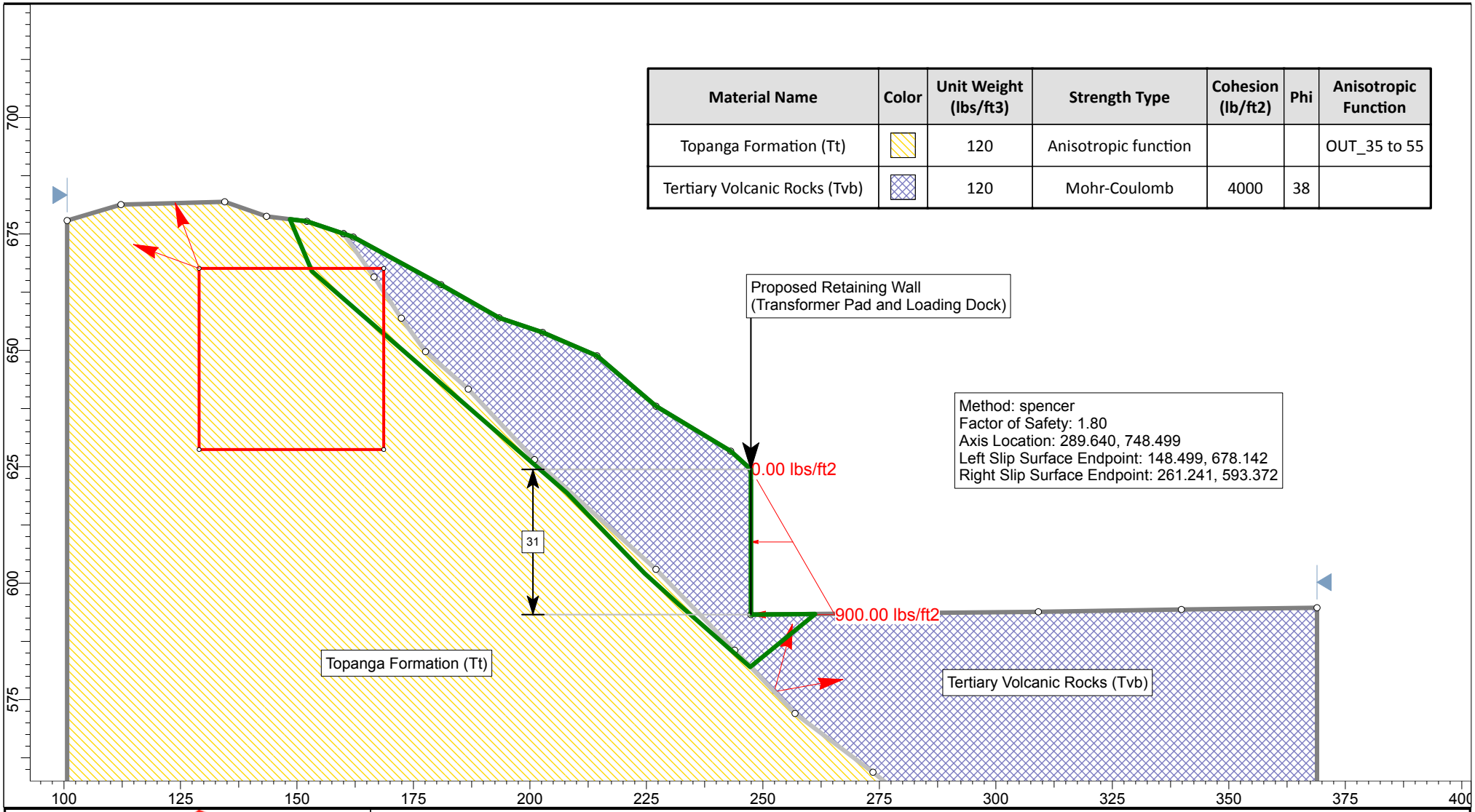
Project: Ford Theatre			
Analyzed By: Sreekar Pulijala	Units: feet	Scale: 1:840	Project No.: 10296.002
Date: 2/28/2014	Condition: Pseudostatic		

Section G

Global Stability

P:\Infocus Projects\10296 Ford Theatre\002\Analyses\Slope Stability\Section G\Section G Static_block.slim

Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (lb/ft2)	Phi	Anisotropic Function
Topanga Formation (Tt)		120	Anisotropic function			OUT_35 to 55
Tertiary Volcanic Rocks (Tvb)		120	Mohr-Coulomb	4000	38	



SLIDEINTERPRET 6.008

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Project	Ford Theatre		
Analyzed By Sreekar Pulijala	*Units* feet	*Scale* 1:360	*Project No.:* **10296.002**
Date 2/28/2014	*Condition* Static		

Section G

Global Stability

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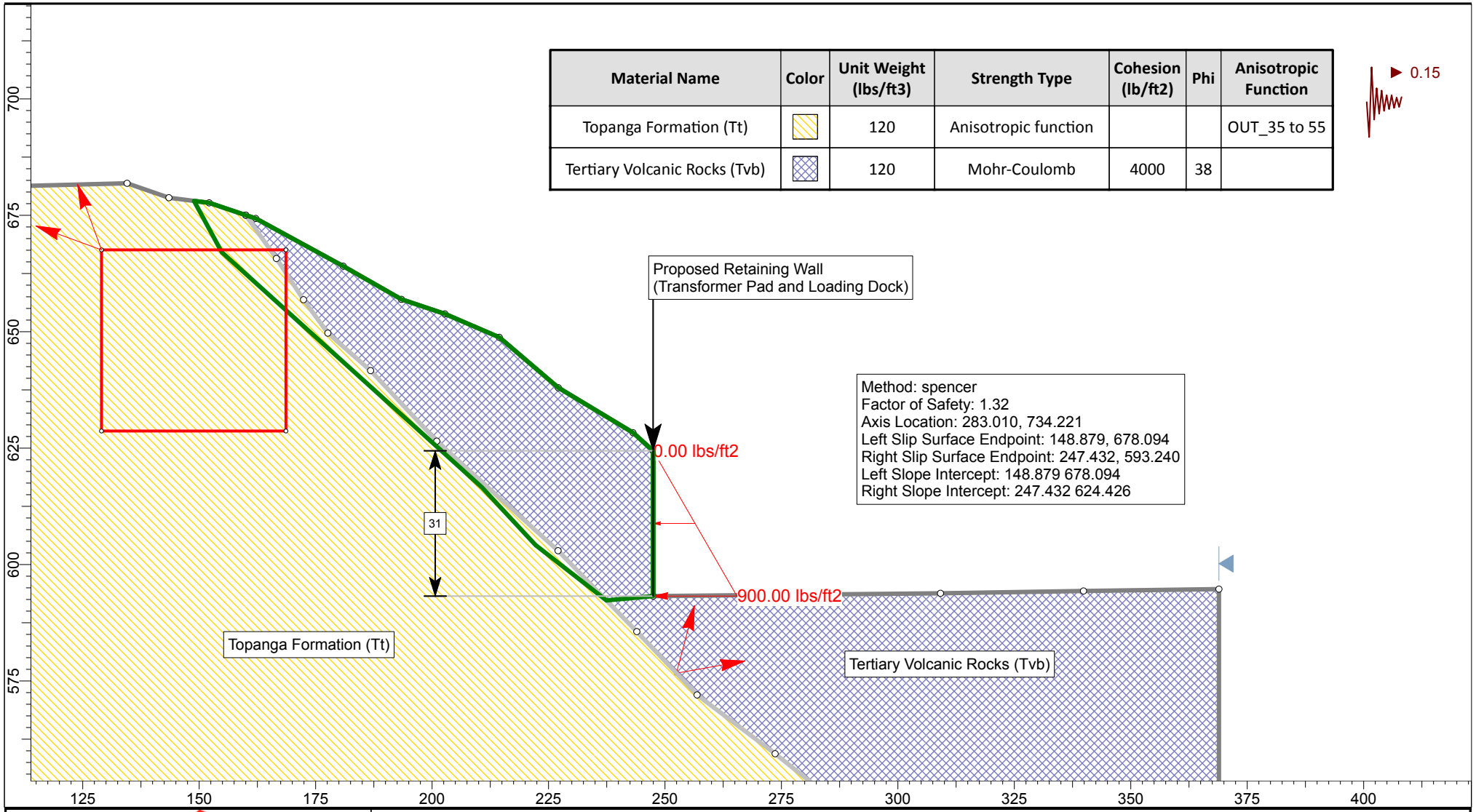
Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (lb/ft2)	Phi	Anisotropic Function
Topanga Formation (Tt)		120	Anisotropic function			OUT_35 to 55
Tertiary Volcanic Rocks (Tvb)		120	Mohr-Coulomb	4000	38	



SLIDEINTERPRET 6.008

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Project: Ford Theatre			
Analyzed By: Sreekar Pulijala	Units: feet	Scale: 1:360	Project No.: 10296.002
Date: 2/28/2014	Condition: Pseudostatic		

Section G

Local Stability

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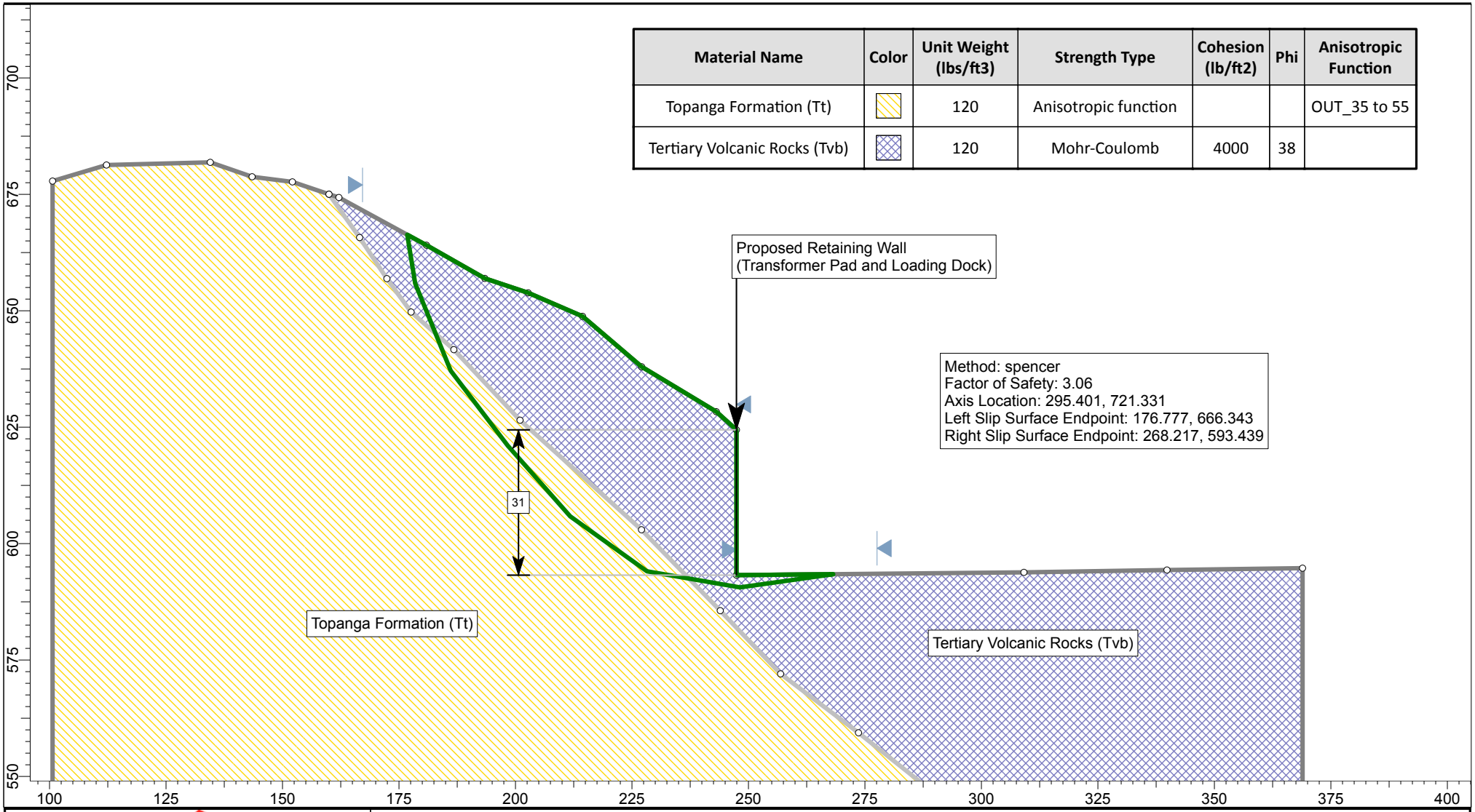
Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (lb/ft2)	Phi	Anisotropic Function
Topanga Formation (Tt)		120	Anisotropic function			OUT_35 to 55
Tertiary Volcanic Rocks (Tvb)		120	Mohr-Coulomb	4000	38	



SLIDEINTERPRET 6.008

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Project	Ford Theatre		
Analyzed By Sreekar Pulijala	*Units* feet	*Scale* 1:360	*Project No.:* **10296.002**
Date 2/28/2014	*Condition* Static		

Section H

Global Stability

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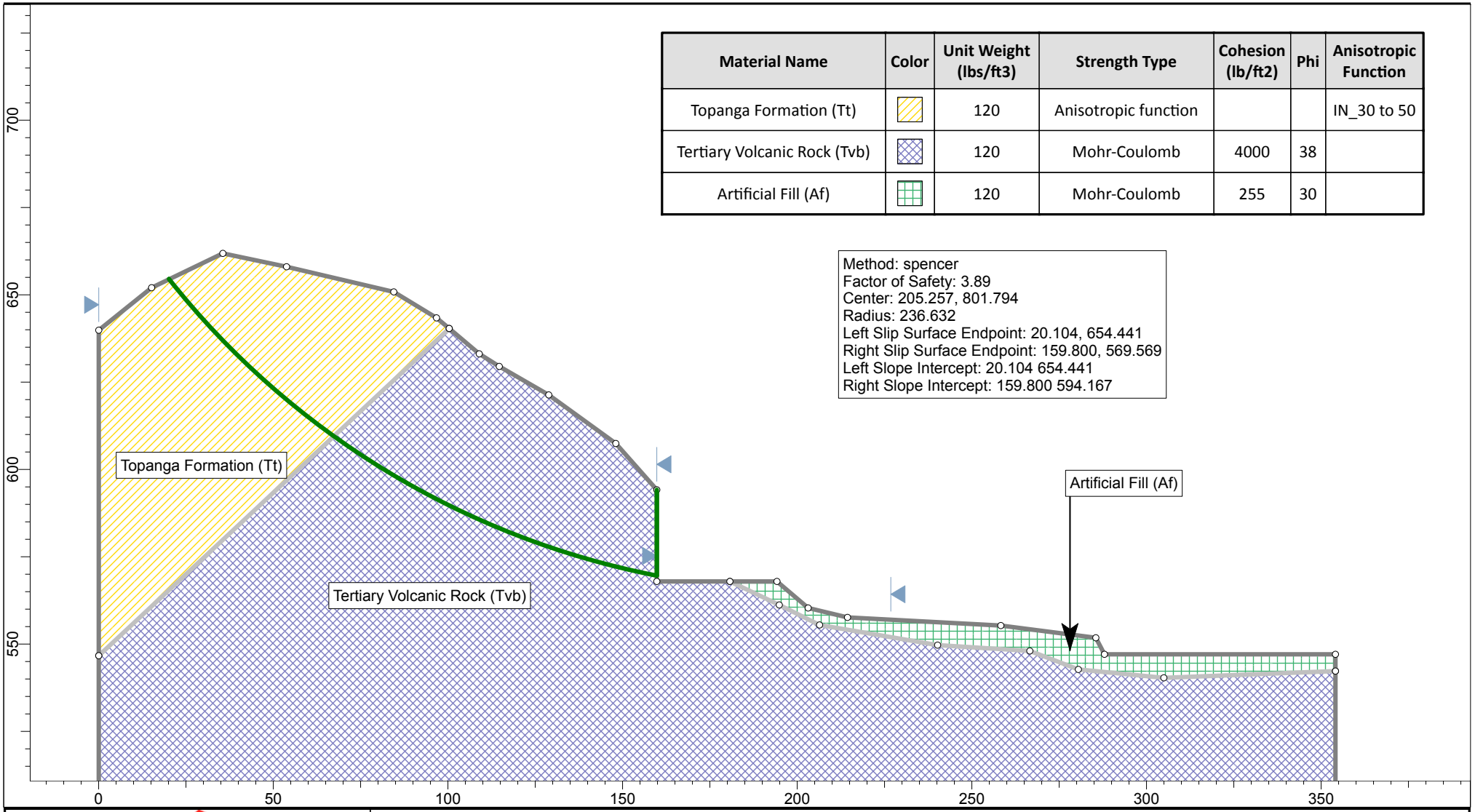
Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (lb/ft2)	Phi	Anisotropic Function
Topanga Formation (Tt)		120	Anisotropic function			IN_30 to 50
Tertiary Volcanic Rock (Tvb)		120	Mohr-Coulomb	4000	38	
Artificial Fill (Af)		120	Mohr-Coulomb	255	30	



SLIDEINTERPRET 6.008

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Project	Ford Theatre		
Analyzed By SP	*Units* feet	*Scale* 1:480	*Project No.:* **10296.002**
Date 2/28/2014	*Condition* Static		

Section H

Global Stability

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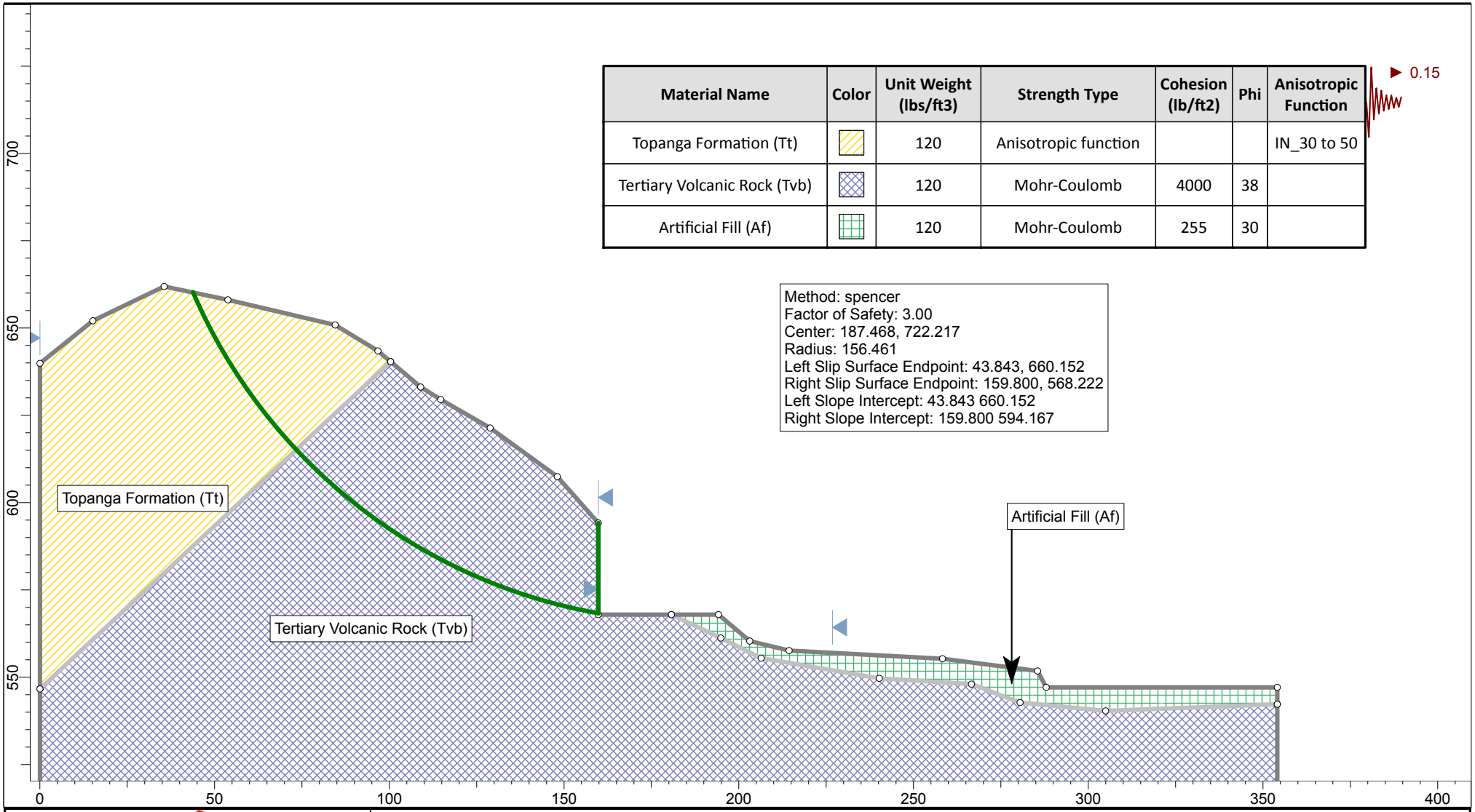
Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (lb/ft2)	Phi	Anisotropic Function
Topanga Formation (Tt)		120	Anisotropic function			IN_30 to 50
Tertiary Volcanic Rock (Tvb)		120	Mohr-Coulomb	4000	38	
Artificial Fill (Af)		120	Mohr-Coulomb	255	30	

0.15

Method: spencer
Factor of Safety: 3.00
Center: 187.468, 722.217
Radius: 156.461
Left Slip Surface Endpoint: 43.843, 660.152
Right Slip Surface Endpoint: 159.800, 568.222
Left Slope Intercept: 43.843 660.152
Right Slope Intercept: 159.800 594.167



SLIDEINTERPRET 6.008

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

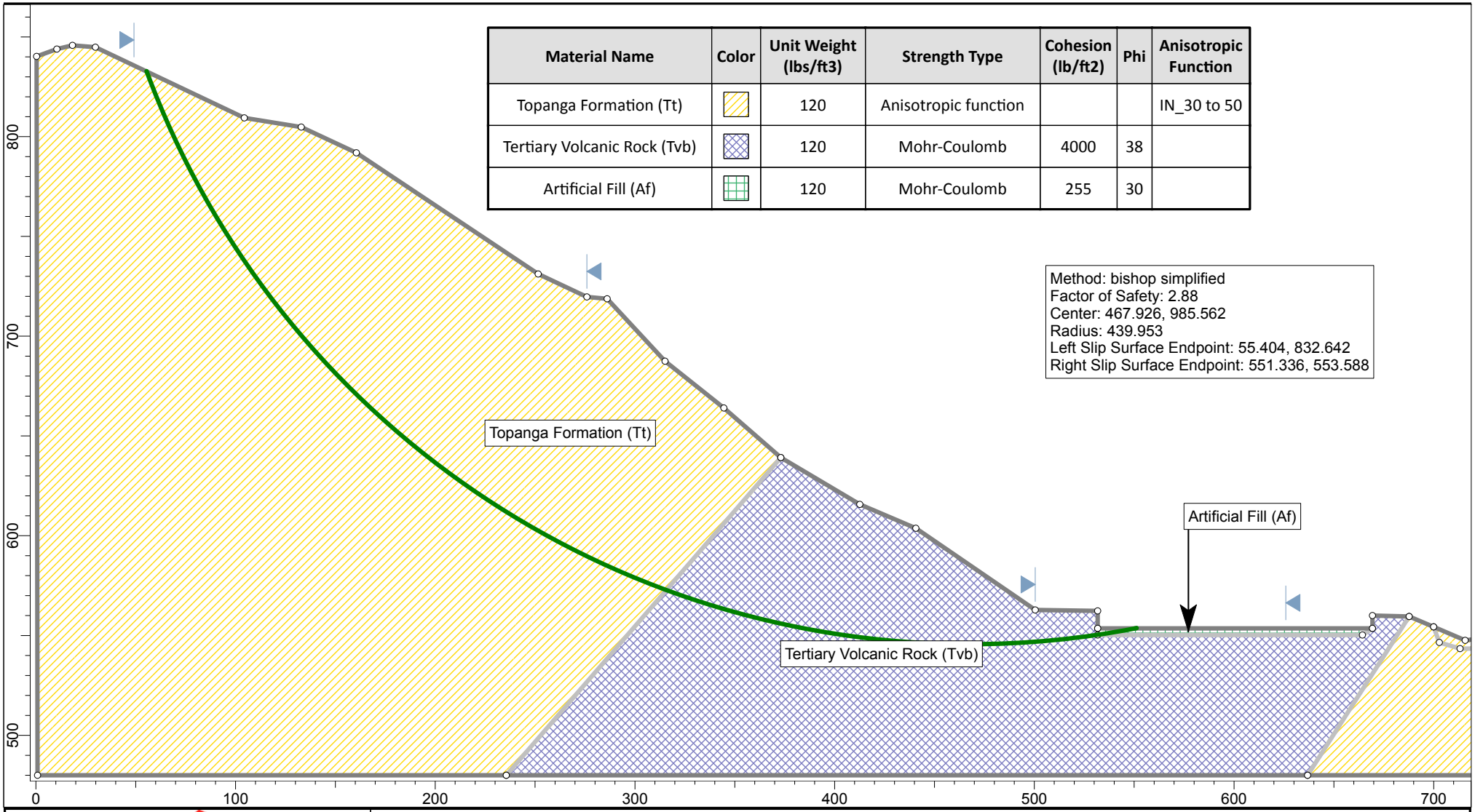
Project: Ford Theatre			
Analyzed By: SP	Units: feet	Scale: 1:480	Project No.: 10296.002
Date: 2/28/2014	Condition: Pseudostatic		

Section I

Global Stability

P:\Infocus Projects\10296 Ford Theatre\002\Analyses\Slope Stability\Section I\Section I_Static.slim

Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (lb/ft2)	Phi	Anisotropic Function
Topanga Formation (Tt)		120	Anisotropic function			IN_30 to 50
Tertiary Volcanic Rock (Tvb)		120	Mohr-Coulomb	4000	38	
Artificial Fill (Af)		120	Mohr-Coulomb	255	30	



SLIDEINTERPRET 6.008

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Project	Ford Theatre		
Analyzed By SP	*Units* feet	*Scale* 1:840	*Project No.:* **10296.002**
Date 2/28/2014	*Condition* Static		

Section I

Global Stability

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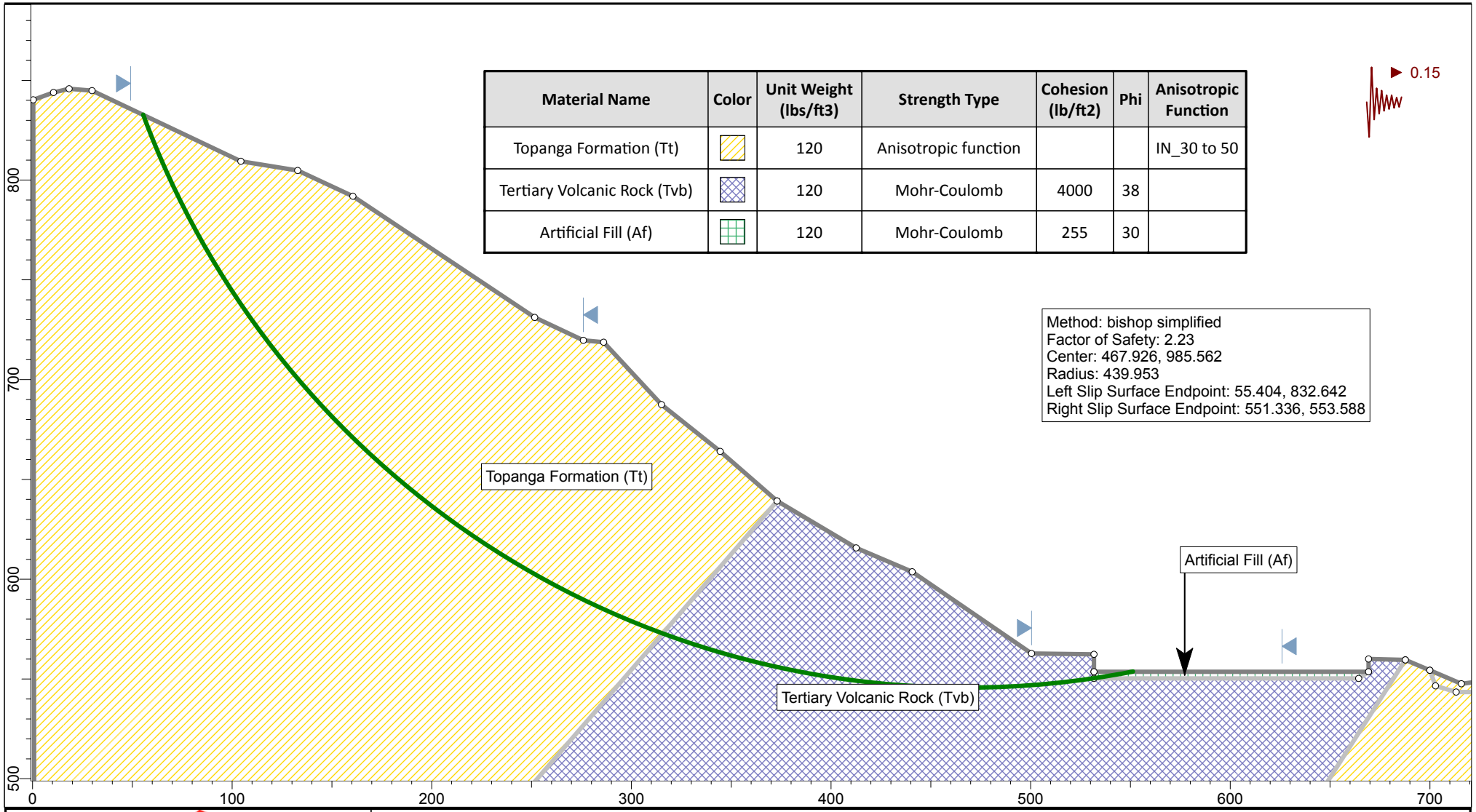
Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (lb/ft2)	Phi	Anisotropic Function
Topanga Formation (Tt)		120	Anisotropic function			IN_30 to 50
Tertiary Volcanic Rock (Tvb)		120	Mohr-Coulomb	4000	38	
Artificial Fill (Af)		120	Mohr-Coulomb	255	30	



SLIDEINTERPRET 6.008

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Project	Ford Theatre		
Analyzed By SP	*Units* feet	*Scale* 1:840	*Project No.:* **10296.002**
Date 2/28/2014	*Condition* Pseudostatic		

Section J

Global Stability

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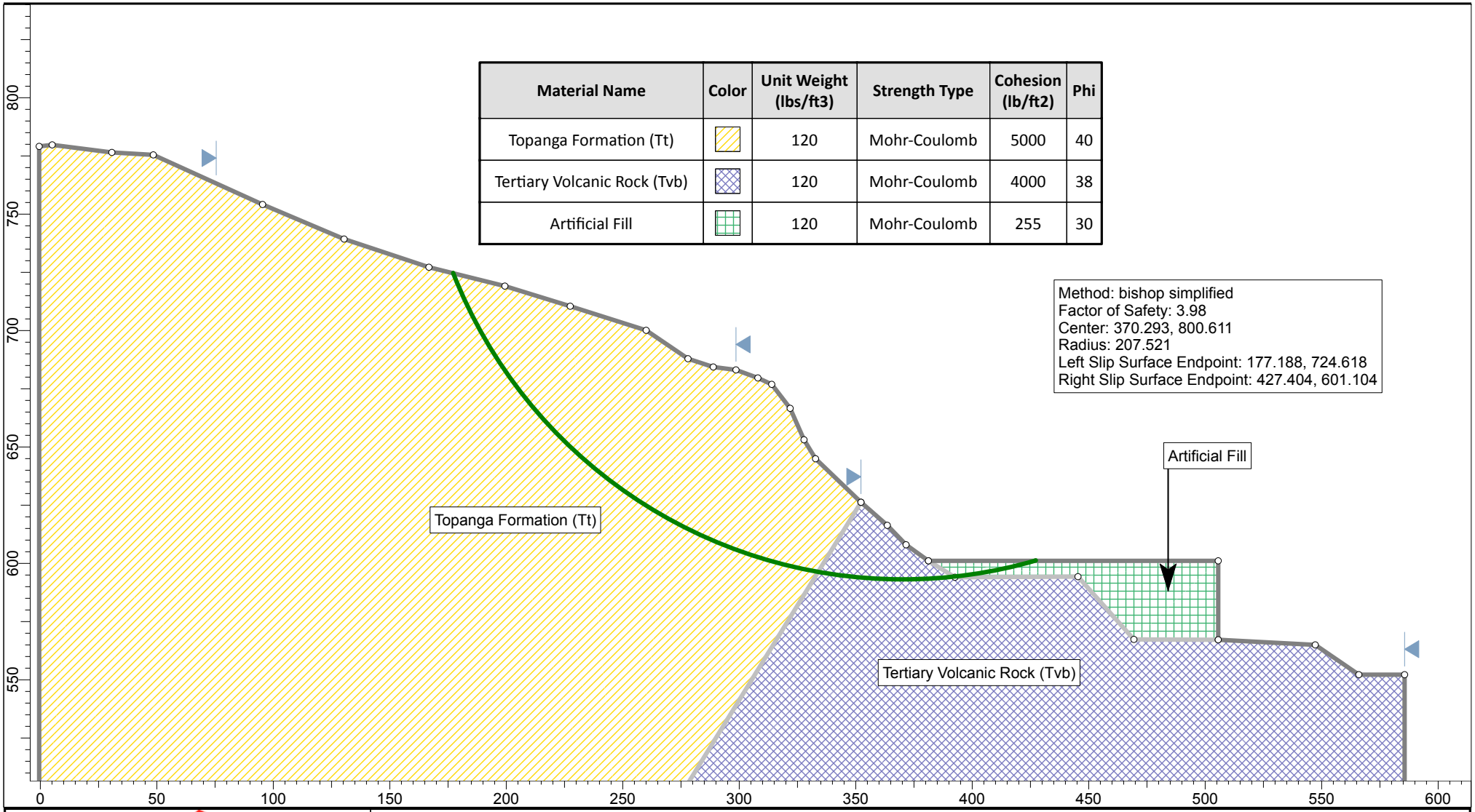
Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (lb/ft2)	Phi
Topanga Formation (Tt)		120	Mohr-Coulomb	5000	40
Tertiary Volcanic Rock (Tvb)		120	Mohr-Coulomb	4000	38
Artificial Fill		120	Mohr-Coulomb	255	30



SLIDEINTERPRET 6.008

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Project	Ford Theatre		
Analyzed By SP	*Units* feet	*Scale* 1:720	*Project No.:* **10296.002**
Date 2/28/2014	*Condition* Static		

Section J

Global Stability

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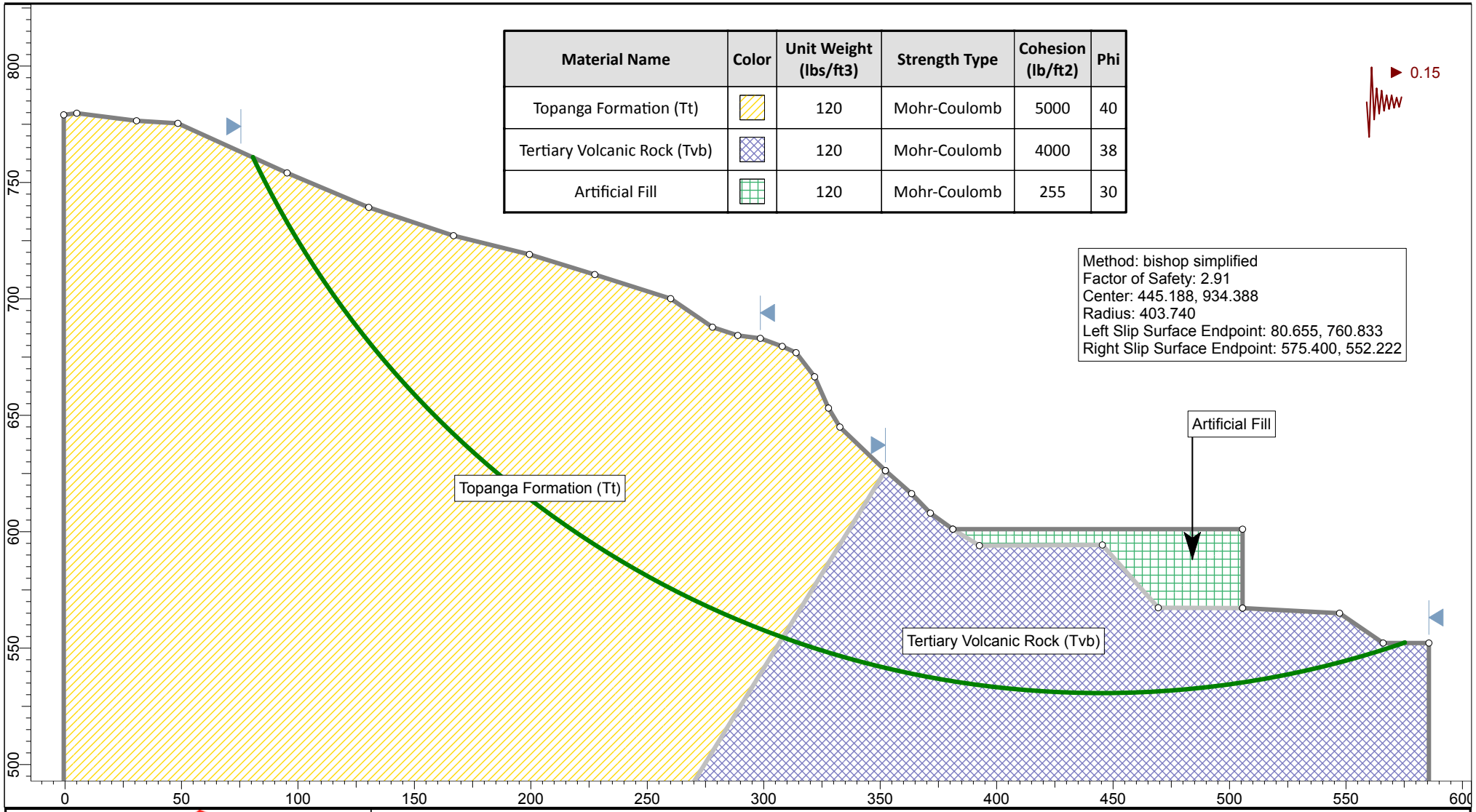
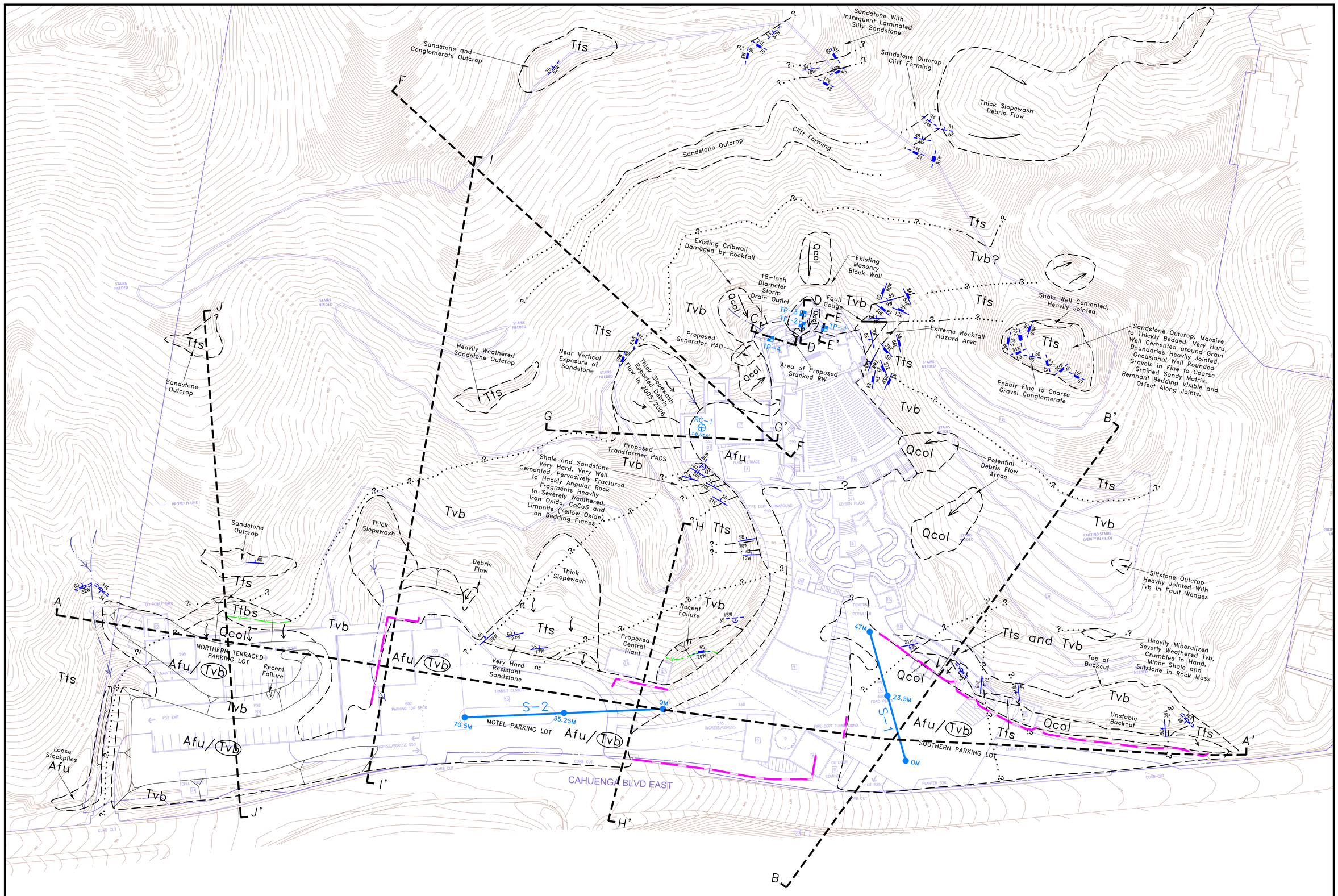
Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (lb/ft2)	Phi
Topanga Formation (Tt)		120	Mohr-Coulomb	5000	40
Tertiary Volcanic Rock (Tvb)		120	Mohr-Coulomb	4000	38
Artificial Fill		120	Mohr-Coulomb	255	30



SLIDEINTERPRET 6.008

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Project	Ford Theatre		
Analyzed By SP	*Units* feet	*Scale* 1:720	*Project No.:* **10296.002**
Date 2/28/2014	*Condition* Pseudostatic		



LEGEND

Afu — ARTIFICIAL FILL-UNDOCUMENTED, CONTAINS STOCKPILED ONSITE DEBRIS SILTY SANDY GRAVEL TO GRAVELLY SAND WITH COBBLE AND BOULDER SIZED DEBRIS.

Qcol — QUATERNARY COLLUVIUM, LOOSE, CONSISTS OF LOCALLY DERIVED BEDROCK MATERIAL, UNCONSOLIDATED, SUSCEPTIBLE TO SLOPE CREEP AND RAPID EROSION. MANTLES SLOPES, WITH THICK WEDGE AT TOES OF CUT SLOPES. DEBRIS FLOW HAZARD

MIDDLE TOPANGA FORMATION AND VOLCANIC BEDROCK

Tts — LIGHT GREY TO ORANGE BROWN, HARD, THICKLY BEDDED, RESISTANT TO EROSION, MODERATELY TO WELL CEMENTED SANDSTONE WITH LOCALIZED PEBBLY LAYERS. FINE TO COARSE ANGULAR TO TRACE ROUNDED GRAINS. INCLUDES QUARTZ PEBBLE SIZED INCLUSIONS. UNIT INCLUDES VERY FINE GRAINED SANDY SILTSTONE, THINLY BEDDED AND CONTAINS DARK REDDISH BROWN, SILICEOUS CHERTY BEDS. CLIFF FORMING. SEVERELY FRACTURED, BLOCKY. ROCKFALL HAZARD ALONG CUT SLOPES. CIRCLED WHERE BURIED.

Ttbs — DARK GREY, CRUMBLY SANDSTONE WITH BASALT FRAGMENTS AND ROUNDED MANGANESE NODULES. SEVERELY WEATHERED AND FRACTURED. HEAVY SECONDARY MINERALIZATION AND CHEMICAL ALTERATION OF MAFIC MINERALS. CIRCLED WHERE BURIED.

Tvb — EXTRUSIVE BASALTIC VOLCANIC ROCKS, DARK GREY TO BLACK. VESSICULAR TO PILLOW STRUCTURE, SEVERELY WEATHERED AND FRACTURED. PERVASSIVE BLOCKY FRACTURE, MODERATE LUSTER ON WEATHERED BLOCKY FACES. DEGRADES TO SAND SIZED FRAGMENTS. HEAVY SECONDARY MINERALIZATION TO EPIDOTE. CHEMICALLY WEATHERED. FRIABLE- NEAR SURFACE, HARD AND VERY RESISTANT WITH DEPTH, CIRCLED WHERE BURIED.

GEOLOGIC CONTACT, DASHED WHERE APPROXIMATE, DOTTED WHERE CONCEALED, QUERRIED WHERE UNCERTAIN

F. . ?. — FAULT CONTACT, DASHED WHERE APPROXIMATE AND OBSERVED DOTTED WHERE CONCEALED, QUERIED WHERE UNCERTAIN.

APPROXIMATE BOUNDARIES OF CUT SLOPES

APPROXIMATE BOUNDARY OF COLLUVIUM. DEBRIS FLOWS PRIMARILY WITHIN BASALT FORMATION. ARROW DENOTES DIRECTION OF MOVEMENT. AREAS ARE SUBJECT TO ONGOING CREEP AND SEDIMENT BUILDUP BEHIND EXISTING RETAINING WALL IMPROVEMENTS.

50↓ 24W — STRIKE AND DIP OF BEDDING

21W 35 — STRIKE AND DIP OF FAULT

15W 35 — STRIKE AND DIP OF BEDROCK CONTACT

60 38W 34E — STRIKE AND DIP OF LOCALIZED SHEAR SURFACES

20W 55 — STRIKE AND DIP OF JOINTS

EXISTING RETAINING WALLS

BASALT DIKE

SURFACE CONTACT OF SANDSTONE BEDDING AND INTRUSIVE BASALT OUTCROPS

APPROXIMATE CENTERLINE OF EXISTING DRAINAGES. ARROW DENOTES DIRECTION OF SURFACE FLOW

OM 70.5M — APPROXIMATE LOCATION OF SEISMIC LINES S-1 AND S-2, SHOWN WITH LENGTH IN METERS (M) AND VELOCITY IN METERS PER SECOND (M/S). (LEIGHTON, 2013a)

J J' — LOCATION OF GEOLOGIC CROSS SECTIONS (LEIGHTON 2013a AND CURRENT STUDY)

RC-1 T.D.37.5' — LOCATION OF ROCK CORE BORING SHOWING TOTAL DEPTH (T.D.)

SCALE 0 40 80 FEET

REVISED GEOLOGIC MAP

FORD THEATRE
EAST CAHUENGA BOULEVARD
LOS ANGELES, CALIFORNIA

PLATE 1

Proj: 10296.002	Eng/Geol: CCK/JAR
Scale: 1"=40'	Date: 02/2014

Drafted By: BQT | Checked By: BQT | P:\SHAT\WO10296\WORK_2014-02\10296-002-PLATE-1.DWG(1) 02/ 28 14 2:57:48PM, Plotted by: tshat

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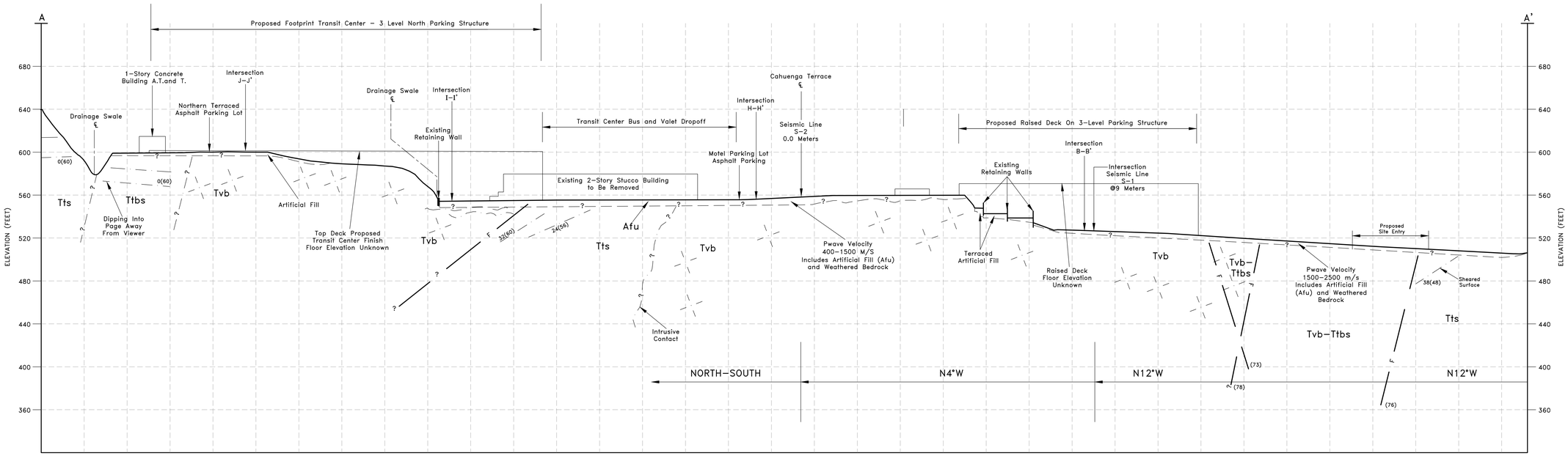
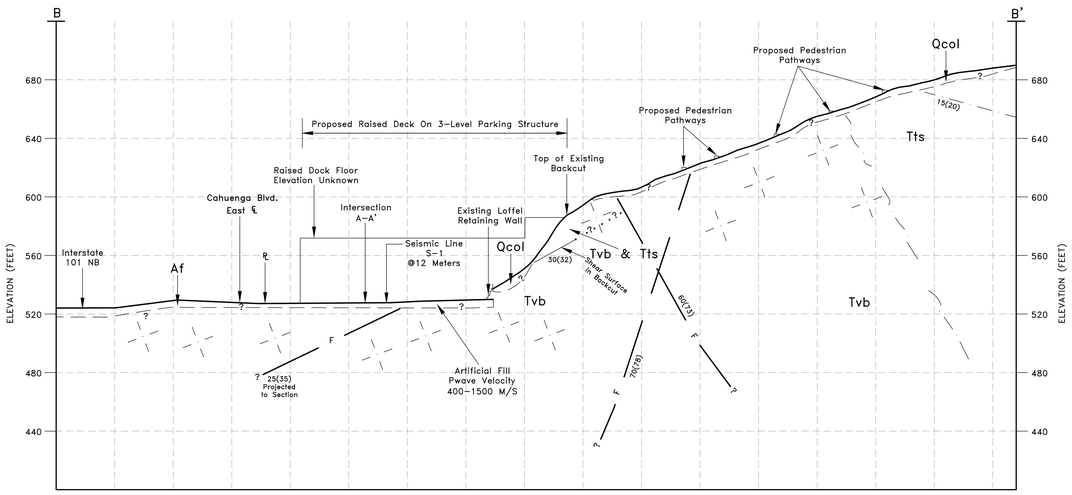
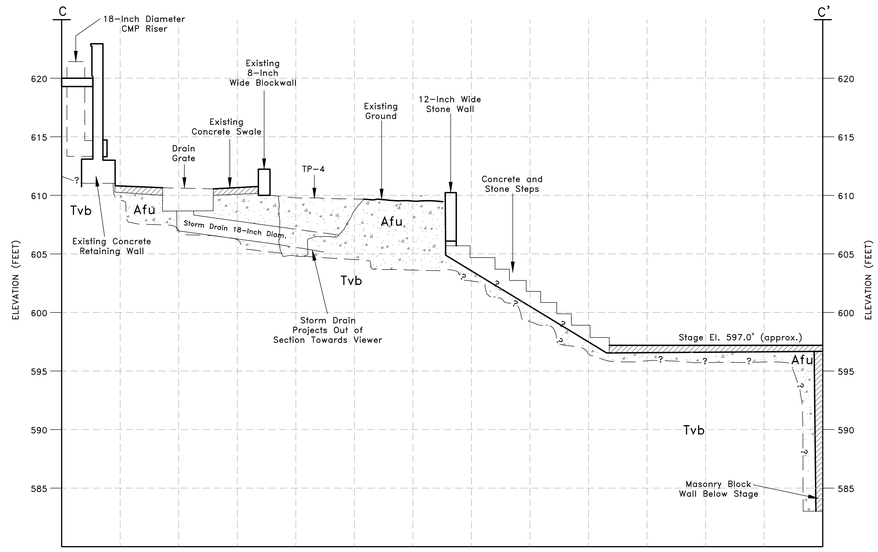
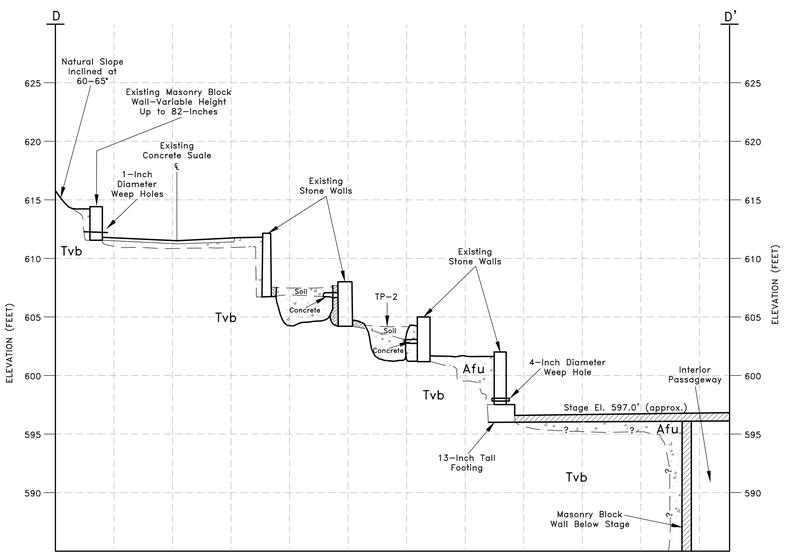


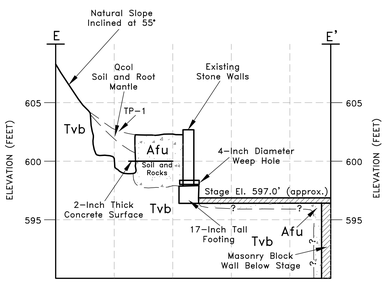
SEE PLATE 1, REVISED GEOLOGIC MAPFOR EXPLANATION OF EARTH UNITS

—— · —— 68(70) INCLINATION OF BEDDING, APPARENT DIP SHOWN WITH ACTUAL DIP IN PARANTHESES









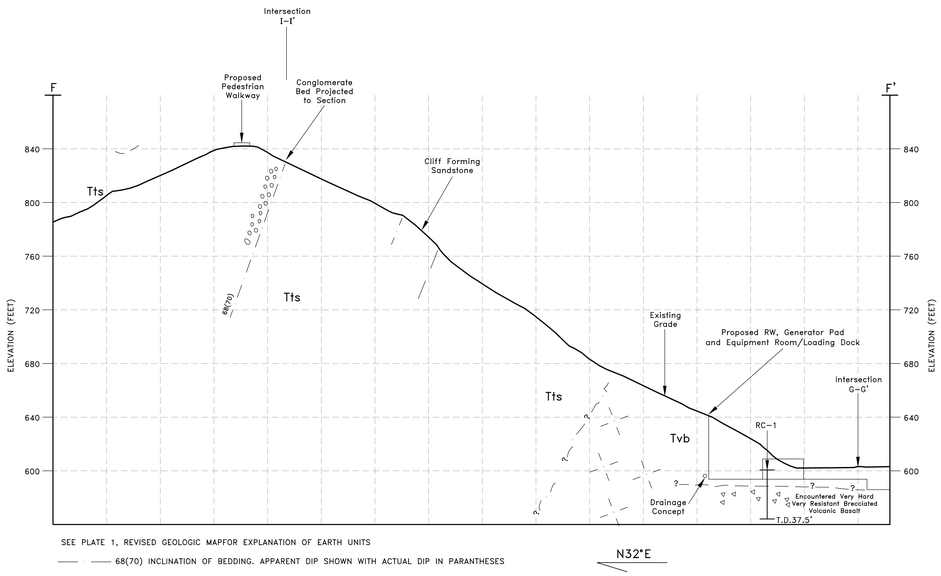
GENERALIZED GEOLOGIC CROSS SECTIONS A-A' THROUGH E-E'
FORD THEATRE
EAST CAHUENGA BLVD.
LOS ANGELES, CALIFORNIA

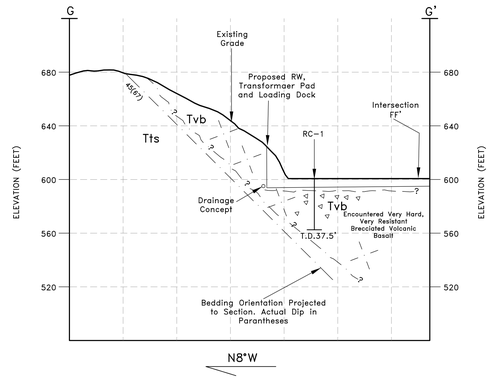
PLATE 2

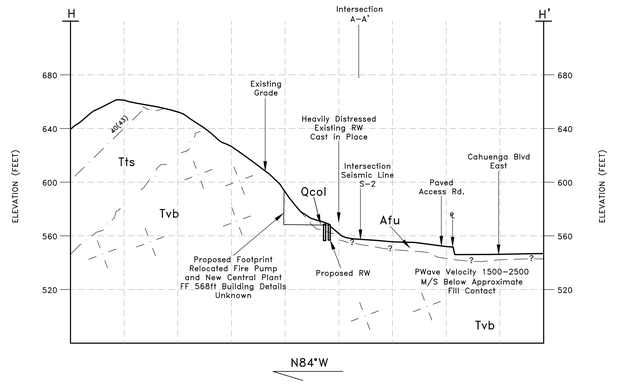
Proj: 10296.002	Eng/Geol: CK/JR
Scale: 1"=40'	Date: 02/2014

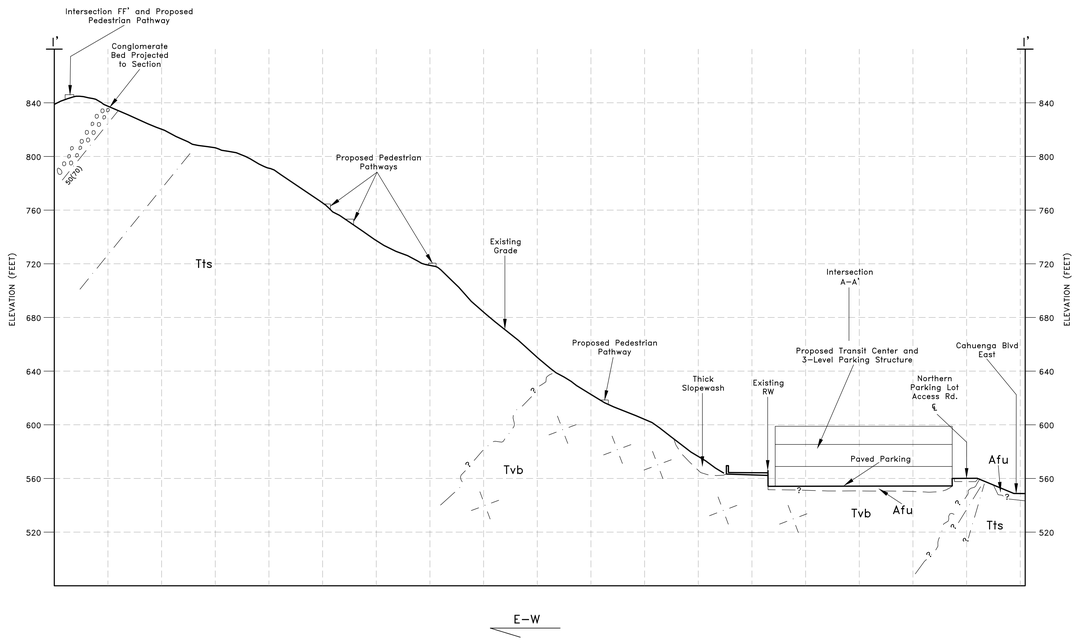
Drafted By: BQT | Checked By: BQT | P:\GRAPHICS\10296\00\PDF_2014-02-05\10296-00 PLATE 2- CROSS SECTIONS.DWG 02-06-14 10:12:42AM, Plotted by: brian

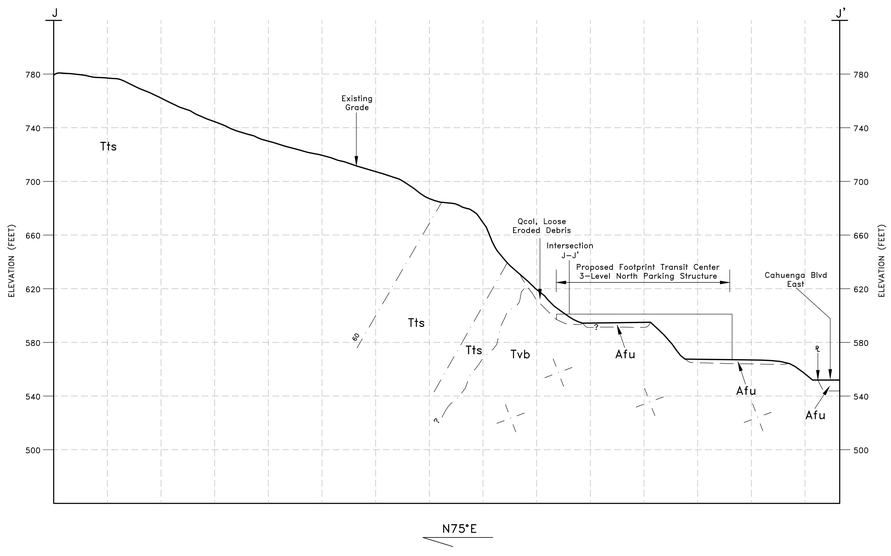
Leighton











GENERALIZED GEOLOGIC CROSS SECTIONS F-F' THROUGH J-J'
FORD THEATRE
EAST CAHUENGA BLVD.
LOS ANGELES, CALIFORNIA

PLATE 3

Proj: 10296.002 | Eng/Geol: CK/JR

Scale: 1"=40' | Date: 02/2014

Drafted By: BQT | Checked By: BQT | P:\Shelf Files\2010\10296.002\PLATE 3 CROSS SECTIONS.DWG 02-24-14 10:12 Users: Pinned by: Brett

Leighton

Appendix H.5

Résumés

CARL C. KIM | Senior Principal Engineer

Years of Experience | Years with Leighton: **20 | 7**

- ME, Civil and Environmental Engineering, Massachusetts Institute of Technology Cambridge, MA, 1997
- BS, Civil Engineering, University of California Berkeley, 1993
- 2002 / California Geotechnical Engineer - 2620
- 1998 / California Civil Engineer - 58046

Mr. Kim specializes in soil mechanics, forensic investigations, and geotechnical earthquake engineering. He has extensive experience in evaluation of geotechnical engineering design and failure analysis. He is an expert in seismic hazard analyses, non-linear analysis of structures using earthquake time histories, liquefaction evaluations, slope stability analyses, and foundation investigations. He has managed geotechnical investigations to provide recommendations for design as well as forensic investigations for litigation support. He has developed geotechnical recommendations for deep and shallow foundation systems, pavement design, remedial grading, shoring for deep excavations, and mitigation of expansive soils and landslides.

Mr. Kim has worked extensively with commercial, industrial, and government clients on a wide variety of geotechnical assignments. He has successfully managed numerous complex technical projects with budgets ranging up to several million dollars; he has a proven record of delivering his projects on time and within budget.

CHOC TOWER II EXPANSION PROJECT, ORANGE, CA. Principal Engineer for PSHA under the 2007 California Building Code. Optimized the foundation design by recommending a combined mat foundation and pile system to support the 7-story tower. Some portions were supported on piles to prevent surcharging of adjacent existing basement areas and to control differential settlement. The Tower II Expansion Project (South Tower) consists of a 416,000-square-foot, seven-story building with a basement, including appurtenant utilities and site work.

CITRUS VALLEY HEALTH PARTNERS, COVINA, CA. Project Manager for the geotechnical exploration to characterize engineering properties of onsite soils and identify geologic and seismic hazards that may impact the sites. Mr. Kim and the team provided document review, subsurface exploration, laboratory testing, geologic-seismic hazards evaluation, site-specific ground motion study, and engineering analyses.

SOUTH BUILDING AT HOAG MEMORIAL HOSPITAL PRESBYTERIAN, NEWPORT BEACH, CA. Developed and managed the geotechnical investigation and engineering support program for this base-isolated structure, which included the selection and scaling of 14 time histories per building code requirements. Probabilistic and deterministic response spectra were developed to establish the targets for scaling.

KAISER HOSPITAL ADDITIONS, ONTARIO, CA. Provided technical direction for analysis of ground motion and seismic hazards to help obtain review agency approval for this project, which included a new nursing tower and a central plant. The task included the selection and matching of 14 time histories per building code requirements, probabilistic and deterministic response spectra, and evaluation of seismic hazards.

DOWNEY REGIONAL MEDICAL CENTER, DOWNEY, CA. Mr. Kim assumed responsibility as principal-in-charge to procure and obtain review agency approval for the project. The task included the

development of a ground improvement program using vibro-replacement techniques (stone columns) to mitigate liquefaction hazard.

HENRY MAYO MEMORIAL HOSPITAL, NEWHALL, CA. Developed and managed the geotechnical investigation and geotechnical engineering support program for design and construction of various additions and improvements to the medical center.

SAN JUAN VA MEDICAL CENTER ADDITION, SAN JUAN, PUERTO RICO. Developed and managed the geotechnical earthquake engineering program for this project, which included development of probabilistic and deterministic response spectra and evaluation of seismic hazards (liquefaction, seismically-induced slope stability, lateral spreading, etc.).

SEISMIC UPGRADE OF ORIGINAL HOAG MEMORIAL HOSPITAL PRESBYTERIAN BUILDING, NEWPORT BEACH, CA. Developed and managed the geotechnical investigation and engineering support program for the retrofit of this structure, which required extensive analysis of soil-structure interaction to develop feasible alternatives for foundation underpinning and strengthening within confined spaces with severely limited access.

WOMEN'S PAVILION AT HOAG MEMORIAL HOSPITAL PRESBYTERIAN, NEWPORT BEACH, CA. Developed and managed the geotechnical investigation and engineering support program for this base-isolated structure, which included the selection and scaling of 14 time histories per building code requirements. Probabilistic and deterministic response spectra were developed to establish the targets for scaling.

TORRANCE MEMORIAL MEDICAL CENTER, TORRANCE, CA. Performed numerous geotechnical investigations for the design and construction of new facilities and for the seismic evaluation of existing facilities at the site.

WESTMINSTER POLICE DEPARTMENT HEADQUARTERS AND PARKING STRUCTURE, WESTMINSTER, CA. Project Principal and Geotechnical Engineer. Performed supplementary geotechnical investigations and indicator pile program to reduce pile foundation lengths from 75 to 55 feet for the proposed 3-story new police station building and 4-level parking structure at the site of the existing police department headquarters campus.

LOS ANGELES COUNTY DATA CENTER, RANCHO LOS AMIGOS NATIONAL REHABILITATION CENTER, DOWNEY, CA. Project Principal and Project Manager. Performed a comprehensive geotechnical investigation and geologic hazard evaluation for the proposed 46,000 square foot data center facility for the County of Los Angeles, which will consolidate data processing for nine County departments into a single location. The project was designed to be partially underground and to withstand increased seismic loading commensurate with a critical facility.

SAN DIEGO CONVENTION CENTER EXPANSION, SAN DIEGO, CA. Developed and managed the investigation and test pile program to develop the final design lengths and the installation program of foundation piles. The project included profiling the depth and thickness of a discrete bearing layer within stratified subsurface materials, conducting Pile Driver Analyzer measurements during the test pile program, and developing target depth contours to maximize axial capacity and to minimize pile lengths and pile driving effort.

DISNEY'S CALIFORNIA ADVENTURE, ANAHEIM, CA. Managed the geotechnical engineering services for the expansion of the amusement park. The expansion created an amusement park and resort including hotels, movie theaters, and retail establishments. Mr. Kim provided on-going consultation to Walt

Disney Imagineering for all aspects of geotechnical engineering, including shallow and deep foundations, tunnels, retaining structures, seismic design criteria, drainage, and earthwork.

JOE ROE, PG, CEG
Project Geologist

Education

- B.S. Geology, Cal State University Fullerton, 2000, Veteran United States Navy, Desert Storm

Professional Registrations

- California Certified Engineering Geologist – 2456
- California Professional Geologist - 7921
- Certified Nuclear Density Gauge Operator
- Radiation Safety Officer (RSO)
- Caltrans Certified CTM 125 Sampling Highway Materials & Products
- Caltrans Certified CTM 231 Relative Compaction of Soils & Aggregates by Nuclear Method
- Caltrans Certified CTM 375 In-Place Density & Relative Compaction of AC Pavement by Nuclear Method
- Certified Nuclear Density Gauge Operator for use with Troxler 3440 and CPN MC3, CME 75, 85 and 95 rigs used for soil sampling, drive tube and sand cone techniques.
- Member of SCGS, regular attendance at monthly meetings to discuss geologic issues pertaining to the construction and academic geologic environment.

Professional Summary

Mr. Roe has extensive experience managing and conducting field geotechnical investigations for various projects including slope stabilization, Alquist-Priolo fault investigations, mass grading, piles, caissons, asphalt paving, footings, utility backfills, drill logging, rock coring, test trenching, micro-tunneling, monitoring and pump well installations including forensic geotechnical and geologic investigations for litigation support. He has participated in many aspects of project development from project planning, investigation, construction services, and project management and business development.

He has worked extensively with local and State agencies to develop geotechnical recommendations for deep and shallow fill sites, remedial grading and mitigation of active faults, shear zones, landslides and debris flows.

Project Experience

- **Heritage Fields, Irvine, CA.** Project Geologist involved in planning and instituting geotechnical investigations for residential and commercial development over several thousand acre parcel formerly the El Toro Marine Air Base. Geologic mapping based on interpolation of subsurface conditions from several hundred borings in order to determine available sand deposits for mining. Analyzed lab data with respect to planned development in order to provide recommendations for earthwork construction. The project involved multiple field explorations, laboratory testing and geotechnical report preparation and avoidance of known and unknown US Navy landfill sites.

- **Great Wolf Lodge and Resort, Garden Grove, CA.** Senior Project geologist/Project Manager investigating a proposed 250 million dollar development that includes a 9-story hotel, conference center, restaurant, indoor and outdoor water park, and a multi-level at-grade parking structure. Our multiple geotechnical studies identified the significant design considerations for the project was the potential impact to on site utilities and building structures due to settlement of the compressible soils underlying the site. Evaluated the impact of settlement on the proposed development, identified ground improvement alternatives for settlement mitigations, and provided preliminary recommendations for site grading and other planned incidental improvements for the project that were not subject to the adverse effects of settlement.

Master-Planned Community

- **Whispering Hills, San Juan Capistrano, CA.** Senior Staff Geologist during massive hillside grading in a well-documented landslide complex adjacent to the Forester fault. Drilled 40 bucket augers, downhole logged and sampled bucket augers to depths of 120-200 feet for purposes of classifying numerous landslides, geological field mapping of excavations to determine suitable and unsuitable material left in place or to be removed during the grading operations. Communicated daily with engineers and superintendent to convey in field recommendations regarding removal and stabilization of constructed hillsides. Preliminary investigation data used in support of Environmental Impact Report (EIR).

- **Greater Tehachapi Area Specific Plan (GTASP), CA.** Project Geologist involved in research and collection of geologic and fault data over a 400 square mile area for the generation of the Specific Plan for the Tehachapi Area, Kern County, California. The County of Kern was tasked with updating planning and environmental information in this unincorporated Greater Tehachapi area. Involved in preparing a new program-level Greater Tehachapi Area Specific Plan (GTASP) that will rescind and consolidate the existing specific and other community plans in the area. This new Specific Plan will allow the County to identify and coordinate implementation strategies and policies for future land uses by balancing the competing social, economic, resource and environmental factors for future growth in the Greater Tehachapi area.

Forensics

- **Edgeridge Drive Embankment Stabilization, Hacienda Heights, (Unincorporated Los Angeles County), CA.** Project Manager/Geologist responsible for developing a field investigation to support recommendations for the stabilization of the existing Edgeridge Road embankment where a concrete retaining wall failed along the southerly and downslope edge of the roadway. Based on field observations the observed distress within the area of these existing concrete retaining walls was mostly surficial in nature, associated with erosion of colluvial materials on the slope face along the south edge of the active roadway, exposing roadway subgrade and a retaining wall foundation. It was determined that primarily grading and drainage improvements are required to reduce if not eliminate erosion. Recommendations to stabilize the embankment consisted of soldier piles with a spanning concrete wall face to support the road embankment between the soldier piles tied-back by “deadman” piles drilled on the north side of the road embankment, anchored by corrosion-resistant steel anchor cables.

- **Forensic Investigation California Water Service Company Easement, Diamondhead Lane, Rancho Palos Verdes, CA**-Senior Project Geologist planned and executed geotechnical investigation, summarized the findings from assessment and evaluation of a slope failure within the California Water Service Company (Cal-Water) easement. Used limited access rilling and hand dug test pits to identify failure plane and failure mechanisms. Made recommendations for removal and recompaction of landslide and debris flow material to stabilize utility lines and to repair slope to original conditions.

Industrial

- **Barstow Industrial Facility, Barstow, CA.** Project Manager/Geologist. The purpose of this study was to evaluate the potential of faulting onsite. Performed review of stereoscopic paired aerial photos of the site from the San Bernardino County Flood Control District, geological and State of California fault maps, verbal communication with the City of San Bernardino Geologist, performed a site visit to document the current site conditions and preparation of site reports presenting findings and conclusions as to the presence or absence of active faults postulated to cross the site.

- **J.H. Baxter Facility, Long Beach, CA.** Project Geologist responsible for planning and implementing an investigation for the 13-acre area intended for development of 142 cross-dock positions, 50 semi-tractor stalls, 402 trailer stalls, 412 auto stalls and an office building, maintenance shed and a guard booth totaling 10,400 square feet. Challenges were working with contaminated site soils that could not be removed. Recommendations consisted of use of geotextile fabrics to support the planned improvements thereby keeping disturbance of contaminated site soils to a minimum.

Institutional

- **Parking Structure III, California State University Los Angeles, CA.** Project Geologist for the geotechnical investigation performed in support of the design of the three-level concrete parking structure. Investigation included drilling borings in existing fill across a buried canyon in order to determine depths to bedrock. Recommendations included a two type foundation consisting of spread footings at grade in bedrock and deep caissons to support the structure across the pre-existing canyon. Field mapping during the project construction helped develop recommendations to mitigate seepage from the rock structure exposed in the cut walls by means of recommending additional drains and dewatering wells to accommodate nuisance water removal during wet years.

- **Athletic Facility, West Los Angeles Community College, Culver City, CA.** Project Geologist for geotechnical exploration. The site's split level, proposed design and undocumented fill, all presented challenges for the geotechnical recommendations. While the Athletic building, with a two-level basement, would require up to 20 feet of excavation, which would essentially remove the undocumented fill, the Fitness center an at-grade structure would require removal and compaction. Leighton recommendations for the foundations and site grading were based on the laboratory results from the field exploration which included hollow-stem auger borings and Cone Penetration Test (CPT) soundings.

Municipal Infrastructure

- **Mulholland Dam Monitoring Well Installation, Los Angeles, CA.** :Senior Project Geologist involved in the destruction of an existing monitoring well 82-D (MW 82-D) and installing a replacement monitoring well 2010-A (MW 2010-A) to 123 feet using a Myersburg Mobile B 53 mud rotary rig and recirculation of bentonite drilling fluid. Drilling mud and cuttings were stored in 55 gallon drums, analytically characterized and disposed of properly. Completed and filed a well completion report In accordance with Sections 13750 through 13755 (Division 7, Chapter 10, Article 3) of the California Water Code with the Department of Water Resources.

- **Numerous Alquist-Priolo Fault Investigations over active traces of Newport Inglewood, San Andreas, San Jacinto, Chicken Hill and Casa Loma Faults in Los Angeles, San Bernardino and Riverside Counties, CA.** Duties involved extensive field mapping at appropriate scales and interaction with appropriate agencies required for report submittal.

- **Ocean Trails Landslide, Palos Verdes, CA.** Senior Staff Field Geologist for slope stabilization and buildup of geosynthetic mechanically stabilized earth wall, geologic mapping, installation and monitoring of instrumentation array, including survey monuments and extensometers, slope inclinometers along perimeter and within Landslide "C" to monitor landslide movements. Installed hydraugers and monitoring wells to monitor subsurface water and drain the landslide. The project involved daily to weekly monitoring of an array of inclinometers, extensometers and monitoring wells during landslide removals and replacement of mechanically stabilized earth walls to repair the golf course. Project involved daily analysis and weekly reporting of current and changing conditions to city and county officials.

Schools- DSA

- **Beverly Hills High School, Beverly Hills, CA.** -Senior Project Geologist/ Project Manager involved in assessment of postulated faults across the Beverly Hills High School campus in response to the Century City Metrolink Tunnel study. Conducted several continuous east west core boring and cone penetrometer (CPT) transects to depths of 160 feet below ground surface to evaluate type and nature of subsurface stratigraphy along the West Beverly Hills Lineament (WBHL). Excavated overlapping fault trenches to depths of 15-20 feet in the dense urban environment along a Methane Buffer Zone. Coordinated field activities, logged core borings, provided detailed fault trench logging to investigate fault traces should they exist in order to evaluate their activity. Integrated pedochronolgic soil age dating techniques and optically stimulated luminescence (OSL) along with carbon analysis to provide ages of soils below the High School site. Additionally integrated the use of optical mineralogy to determine the origin of clays lining subsurface fractures in order to provide their origin, i.e. tectonic or illuviation in response to California Geological Survey (CGS) concerns as to the origin of clay lined fractures observed in the fault trenches. Submitted data to supplement two detailed responses to California Geological Survey resulting in all geologic issues being “adequately addressed”. This was a major hurtle for the District to overcome as the Leighton report refuted completely the geologic data presented by other consultants resulting a the project design to move forward as originally planned.

- **Malibu High School, Malibu, CA.** Senior Project Geologist implemented and conducted a geotechnical investigation to support design and construction of proposed renovations and additions to the existing campus. Investigation included use of hollow stem auger borings, shallow test pits, infiltration testing to support percolation devices for draining the Olympic sized pool on a weekly basis. Project involved multiple agency reviews ultimately gaining acceptance from CGS and DSA for the projects to move forward.

Transportation

- **Loma Ridge State Route 241-Landslide Repair, Orange, CA.**. Project Geologist involved in detailed slope mapping during excavation of several million yards of La Vida Formation bedrock over a 9 month period in order to provide hillside buttress stabilization in response to activation of a paleo landslide threatening a major state route out of Orange County. Managed contractor activities and continuously mapped field exposures daily during excavation. Field activities consisted of mapping bedrock, confirming elimination of disturbed bedrock and approving subgrade for placement of structurally controlled fill to overseeing installation of multiple tiered sub drainage and back drainage systems to provide adequate passive dewatering of the mechanically buttressed 300 foot high hillside adjacent to the northbound State Highway 241. Communicated daily with contractors and engineers from multiple municipalities and state agencies in order to provide updated geologic cross sections for slope stability analyses.

- **California High Speed Rail, Los Angeles – Orange County Segment.** Project Geologist involved in the collection and presentation of geologic data for the proposed 30-mile rail alignment from Los Angeles Union Station to the Anaheim Station. Collected data for the study area was defined by the following key issues: topography; geology; soils; landslide hazards; surface fault ruptures; ground shaking; liquefaction, other ground failure, seismically induced landslides; tsunami, seiches, dam failure inundation; subsurface gas hazards; mineral resources; oil and natural gas resources; paleontological resources; width of study area; at-grade sections; tunnel and cut-and-cover sections; cut and fill sections; and aerial sections. The alignment travels through 14 cities in Los Angeles and Orange counties, and unincorporated areas of Los Angeles County.

Water Infrastructure

- **Santa Ana Regional Interceptor (SARI Line), Yorba Linda, CA.** Project Geologist involved in Hydrogeologic and Geotechnical Investigation to support design and construction of a 3-mile Sanitary Trunk Sewer line along the Santa Ana River that conveys raw sewage and brine (wastewater from agriculture, commercial and other sources) from the Inland Empire to the OCSD treatment plant in Fountain Valley. Investigation consisted of interaction and acquisition of permits from multiple governing agencies such as Orange County Flood Control District, Orange County Harbors Beaches and Parks, Caltrans, State of California State Parks, Regional Water Quality Control Board for the Santa Ana Region. Investigation included drilling and logging of multiple borings along the 3 mile segment and installation and development of multiple monitoring and pumping wells in performance of aquifer testing for construction dewatering purposes. Determined aquifer and soil characteristics for shoring and constructability purposes. Conducted additional investigations in support of tunnel design and to delineate areas along the tunnel crown that had experienced piping and settlement within a major roadway due to issues tunneling through loose alluvial soils. Identified areas for a compaction grouting program to be instituted by the tunneling contractor.

- **Nohl Canyon Reservoir, City of Anaheim, CA.** Project Geologist involved in planning and instituting investigations in a documented landslide complex to evaluate subsurface conditions for planned addition of a 10-million-gallon tank. Project involved installation of an array of inclinometers as well as monitoring well installation and design to establish baseline conditions prior to construction. Project involved monthly monitoring of existing piezometers as well as newly installed instrumentation, data analysis and report preparation. Responsibilities during construction included extensive field mapping of bedrock exposures during grading in order to collect geotechnical data used in slope stability analysis. Daily communication with engineers, client, and multiple superintendents on the job. Evaluated and approved stability excavations, oversaw installation of extensive sub and backdrain systems during grading operations.

- **Rawlings Reservoir, City of Tustin, CA.** Project Manager/Project Geologist. Project consists of replacing existing 4.2 million-gallon (MG) water reservoir with two 3-MG concrete circular water tanks. Made recommendation to provide temporary shoring wall to protect the north and east sides of the site prior to demolition of the existing tank. Project consisted of multiple styles of drilling using hollow stem augers, limited access rigs due to restricted access and bucket auger and downhole logging to better define the subsurface conditions prior to construction. Main geotechnical issues consisted of failure of existing reservoir and attempted lining repairs (by others); expansive soils and retaining wall failures in the past; slope stability and proposed cut excavations; "Shear zone" and localized shallow groundwater in the ravine draining to the site footprint.

COUNTY OF LOS ANGELES DEPARTMENT OF PARKS AND RECREATION

FORD THEATRES PROJECT
Draft Environmental Impact Report
State Clearinghouse No. 2014021013

Volume 4:
Appendices I–O

Prepared for
County of Los Angeles Department of Parks and Recreation
510 South Vermont Avenue, Room 201
Los Angeles, California 90020

Prepared by
Matrix Environmental
6701 Center Drive West, Suite 900
Los Angeles, California 90045

June 2014

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Appendix I

Hydrology and Water Quality Report

JOHN ANSON FORD THEATRES PROJECT
2580 Cahuenga Boulevard East
Hollywood, CA 90068

Hydrology & Water Quality Technical Report
(Based on 50-Year Storm Design)

Project No. LA30163

June 5, 2014

Prepared For:

Ford Theatres Foundation
2580 Cahuenga Boulevard East
Hollywood, CA 90068
Tel: (323) 856-5793

Prepared by:

Civil Engineering
Survey + Mapping
3D Laser Scanning
Subdivision Mapping
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JOHN ANSON FORD THEATRES PROJECT
2580 Cahuenga Boulevard East
Hollywood, CA 90068

Project Introduction and Description

Introduction:

The John Anson Ford Theatres is a historic, open air amphitheatre that is located in the Cahuenga Pass and built into the Hollywood Hills. Opened in 1931, it is one of the oldest performing arts venues in Los Angeles that is still in use today. The Ford Theatres are owned and operated by the County of Los Angeles.

This Hydrology-Water Quality Technical Report has been prepared to provide a summary of existing and proposed water resource conditions as well as to provide an evaluation of how the proposed Ford Theatres project may impact future conditions. The intent is to determine potential impacts the proposed project will have on water resource conditions per the California Environmental Quality Act (CEQA)[1].

The report summarizes construction techniques, Best Management Practices (BMPs), permit requirements, and construction monitoring that will be implemented to minimized impacts to hydrology and water quality.

Project Location and Overview of Existing Conditions:

The project site comprises an approximately 32-acre County of Los Angeles regional park, located at 2580 Cahuenga Boulevard East within the City of Los Angeles, California. The area surrounding the project site includes a mix of residential uses and open space. The vicinity map located in Appendix 'A' shows the location of the project site.

Project Description:

The project site comprises approximately 32-acres of which approximately 3.5 acres is comprised of existing, impervious area. This includes the historic amphitheatre which has a footprint of roughly 0.5 acres.

The proposed project will disturb portions of the existing 3.5-acres of existing development, as well as expand into undeveloped parts of the site for a total impervious area of 4.46-acres.p This proposed work will consist of the following activities: removal of existing buildings, concrete structures, retaining

[1] http://ceres.ca.gov/ceqa/

walls, concrete sidewalks and pavement areas, as well as landscaping areas and trees; grading activities including fill to provide final graded surface and new subterranean buildings; installation of new storm drainage systems, sewer lines, and domestic water, and fire service lines; construction of new concrete sidewalks, pavement areas and hardscaping; and construction of parking structures and buildings with new stage area as well as new adjacent landscaping and hardscaping.

For the pre and post development hydrology, the 32.0 acre site was broken into respective tributary areas based on their drainage pattern. Each tributary area has a high point, collector point, and a critical path that connects the two. The flow rate (Q) and volume (V) was calculated for both, see Appendix E.

For both the pre and post development conditions, Subareas 'H' and 'I' (pre development) as well as 'O' and 'P' (post development) include portions of the neighboring site since their respective critical paths crossover from the adjacent site. This additional run-on area of 5.9 acres has been included into the calculated areas, which is the reason for the 37.9 total acres calculated.

JOHN ANSON FORD THEATRES PROJECT

MOLLENHAUER GROUP
316 WEST 2nd STREET, FIFTH FLOOR
LOS ANGELES, CA 90012
213 624 2661 TEL
213 614 1863 FAX
CIVIL ENGINEERING
SURVEYING+MAPPING
LAND DEVELOPMENT

EXISTING SITE PLAN
SCALE: 1" = 50'
MARCH 6, 2014

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. NEW POWER SHED
7. EXISTING STAGE IMPROVEMENTS
8. EXISTING LIGHTING INFRASTRUCTURE
9. HISTORIC LIGHTING POSITIONS
10. EXISTING UPSLOPE AUDIO VISUAL POSITIONS
11. EXISTING ELEVATOR
12. NEW PARKING STRUCTURE 1 AND FORD PLAZA
13. NEW CIRCULATION - ELEVATORS TO PARKING
14. NEW 299-SEAT THEATRE
15. NEW RESTUARANT
16. NEW BOX OFFCIE
17. NEW OFFICE 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 AMPHITHEATRE
25. NEW TWO-STORY CONCESSIONS/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
37. NEW UNDERGROUND UTILITIES

DWP TRANSFORMER CLEARANCE

DWP STAGING AREA (10% MAX CROSS SLOPE)

PROPERTY LINE

ALTERNATE TRAIL

(E) POWER SHED

STORAGE +15 FROM 595 — 595 — 34 YARD

MAINTENANCE +15 FROM 595

PS2 RAMP DOWN

PS2

PS2 EXIT

ACCESS ROAD 15% GRADE

PS2 INGRESS/EGRESS 550

LINE OF PARKING LEVEL ABOVE +28 CLR.

TRANSIT CENTER 550 — 26

CELL TOWER — 35

(E) CURB CUT

DWP/WS

C A H U E N G A B L V D. E A S T

595 — 591 — 590 — 583 — 550

+61 FROM 590 — 25

+20 FROM 590 — 19

610 FORD TERRACE — 20

603 — 24

571 EDISON PLAZA — 2

22 SERVICE COURT 590

PS1 — 12 — 550 FORD PLAZA

TICKETING PERIMETER — 4

+15 FROM 550 — 16

+56 FROM 550 — 17

+60 FROM 550 — 14

+25 FROM 550 — 15

535 INGRESS/EGRESS

LINE OF PARKING BELOW

EXIT 525

ENTRY 515

(N) CURB CUT

DRAFT

DWP UTILITIES

FORD THEATRES PROJECT

Levin & Associates Architects

N

SCALE: 1" = 40'
FEBRUARY 12, 2014

K:\13200 Ford Elf\f02-working\01-dwg\20140206 MASTER PLAN for DWP.dwg, 2/13/2014 3:47:15 PM, lisamiss

JOHN ANSON FORD THEATRES PROJECT
2580 Cahuenga Boulevard East
Hollywood, CA 90068

State and Local Regulations

Construction Stormwater Permitting:

According to the State Water Resources Control Board (SWRCB)'s Division of Water Quality, the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, this project is subject to the general permit and therefore requires a Storm Water Pollution Prevention Plan (SWPPP) report.[2] This is because the proposed construction or demolition activity, including, but not limited to: clearing, grading, grubbing, excavation, or any other activity results in a land disturbance of equal to or greater than one acre.

As a part of this SWPPP, the owner must submit a Notice of Intent (NOI) to the SWRCB prior to commencement of construction and the report must be prepared and implemented at the project site. Any amendments must be made as needed.

The Los Angeles Regional Water Quality Control Board (RWQCB) has the regulatory authority to review compliance of this permit for the project's region. In addition, the project will be subject to the Los Angeles County Municipal Waste Discharge Requirements for Storm Water and Urban Runoff Discharges.[3] This permit applies to all municipal discharges of storm water and non-storm water by the Los Angeles County Flood Control District and 84 incorporated cities within the coastal watersheds of Los Angeles County, including the city that this project is located in. This permit requires all permittees to ensure construction projects incorporate measures into project plans to reduce or eliminate stormwater impacts. These measures include, but are not limited to: retaining sediments generated on the project site by the use of Best Management Practices (BMPs), retaining construction-related materials, wastes, spills, and residues on-site, containing stormwater runoff from the site, containing non-stormwater runoff from construction activities, and limiting erosion around the site by implementing BMPs. These practices will be identified in the SWPPP.

In addition, the project will be required to comply with the County of Los Angeles' Green Building Standards Code, Title 31, Section 4.106.4 Low Impact Development (LID), and NPDES permit[4]. This project triggers the NPDES report since it is a project that falls under the category of "industrial/commercial developments with one acre of more of impervious surface area."[5]

[2] National Pollutant Discharge Elimination System (NPDES) General Permit Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, Order No. 2009-009-DWQ, NPDES No. CAS000002
[3] Order No. R4-2012-0175, NPDES Permit No. CAS004001 Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County, Except those Discharges Originating from the City of Long Beach MS4.
[4] http://file.lacounty.gov/bos/supdocs/57378.pdf
[5] http://www.lastormwater.org/green-la/standard-urban-stormwater-mitigation-plan/

The County of Los Angeles states that under the NPDES permit (LACBC Section 106.4.3), proposed developments are required to prohibit the discharge of pollutants from the property. Preventing these pollutants from entering stormwater discharge systems are accomplished by the implementation and maintenance of post-construction Best Management Practices (BMPs). See “Impact Analysis” section for more information on the regulations and the BMPs required for compliance.

JOHN ANSON FORD THEATRE
2580 Cahuenga Boulevard East
Hollywood, CA 90068

Existing Conditions

The John Anson Ford Theatres site is located within the City of Los Angeles, in the Cahuenga Pass and nestled into the Hollywood Hills. The site extends along a hillside with a base elevation of roughly 509 feet, up to elevations as high as roughly 851 feet. The ridgeline for the hill dissects the property so that a majority of the site slopes towards Cahuenga Boulevard to the west, while other portions of the site, slope into private properties to the east. To the north-east of the project is the Hollywood Reservoir but since it is divided by the hillside and at a lower elevation than the ridgeline, it has a different tributary area than the project.

As described above, the existing site consists of a historic amphitheatre, a series of plazas, office building, and asphalt parking/access roads. The total imperviousness of the pre-development condition is roughly 3.5 acres (11% impervious ratio), with the remaining portions of the site being landscaping and undeveloped hillside.

According to the Geotechnical Report, project number 10296.001, dated September 10, 2013 by Leighton Consulting, Inc., there is bedrock that underlines the existing amphitheatre and adjacent structures/retaining walls. Around the ampitheatre are hillside slopes that are inclined from 50-65 degrees and consist of exposed, severely weathered basald bedrock with thick accumulations of colluvium forming on the slopes. In other portions of the site, the upper 3 to 5 feet of soil consists primarily of colluvial sediments in the form of angular sands and gravel sized basal rock fragments that are intermixed with organic debris from hillside vegetation.

The existing site was split into fourteen (14) tributary (sub) areas based on their runoff collection points, see Appendix F – Hydrology Plans.

Generally, the project site slopes towards Cahuenga Boulevard but there is an existing hilltop ridgeline that divides the site into two watersheds. Sub-areas ‘A’ through ‘I’ follow the drainage pattern of sheet flowing towards Cahuenga and are collected by a series of storm drain inlets but resurface through the use of curb drains and bubbler catch basins. This runoff was calculated to be 76.3 cubic feet per second (cfs) and makes it’s way via surface flow along Cahuenga to a series of existing storm drain mains that are owned by the City of Los Angeles.

Sub-areas ‘J’, ‘K’, ‘L’, ‘M’, and ‘N’, were divided by existing ridgelines which divert runoff opposite of the proposed construction. These areas are entirely undeveloped and will remain undeveloped after construction. The runoff for these combined sub-areas was calculated to be 43.6 cfs.

The total flow rate (Q) for the entire existing site was found to be 119.9 cfs, while the total collected volume (V) was 381,586 cubic feet (cf).

Flooding:

Flood hazard area information can be found via Federal Emergency Management Agency (FEMA) and is shown on FIRM Map 06037C1605F.

The John Anson Ford Theatres project is designated as flood hazard area – Zone X, which per the Legend is defined as "Areas determined to be outside the 0.2% annual chance floodplain." This means that the site is not located with a 100-year floodplain, however adjacent to the project site is the Hollywood Reservoir and the reservoir is considered to be within a 100-year floodplain. Based on the topography of the project site and its surrounding area, the reservoir has a runoff direction that is opposite of the project site so even if the reservoice were to flood, it should have less than significant impact on the project, pending an extremely high water level.

Existing Storm Drain System:

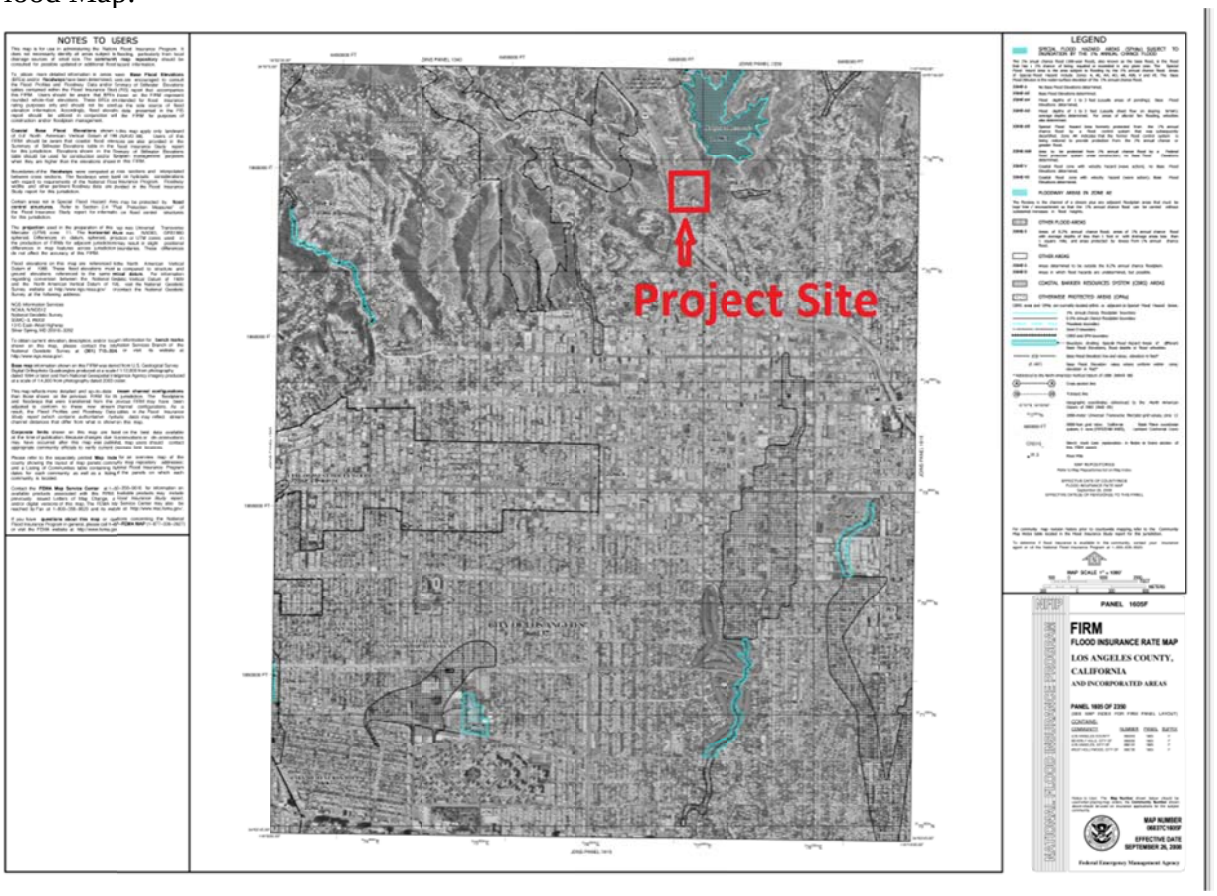
As described above, the majority of the project site slopes towards Cahuenga Boulevard where the site's runoff sheet flows into the street via a series of bubbler catch basins and curb drains. The existing flow for a 50-year storm was calculated as being 76.3 cfs, which enters into the existing City of Los Angeles storm drain main via curb-opening catch basins in Cahuenga Boulevard. Per City of Los Angeles plan, D-19081, the existing storm drain main, adjacent to the project site, was built in 1975 and varies from a 27" to a 39" pipe. This storm drain main flows to the south-west and eventually makes it's way to Ballona Creek and then to the Pacific Ocean, see below. The Ballona Creek is listed on the California State's list of impaired waterbodies where the pollutant standards are not met.[6]

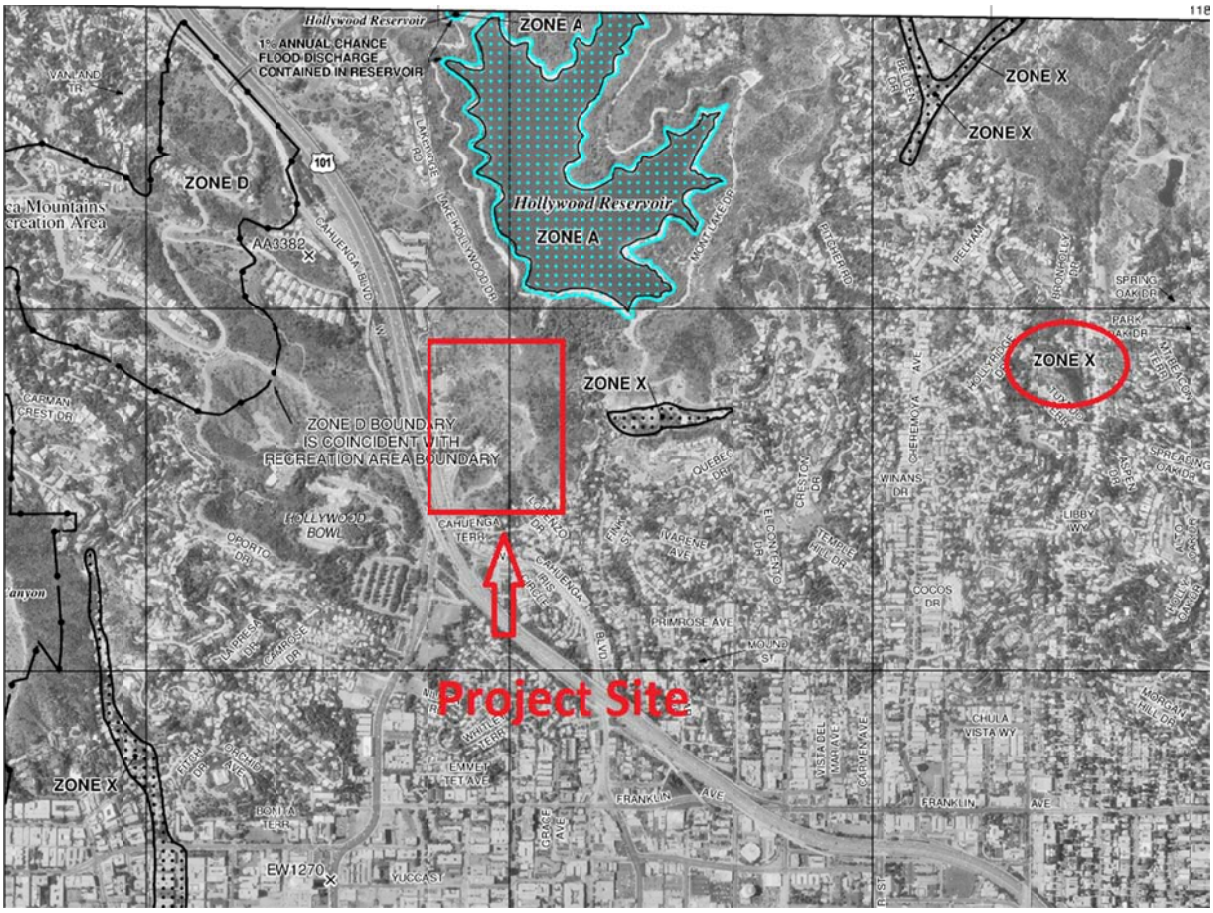
Best Management Practices (BMPs):

The existing site does not have any BMP's but per the local jurisdiction's requirements, the proposed work will require a National Pollutant Discharge Elimination System (NPDES) report with corresponding BMP's to filter and retain the project's runoff on-site. See "Impact Analysis" section for more information.

[6] http://www.waterboards.ca.gov/water_issues/programs/tmdl/2010state_ir_reports/category5_report.shtml

FIRM Flood Map:




Hollywood Reservoir
1% ANNUAL CHANCE FLOOD DISCHARGE CONTAINED IN RESERVOIR
ZONE A
ZONE X
ZONE X
ZONE D
Hollywood Reservoir
ZONE A
ZONE X
ZONE X
ZONE D BOUNDARY IS COINCIDENT WITH RECREATION AREA BOUNDARY
HOLLYWOOD BOWL
Project Site
ZONE X
EW1270
CAHUENGA BLVD
FRANKLIN AVE
PRIMROSE AVE
CAHUENGA TERR
LAKE HOLLYWOOD DR
PRIMROSE AVE
FRANKLIN AVE

LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A No Base Flood Elevations determined.

ZONE AE Base Flood Elevations determined.

ZONE AH Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

ZONE AO Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

ZONE AR Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.

ZONE A99 Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.

ZONE V Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

ZONE VE Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary

0.2% annual chance floodplain boundary

Floodway boundary

Zone D boundary

CBRS and OPA boundary

Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.

513 — Base Flood Elevation line and value; elevation in feet*

(EL 987) — Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988 (NAVD 88)

A — A — Cross section line

23 — 23 — Transect line

97°07'30", 32°22'30" — Geographic coordinates referenced to the North American Datum of 1983 (NAD 83)

4275000mN — 1000-meter Universal Transverse Mercator grid values, zone 11

6000000 FT — 5000-foot grid ticks: California State Plane coordinate system, V zone (FIPSZONE 0405), Lambert Conformal Conic

DX5510 × — Bench mark (see explanation in Notes to Users section of this FIRM panel)

M1.5 — River Mile

MAP REPOSITORIES

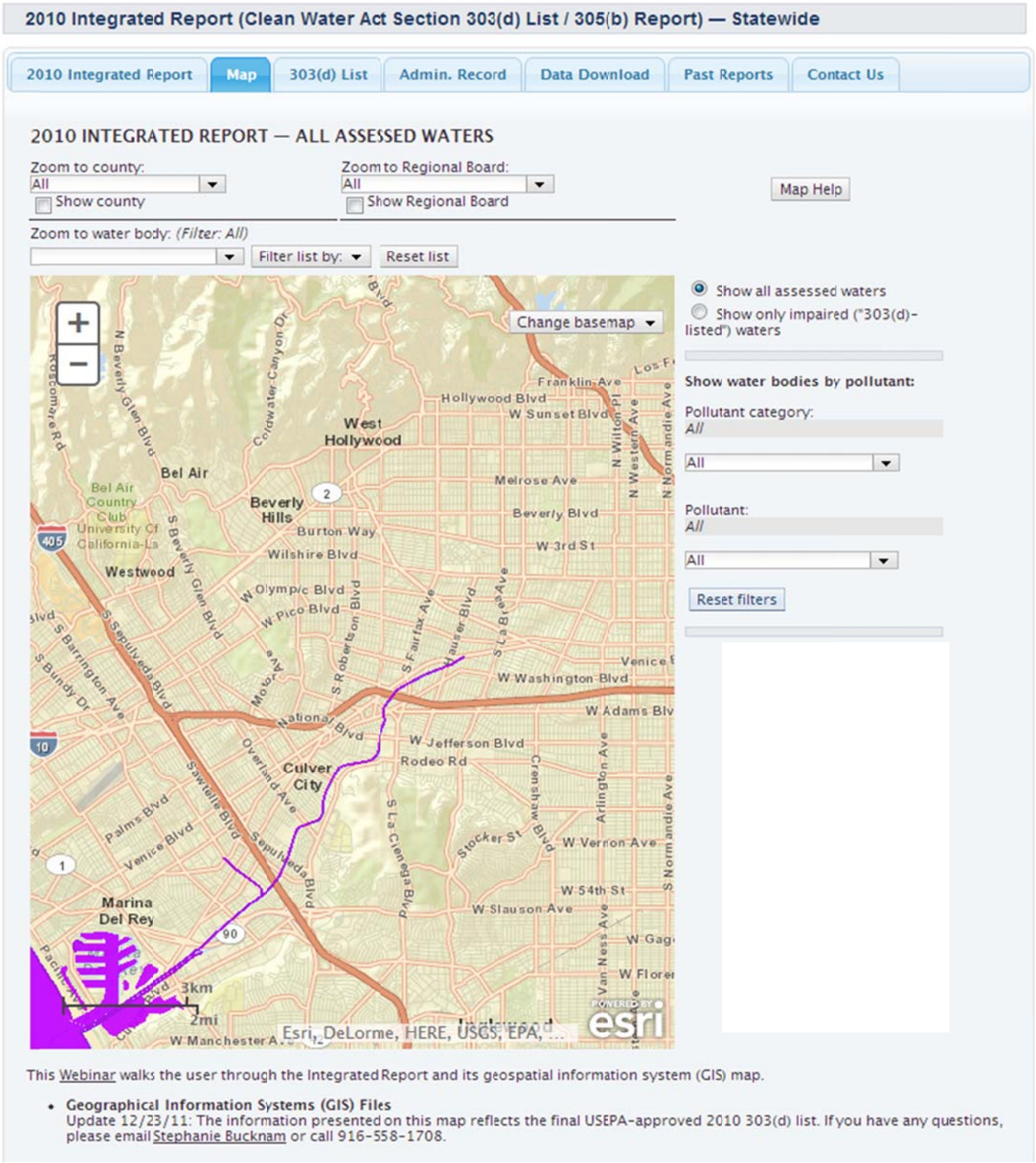
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP

September 26, 2008

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

Ballona Creek[7]:



[7] Information provided by the State Water Resources Control Board: Impaired Water Bodies
http://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml?wbid=CAR405130001998091814230 2

Proposed Conditions:

As described above, the project would maintain the historic amphitheatre and corresponding plaza and would also expand the site's amenities by constructing new theatre expansions, parking structures, plazas, offices, commercial buildings, central utility plant(s), as well series of walk paths and access roads.

The proposed improvements increase the overall footprint of impervious area on-site and therefore increase the amount of stormwater flow and volume, as shown in the post-development hydrology calculations. The imperviousness of the post-development condition is roughly 4.15 acres (13% impervious ratio), compared to the 3.5 acres (11% impervious ratio) for the existing condition.

Stormwater Runoff and Erosion Control Management:

To comply with SWRCB requirements, a SWPPP report will be prepared prior to construction of the project. During construction, BMPs stated in the SWPPP will be implemented to address and manage stormwater runoff and erosion control.

Best Management Practices – Erosion Control:

During construction, the proposed project will include standard Best Management Practices (BMP's) consistent with the California Stormwater Quality Association (CASQA) handbook for erosion control[8]. These practices will minimize soil, wind, runoff, erosion, and other construction-related pollutions during construction. The required BMP's will be included in the SWPPP.

To control erosion and stormwater runoff, construction activities will be scheduled to minimize the amount of time that soil is exposed. Also, BMP's such as silt fences, fiber rolls, gravel or sand bags, and other sediment barriers will be installed around the perimeter of construction activity as necessary to prevent run-on and run-off from the site. BMPs will also have to address locations of stockpiles and disturbed slopes. The timing/phasing of the installation of these BMPs will be stated in the SWPPP.

Storm drain inlets encountered in or around the project scope will be protected with BMPs such as fiber rolls, gravel bag berms, sandbag barriers, or a combination of. This is to prevent construction influenced sediment from entering into the storm drain system.

[8] https://www.casqa.org/

Hydrology Results:

All storm water runoff will be collected on-site through a series of planter drains, catch basins, area drains, deck drains, roof drains, etc. This collected runoff will then be sent to the adjacent City of Los Angeles storm drain main under Cahuenga Blvd. Water flow rate calculations are prepared for this project and are included in Appendix E. The Los Angeles County Department of Public Works 2006 methodology was used.

The proposed site was split into twenty one (21) tributary areas based on their runoff collection points, see Appendix F – Hydrology Plans. The total flow rate, Q was found to be 123.44 cfs, while the total collected volume, V was 392,476 cf. This increase in Q and V is due to the increase in imperviousness.

Like with the pre-development condition, sub-areas 'Q', 'R', 'S', 'T', and 'U', are divided by existing ridgelines which divert runoff opposite of the proposed construction. These areas are entirely undeveloped and will remain undeveloped after construction.

The flow rate, Q increased from 75.98 cfs to 79.49 cfs in the pre to post-development conditions and this was expected due to various site changes, including the increase in impervious area from 3.5 acres to 4.15 acres, respectively.

As shown on the post-development Hydrology Plan – H2, see Appendix F, due to the increase in site improvements and impervious areas, the number of subareas were expanded from nine to sixteen. Each subarea represents a tributary area where the runoff will be contained and collected. The increase in the number of collection points, along with improvements in the site's storm drain system, allows for proper handling of the increase in the post-development runoff flow rate and volume.

LID/NPDES Requirements:

Per the County of Los Angeles requirements, "all development projects equal to 1 acre or greater of disturbed area and adding more than 10,000 square feet of impervious area" must comply with its NPDES requirements. This means that the project must control its site's runoff through the use of BMPs for infiltration, bioretention, and/or rainfall harvesting. The project must also retain the 0.75-inch, 24-hour rain event volume on-site. The total disturbed area of the John Anson Ford Theatre project is 5.04 acres.

Best Management Practices – Water Quality:

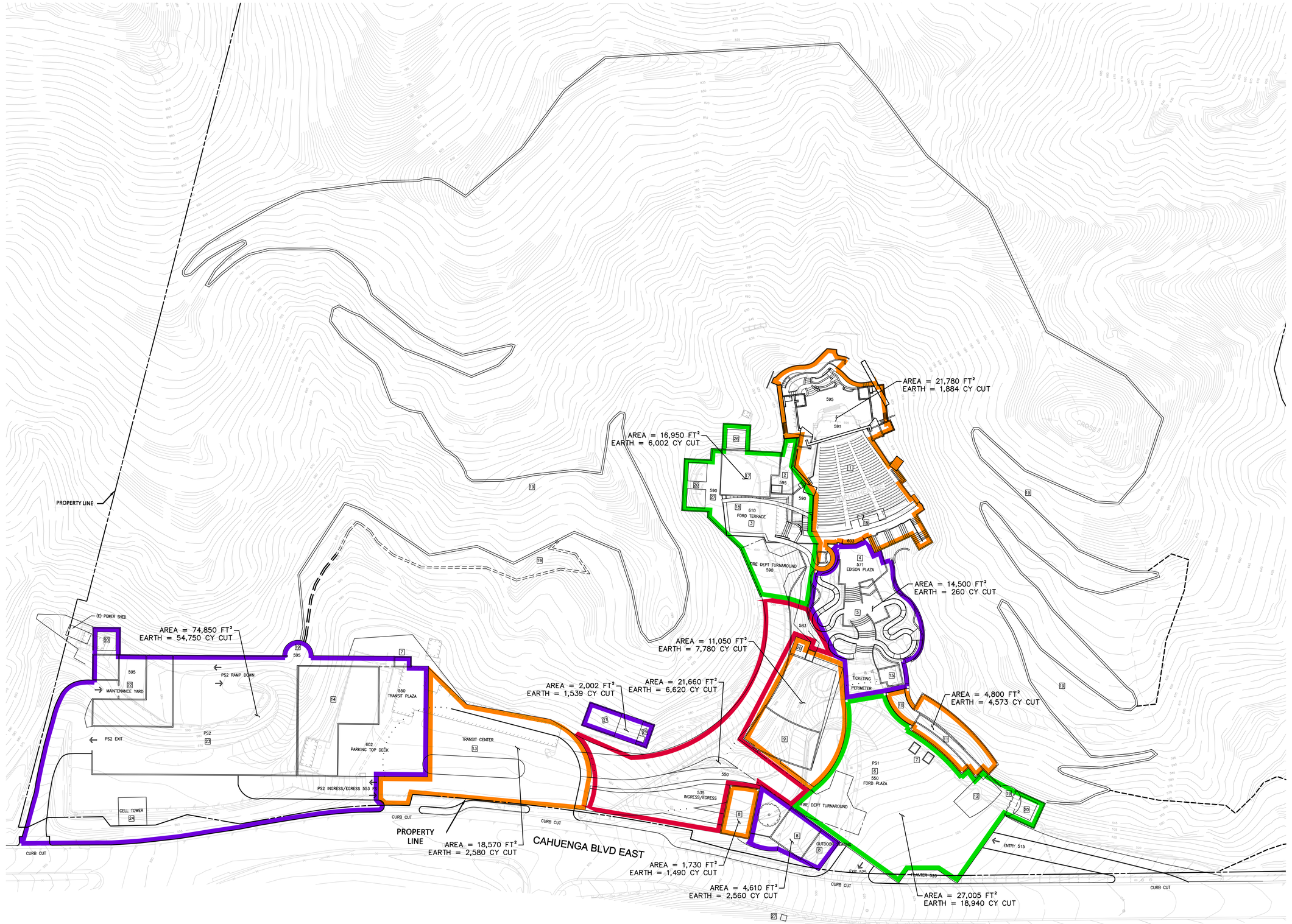
Based on the County of Los Angeles Hydrology manual, the amount of runoff volume that will have to be retained for this total disturbed area is roughly 12,600 cf. Since the surrounding soil is layered with bedrock, infiltration will be difficult. The remaining options would be bioretention, through the use of underground retention tanks, detaining the water through use of tanks, or rainwater harvesting, which will require tanks and pumps to reuse the water for irrigation. These on-site BMPs will need to be addressed during the planning phases on the proposed project.

A list of other potential BMPs can be found in the County of Los Angeles LID Manual[9].

The proposed site has the ability to add new storm drain connections to the public main. This would reduce runoff from the site and allow all excess filtered water to go directly in the storm drain main rather than via surface flow.

In-terms of water quality impact, the proposed project will have little to no impact to its surroundings because of the use of BMPs to meet NPDES requirements. Erosion and stormwater runoff from construction related items will be filtered and contained on-site. Any overflow will have the same watershed and drainage pattern as the existing conditions.

[9] http://dpw.lacounty.gov/wmd/LA_County_LID_Manual.pdf



LEGEND

1. EXISTING HISTORIC AMPHITHEATRE
2. NEW ARTIST PERFORMANCE ENTRY
3. NEW FORD TERRACE
4. EXISTING EDISON PLAZA
5. EXISTING STAIRS AND PICNIC AREA
6. NEW PARKING STRUCTURE 1 & FORD PLAZA
7. NEW CIRCULATION - ELEVATORS TO PARKING
8. NEW RESTAURANT
9. NEW 299 SEAT THEATRE
10. NEW BOX OFFICE
11. NEW PLAZA OFFICES & AMENITIES
12. NEW MEETING HALL
13. NEW TRANSIT PLAZA
14. NEW FLEX SPACE
15. EXISTING BOX OFFICE -REPOURPOSED TO MUSEUM
16. NEW SOUND WALL AT EXISTING AMPHATHERTRE
17. NEW 4 STORY CONCESSION/OFFICE
18. NEW SOUND WALL AT FORD TERRACE
19. NEW TRAIL & TRAILHEADS
20. NEW TRANSFORMERS
21. NEW CENTRAL PLANT
22. NEW MAINTENANCE AREA
23. NEW PARKING STRUCTURE 2
24. NEW CELL TOWER
25. EXISTING FIRE PUMP - RELOCATED FROM BASELINE PROJECT
26. NEW GENERATOR
27. NEW SERVICE YARD
28. NEW SIGNAL

40' 20' 0' 20' 40' 80'

GRAPHIC SCALE
SCALE : 1"= 40'

OFF-SEASON TWO IMPROVEMENTS

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LOS ANGELES CALIFORNIA 90012

Issued For:

Sheet Title

EIR MASTER PLAN EARTHWORK QUANTITIES

Scale:

Date	Project Number
	12210

CAD File

Sheet Number

JOHN ANSON FORD THEATRES PROJECT
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Appendix Index

Appendix:

A) Vicinity Map
B) Los Angeles County Hydrologic Map 1-H1.18
C) Runoff Coefficient Curve – Soil Type 002
D) Hydrology Design Criteria
E) Time of Concentration Calculator Calculations
F) Pre & Post Development Hydrology Plans

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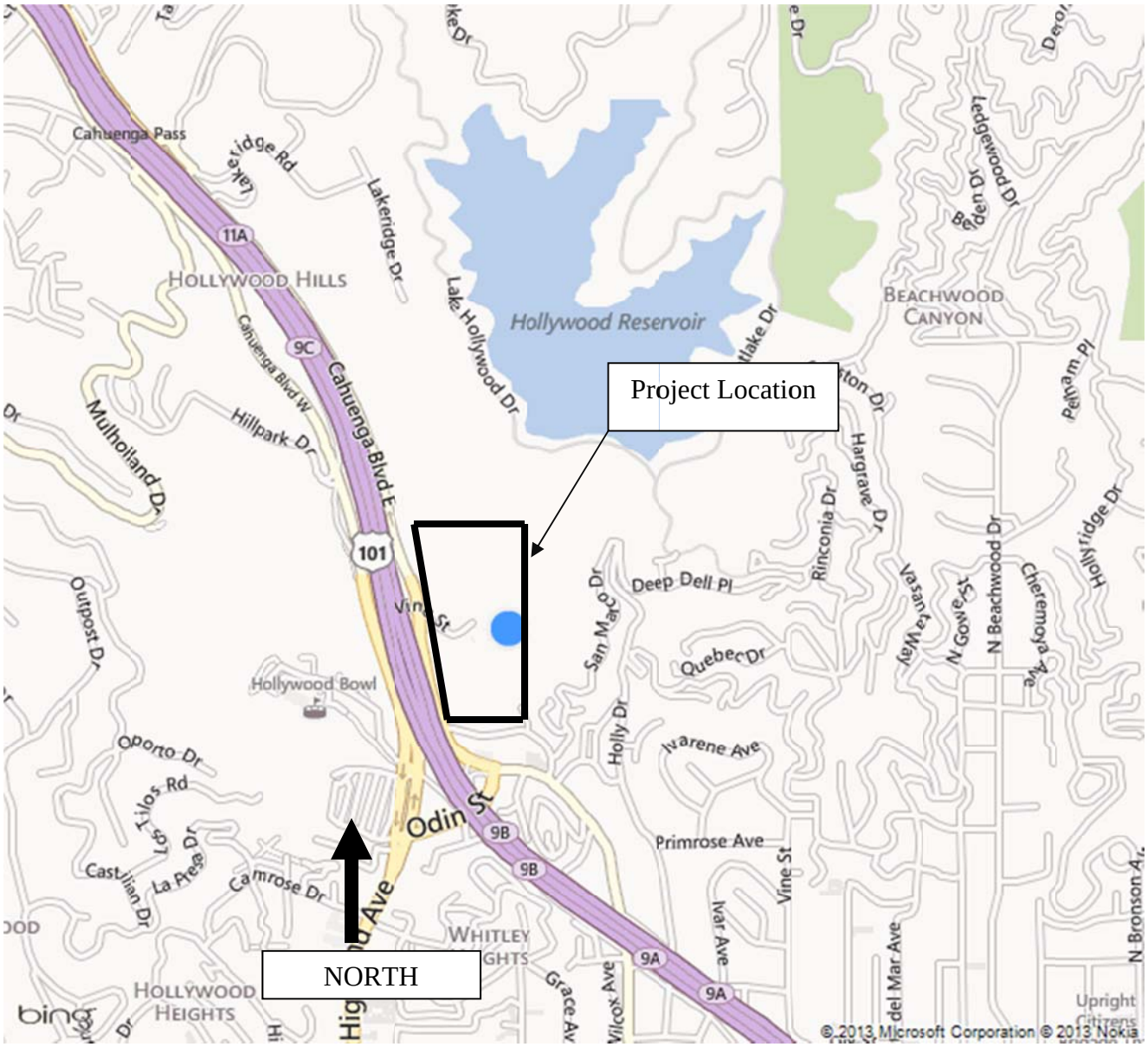
Appendix A - Vicinity Map



Vicinity Map
Microsoft Bing Maps
Not to Scale

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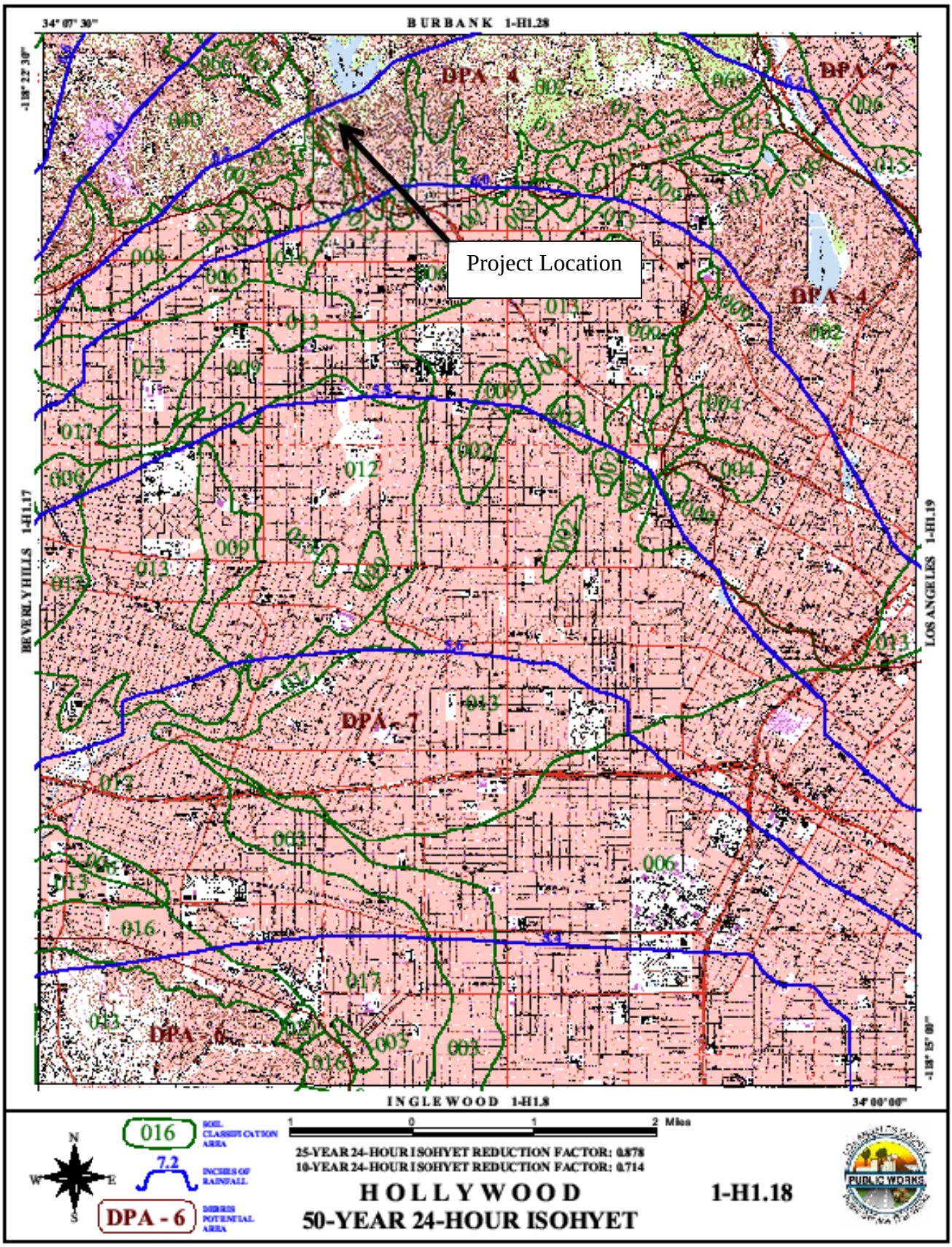
Appendix B - Los Angeles County Hydrologic Map

- The project site falls between a 6.0 and 6.2 isohyet lines so an isohyet of 6.1 inches of rainfall was taken for a 50-Year, 24-Hour storm.
- The project site falls in a soil classification of 002.


34° 07' 30"
BURBANK 1-H1.28
-118° 22' 30"
DPA - 4
DPA - 7
Project Location
DPA - 4
DPA - 7
DPA - 6
BEVERLY HILLS 1-H1.17
LOS ANGELES 1-H1.19
INGLEWOOD 1-H1.8
34° 00' 00"
-118° 15' 00"
016
SOIL CLASSIFICATION AREA
7.2
INCHES OF RAINFALL
DPA - 6
DEBRIS POTENTIAL AREA
N
W
E
S
1 0 1 2 Miles
25-YEAR 24-HOUR ISOHYET REDUCTION FACTOR: 0.878
10-YEAR 24-HOUR ISOHYET REDUCTION FACTOR: 0.714
HOLLYWOOD
50-YEAR 24-HOUR ISOHYET
1-H1.18
PUBLIC WORKS

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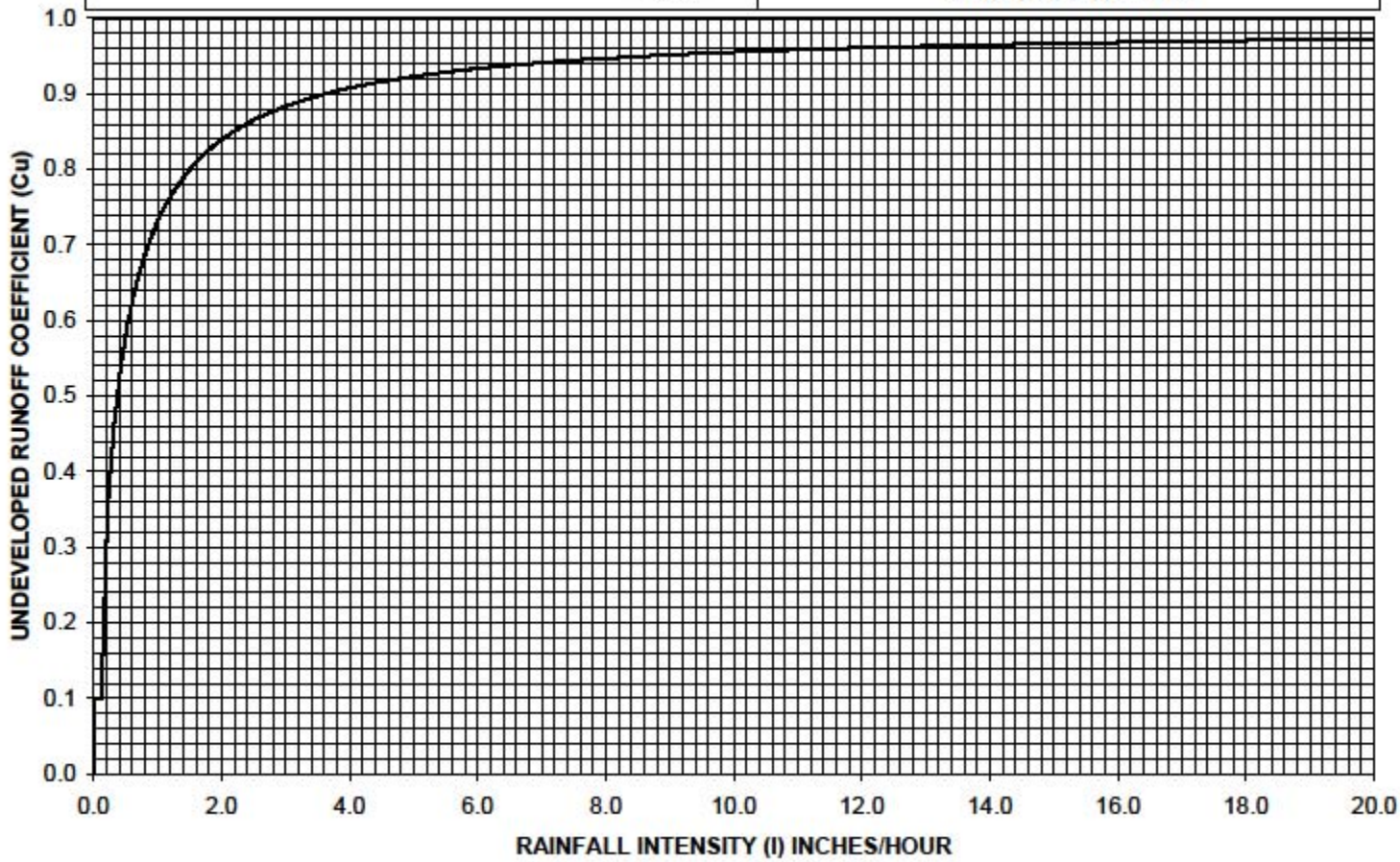
Appendix C □ Runoff Coefficient Curve □ Soil Type 002

$C_D = (0.9 * IMP) + (1.0 - IMP) * C_U$

Where: C_D = Developed Runoff Coefficient
IMP = Proportion Impervious
C_U = Undeveloped runoff coefficient

Los Angeles County Department of Public Works

RUNOFF COEFFICIENT CURVE
SOIL TYPE NO. 002



File:Soil Curve Data and Graphs 0-24 Tab:GN2 HYDROLOGY APPENDIX C BJW: 06/14/2004

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Appendix D Hydrology Design Criteria

HYDROLOGY METHOD: Los Angeles County Public Works Department
Hydrology Manual (January 2006)
Runoff Calculation Method: Time of Concentration Calculator

DESIGN STORM: 50 Year Storm

SOIL TYPE: 002 (See attached Hydrologic Map 1-H1.18)

AREAS: A = Area of drainage for each sub area is shown on the hydrology map)

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Appendix E Time of Concentration Calculator Calculations

50-Year Storm Design: Pre-Development

- An isohyet of 6.1 inches was found using the Los Angeles Hydrologic Map: 1-H1.18
- The Time of Concentration (Tc) was found using the Los Angeles County Runoff Calculation Method: Time of Concentration Calculator.

Input Info										
	Subarea	Area (Ac)	Imperv. (decimal)	Perv. Area (Ac)	Imperv. Area (Ac)	Design Storm	Soil Type	Length (ft)	Slope	Isohyet (in)
Exist.	A	2.36	0.26	1.74	0.62	50	2	590	0.3415	6.1
	B	1.84	0.28	1.32	0.52	50	2	450	0.4384	6.1
	C	1.51	0.33	1.01	0.50	50	2	260	0.5338	6.1
	D	0.79	0.03	0.77	0.02	50	2	340	0.6324	6.1
	E	2.04	0.00	2.04	0.00	50	2	390	0.5944	6.1
	F	1.53	0.11	1.36	0.17	50	2	550	0.4455	6.1
	G	0.57	0.35	0.37	0.20	50	2	410	0.239	6.1
	H	6.41	0.13	5.57	0.84	50	2	1040	0.3596	6.1
	I	7.51	0.08	6.88	0.63	50	2	1020	0.3897	6.1
	J	3.58	0.00	3.58	0.00	50	2	510	0.7663	6.1
	K	1.80	0.00	1.80	0.00	50	2	420	0.4971	6.1
	L	4.04	0.00	4.04	0.00	50	2	600	0.3693	6.1
	M	2.72	0.00	2.72	0.00	50	2	460	0.5217	6.1
	N	1.18	0.00	1.18	0.00	50	2	390	0.4772	6.1
	Total	37.90		34.40	3.50					

Output Info								
	Subarea	Tc-calculated (min.)	Intensity (in./hr)	Cu	Cd	Flow rate (cfs)	Volume (acre-ft)	Volume (cf)
Exist.	A	5	3.64	0.9	0.90	7.743	0.640	27878.40
	B	5	3.64	0.9	0.90	6.032	0.510	22215.60
	C	5	3.64	0.9	0.90	4.961	0.440	19166.40
	D	5	3.64	0.9	0.90	2.601	0.170	7405.20
	E	5	3.64	0.9	0.90	6.681	0.430	18730.80
	F	5	3.64	0.9	0.90	5.013	0.360	15681.60
	G	5	3.64	0.9	0.90	1.870	0.170	7405.20
	H	6	3.34	0.89	0.89	19.049	1.540	67082.40
	I	6	3.34	0.89	0.89	22.332	1.710	74487.60
	J	5	3.64	0.9	0.90	11.717	0.750	32670.00
	K	5	3.64	0.9	0.90	5.906	0.380	16552.80
	L	5	3.64	0.9	0.90	13.237	0.840	36590.40
	M	5	3.64	0.9	0.90	8.906	0.570	24829.20
	N	5	3.64	0.9	0.90	3.877	0.250	10890.00

See Appendix F for pre-development hydrology areas

Project Area Total Results	
	Flow rate* (cfs)
Exist.	**119.92**
	Volume** (cf)
Exist.	**381,586**
	Volume (acre-ft)
Exist.	**8.76**

*The calculated flow rate is the amount of flow that occurs, spread across the site, during a 50-year storm event

**The calculated volume is the amount of runoff that is collected from all tributary areas during a 50-year storm event

50-Year Storm Design: Post-Development

- An isohyet of 6.1 inches was found using the Los Angeles Hydrologic Map: 1-H1.18
- The Time of Concentration (Tc) was found using the Los Angeles County Runoff Calculation Method: Time of Concentration Calculator.

Input Info										
	Subarea	Area (Ac)	Imperv. (decimal)	Perv. Area (Ac)	Imperv. Area (Ac)	Design Storm	Soil Type	Length (ft)	Slope	Isohyet (in)
Prop.	A	0.24	0.89	0.03	0.22	50	2	250	0.062	6.1
	B	0.43	0.54	0.20	0.23	50	2	120	0.110	6.1
	C	0.71	1.00	0.00	0.71	50	2	280	0.020	6.1
	D	1.47	0.09	1.34	0.13	50	2	425	0.449	6.1
	E	1.34	0.27	0.97	0.37	50	2	390	0.474	6.1
	F	1.31	0.31	0.91	0.40	50	2	260	0.637	6.1
	G	0.94	0.07	0.88	0.07	50	2	340	0.624	6.1
	H	2.05	0.00	2.05	0.00	50	2	390	0.595	6.1
	I	1.32	0.00	1.32	0.00	50	2	550	0.468	6.1
	J	0.28	1.00	0.00	0.28	50	2	180	0.092	6.1
	K	0.55	0.27	0.40	0.15	50	2	410	0.263	6.1
	L	2.26	0.00	2.26	0.00	50	2	690	0.111	6.1
	M	0.79	0.80	0.16	0.64	50	2	390	0.043	6.1
	N	1.08	1.00	0.00	1.08	50	2	190	0.020	6.1
	O	2.98	0.00	2.98	0.00	50	2	690	0.521	6.1
	P	6.82	0.03	6.63	0.19	50	2	890	0.439	6.1
	Q	3.58	0.00	3.58	0.00	50	2	510	0.409	6.1
	R	1.80	0.00	1.80	0.00	50	2	420	0.528	6.1
	S	4.04	0.00	4.04	0.00	50	2	600	0.400	6.1
	T	2.72	0.00	2.72	0.00	50	2	460	0.405	6.1
	U	1.18	0.00	1.18	0.00	50	2	390	0.449	6.1
	Total	37.89		33.43	4.46					

See Appendix F for post-development hydrology areas

Output Info								
	Subarea	Tc-calculated (min.)	Intensity (in./hr)	Cu	Cd	Flow rate (cfs)	Volume (acre-ft)	Volume (cf)
Prop.	A	5	3.64	0.9	0.90	0.800	0.100	4356.00
	B	5	3.64	0.9	0.90	1.409	0.150	6534.00
	C	5	3.64	0.9	0.90	2.333	0.320	13939.20
	D	5	3.64	0.9	0.90	4.802	0.340	14810.40
	E	5	3.64	0.9	0.90	4.382	0.370	16117.20
	F	5	3.64	0.9	0.90	4.301	0.370	16117.20
	G	5	3.64	0.9	0.90	3.095	0.210	9147.60
	H	5	3.64	0.9	0.90	6.701	0.430	18730.80
	I	5	3.64	0.9	0.90	4.314	0.280	12196.80
	J	5	3.64	0.9	0.90	0.915	0.130	5662.80
	K	5	3.64	0.9	0.90	1.794	0.150	6534.00
	L	6	3.34	0.89	0.89	6.714	0.470	20473.20
	M	5	3.64	0.9	0.90	2.602	0.320	13939.20
	N	5	3.64	0.9	0.90	3.538	0.490	21344.40
	O	5	3.64	0.9	0.90	9.761	0.620	27007.20
	P	5	3.64	0.89	0.90	22.345	1.470	64033.20
	Q	5	3.64	0.90	0.90	11.715	0.75	32670.00
	R	5	3.64	0.90	0.90	5.905	0.38	16552.80
	S	5	3.64	0.90	0.90	13.235	0.84	36590.40
	T	5	3.64	0.90	0.90	8.905	0.57	24829.20
	U	5	3.64	0.90	0.90	3.876	0.25	10890.00

Project Area Total Results	
	Flow rate* (cfs)
Prop.	**123.44**
	Volume** (cf)
Prop.	**392,476**
	Volume (acre-ft)
Prop.	**9.01**

*The calculated flow rate is the amount of flow that occurs, spread across the site, during a 50-year storm event

**The calculated volume is the amount of runoff that is collected from all tributary areas during a 50-year storm event

JOHN ANSON FORD THEATRES PROJECT
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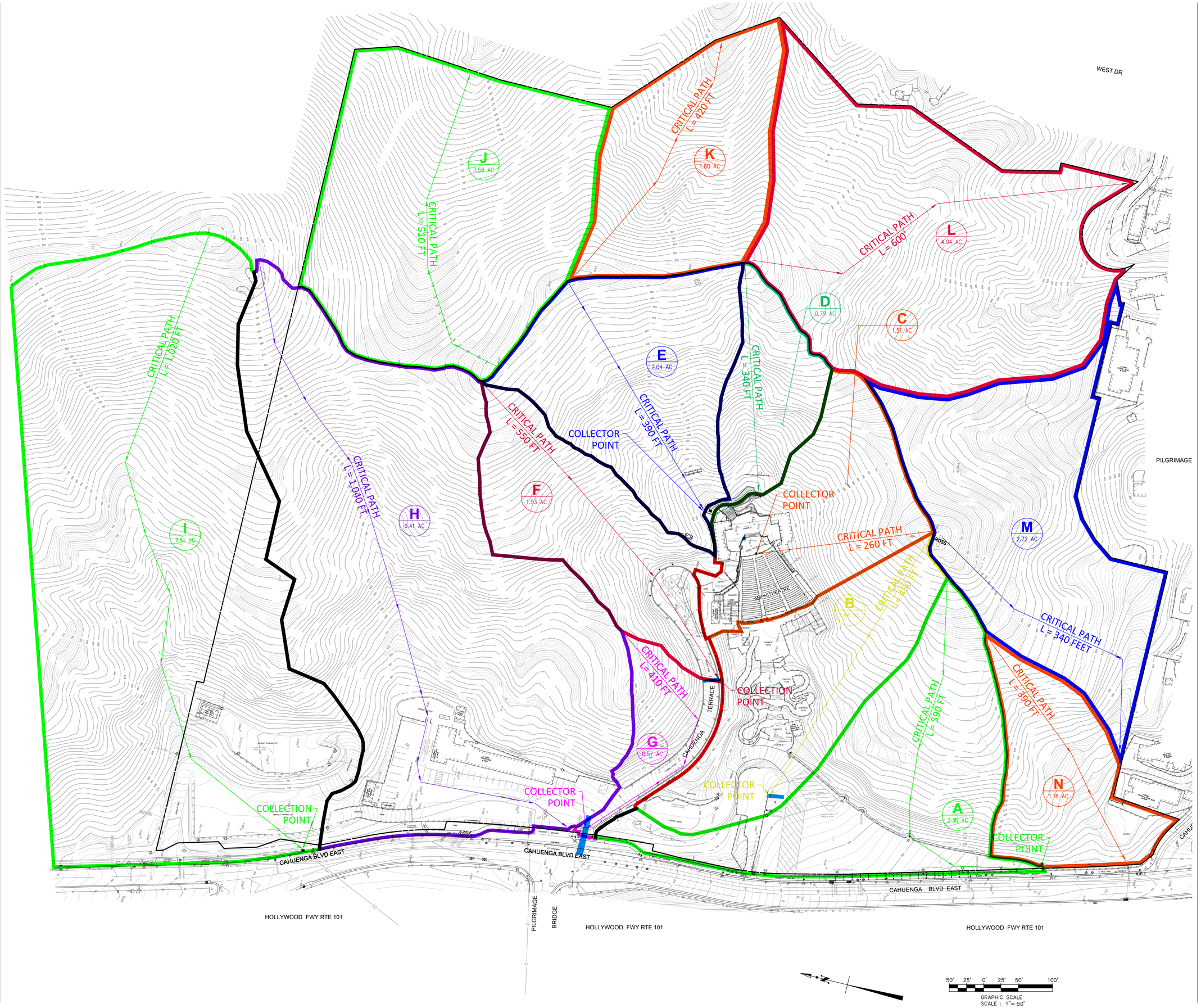
Hollywood, CA 90068

Appendix F Hydrology Plan

- **Pre-Development Hydrology Plan – H1**
- **Post-Development Hydrology Plan – H2**



OFF-SEASON TWO IMPROVEMENTS

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Issued For:

HYDROLOGY REPORT	6/7/2013

Sheet Title

PRE-DEVELOPMENT HYDROLOGY

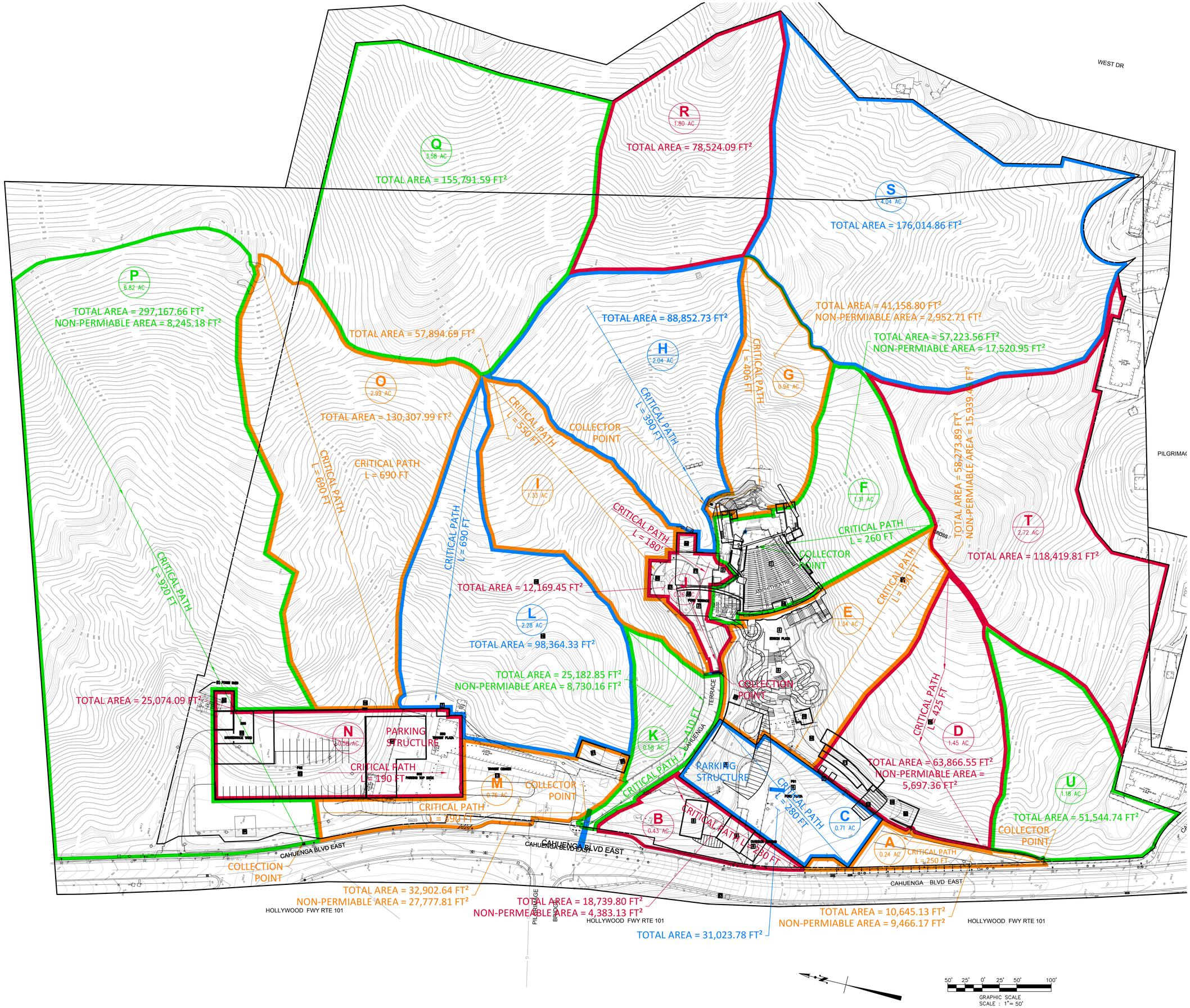
Scale: 1" = 50'

Date	Project Number
	12210

CAD File
LA30163_H1_2013-04-04.DWG

Sheet Number

H1



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SURVEYING+MAPPING
LAND DEVELOPMENT

MOLLENHAUER GROUP
213 624 2661 TEL
213 614 1863 FAX
316 WEST 2nd STREET – FIFTH FLOOR
LOS ANGELES CALIFORNIA 90012

NOT FOR CONSTRUCTION

Issued For:

HYDROLOGY REPORT	6/7/2013

Sheet Title

POST-DEVELOPMENT HYDROLOGY

Scale: 1" = 50'

Date	Project Number
	12210

CAD File
LA30163_H1_2013-04-04.DWG

Sheet Number

H2

MOLLENHAUER

Grant Kai, PE, LEED AP, QSD/QSP
Senior Project Manager

Education

University of California, Los Angeles
Bachelor of Science, Civil Engineering

Professional Experience and Credentials

Mr. Kai is a senior project manager in the civil engineering group of Mollenhauer's Los Angeles office. During his tenure at Mollenhauer, Mr. Kai responsibilities have increased in a natural and logical progression to allow him to fulfill his desire to serve the firm's clients in the area of project management, utility design and precise grading.

Relevant Projects Experience

Recent projects of note for which Mr. Kai has served as project manager are as follows:

- Burbank Water and Power Magnolia Service/Control Building–LEED Platinum Certified
  Burbank, CA
  Design of grading, paving drainage and utilities for Service Center/Warehouse and adjacent structure. $11.8 million construction cost.

- Palm Desert Sheriff's Station- LEED Gold Certified
  Palm Desert, CA
  Developed a previously vacant 10-acre site located in Palm Desert into a sheriff station complete with roadways and parking lot improvements. Prepared all site grading and utility (domestic water, fire water, sewer and storm drain) plans as well as a large Best Management Practice infiltration system. Prepared the LEED submittal for the civil engineering aspects of the project.

- Martin Luther King Jr. Medical Center Ancillary – LEED Gold Certified
  Los Angeles, CA
  Design of grading, paving drainage and utilities for the New Pediatrics and Trauma Center. The design included the realignment of a fire water line and storm drain lines to clear the site for this 5 story with basement seismic tower constructed in two phases. $173.4 million construction cost.

- El Cariso Community Regional Park Gym / Community Center – LEED Silver Certified
  Sylmar, CA
  Design-Build Los Angeles County project consisting of 16,000 square foot includes a gymnasium, classroom, multipurpose room, office area, restrooms, full kitchen and exterior surface parking lot. $10 million construction cost.

Professional Registrations

- State of California Professional Engineer License No. 73252
- Leadership in Energy and Environmental Design Accredited Professionals (LEED AP)
- Qualified SWPPP Developer (QSD) and Practitioner (QSP)

Robert J. Poppe
Senior Project Manager

Education

University of Oklahoma, School of Environmental Design
California State University, Los Angeles, Computer Technology

Professional Experience and Credentials

Mr. Poppe has over 28 years of experience in all aspects of Civil Engineering Design and Management. He has served as the Senior Project Manager for numerous multi-million dollar projects ranging from flagship OSHPD hospital and medical facilities, governmental projects including police, fire and sheriff's facilities, senior housing projects, mixed-use housing and retail centers, professional and collegiate sports arenas and fields, education projects ranging from elementary school projects, school site rehabilitations and high school campuses.

Mr. Poppe has extensive Civil Engineering experience in all areas of site development including grading, paving as well as utility design and storm water management and mitigation designs. In addition, he has designed and managed street plan projects for numerous local city and county agencies and acts as a mentor to the younger engineers in the firm in utilizing the numerous aspects of AutoCAD as it relates to the civil engineering profession.

Recent Projects of Note

Recent completed projects of note for which Mr. Poppe has served as the senior project manager are as follows:

- Kaiser Ontario Valley Medical Center
  A new $550 million medical center located on a 27-acre campus included a new 386,000-square foot hospital, service building expansion and a new HSB hospital support building. This green projects civil designs provided several stages of storm water filtration and retention on site with creative bio-swales and retention ponds that were incorporated into the campus landscaping and architecture.

- University of Southern California, Galen Center
  This 10,258 seat, $147 million collegiate multipurpose arena and athletic facility on the campus of USC was one of the first facilities in Los Angeles to incorporate stormwater filtering measures and was awarded the Engineering Project of the Year by the Los Angeles Council of Engineers and Scientists.

- Los Angeles Dodgers 2013 and 2014 Stadium Renovations
  Stadium and site improvements were designed and implemented within an extremely tight off-season schedule that concluded each year's developments by opening day. Improvements included stadium additions, site grading renovations, LID stormwater mitigation features.

Appendix J

Noise Worksheets

Ford Theatres Project
Draft EIR

Noise Calculations Worksheets

Provided by Acoustical Engineering Services

Ambient Noise Measurements

ACOUSTICAL ENGINEERING SERVICES
22801 Crespi Street, Woodland Hills, California 91364 - 818.239.4600

Environmental Noise Survey

AES

Client: Matrix Environmental Job No: 2013109

Job Title: Ford Theatres Project Sheet No: 1

Location: R1 - Residence on San Marcos Dr., Southeast of Project Site

Made By: SB Date: 2/19/2014

Sound Meter: Quest 2900 S/N: CD0090030

Calibrator: Quest QC 10 S/N: Q10090010

Calibration Before: 114 Calibration After: 114

Notes:

Time		Wind		Noise Level, dB(A)									Comments
Start	Finish	Speed	Dir'n	--	--	L90	L50	L10	L1	Lmin	Lmax	Leq	
12:16 PM	12:31 PM	Calm	--			43.0	45.7	48.2	66.0	41.5	70.2	51.3	Traffic on San Marcos Dr., and distance traffic (101 Freeway)
10:08 PM	10:23 PM	Calm	--			47.8	49.5	52.6	58.1	45.6	68.4	50.9	Traffic on San Marcos Dr., and distance traffic (101 Freeway)

ACOUSTICAL ENGINEERING SERVICES
22801 Crespi Street, Woodland Hills, California 91364 - 818.239.4600

Environmental Noise Survey

AES

Client: Matrix Environmental Job No: 2013109

Job Title: Ford Theatres Project Sheet No: 2

Location: R2 - Residence on Cahuenga Terrace, South of Project Site

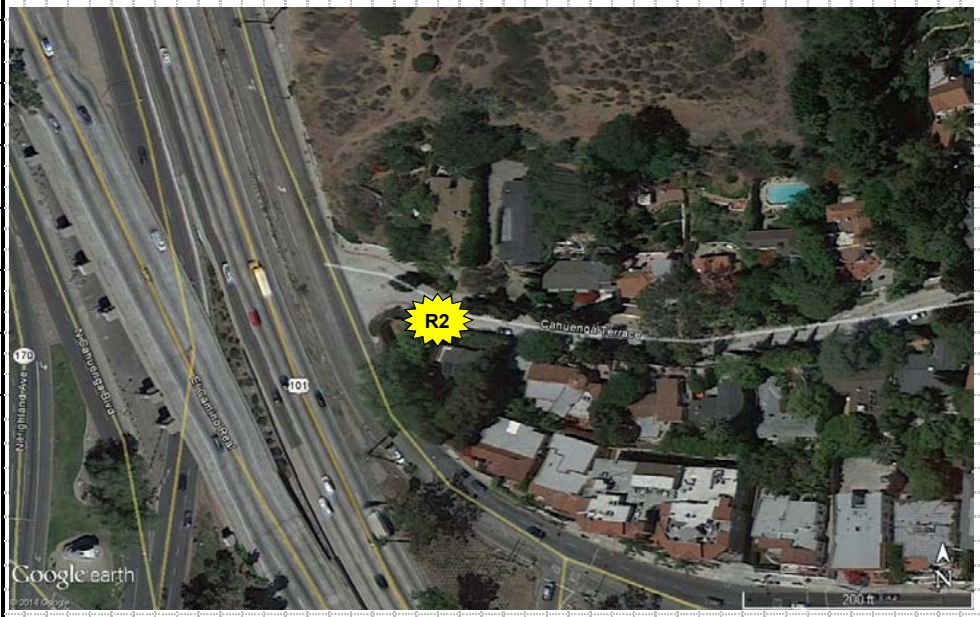
Made By: SB Date: 2/19/2014

Sound Meter: Quest 2900 S/N: CD0090030

Calibrator: Quest QC 10 S/N: Q10090010

Calibration Before: 114 Calibration After: 114

Notes:



Time		Wind		Noise Level, dB(A)									Comments
Start	Finish	Speed	Dir'n	--	--	L90	L50	L10	L1	Lmin	Lmax	Leq	
11:32 AM	11:47 AM	Calm	--			73.5	75.1	76.6	78.3	71.4	81.9	75.3	Traffic on 101 Freeway and Cahuenga Blvd. East
10:27 PM	10:42 PM	Calm	--			73.5	75.1	76.6	78	70.9	81.2	75.3	Traffic on 101 Freeway and Cahuenga Blvd. East

ACOUSTICAL ENGINEERING SERVICES
22801 Crespi Street, Woodland Hills, California 91364 - 818.239.4600

Environmental Noise Survey

AES

Client: Matrix Environmental Job No: 2013109

Job Title: Ford Theatres Project Sheet No: 3

Location: R3 - Hollywood Bowl (audience seating area)

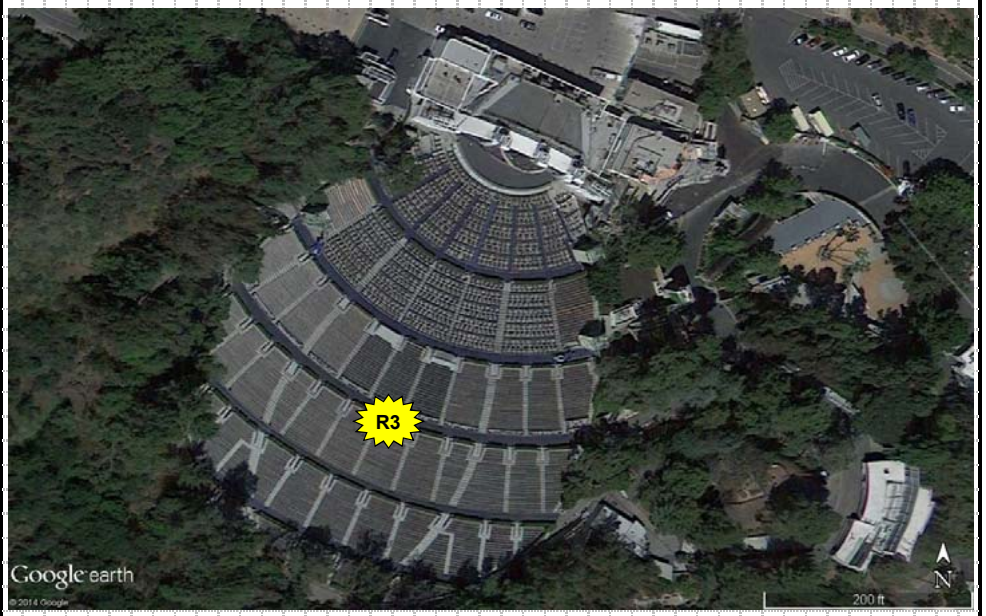
Made By: SB Date: 2/19/2014

Sound Meter: Quest 2900 S/N: CD0090010

Calibrator: Quest QC 10 S/N: Q10090010

Calibration Before: 114 Calibration After: 114

Notes: Long-Term 24-hour measurements



Time		Wind		Noise Level, dB(A)									Comments
Start	Finish	Speed	Dir'n			L90	L50	L10	L1	Lmin	Lmax	Leq	

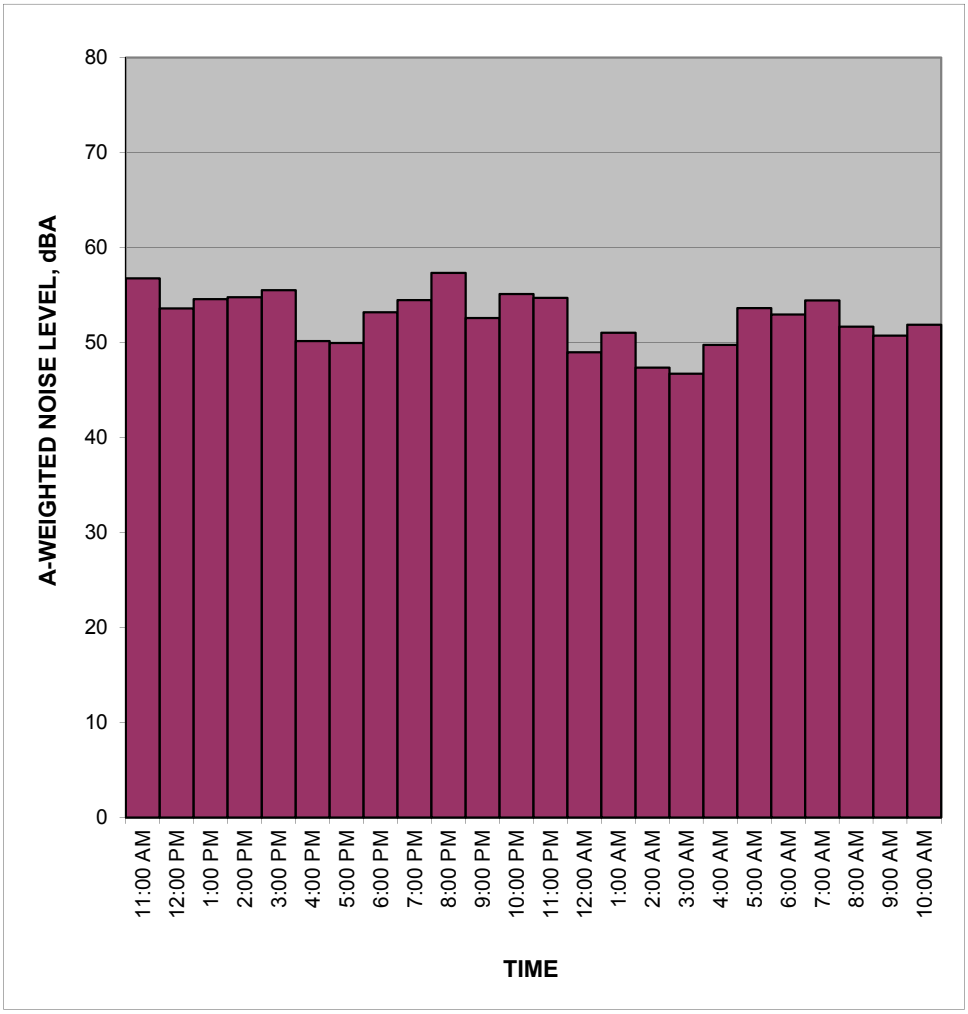
Measured Ambient Noise Levels

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Ford Theatres Project EIR
Location: R3 - Hollywood Bowl
Sources: Ambient

Date: 2/19/2014

TIME	HNL, dB(A)
11:00 AM	56.8
12:00 PM	53.6
1:00 PM	54.6
2:00 PM	54.8
3:00 PM	55.5
4:00 PM	50.1
5:00 PM	50.0
6:00 PM	53.2
7:00 PM	54.5
8:00 PM	57.3
9:00 PM	52.6
10:00 PM	55.1
11:00 PM	54.7
12:00 AM	49.0
1:00 AM	51.0
2:00 AM	47.4
3:00 AM	46.7
4:00 AM	49.7
5:00 AM	53.6
6:00 AM	53.0
7:00 AM	54.4
8:00 AM	51.7
9:00 AM	50.7
10:00 AM	51.9
CNEL, dB(A):	59.3



NOTES:

ACOUSTICAL ENGINEERING SERVICES
22801 Crespi Street, Woodland Hills, California 91364 - 818.239.4600

Environmental Noise Survey

AES

Client: Matrix Environmental Job No: 2013109

Job Title: Ford Theatres Project Sheet No: 4

Location: R4 - MF Residence on Cahuenga Blvd. East, North of Project Site

Made By: SB Date: 2/19/2014

Sound Meter: Quest 2900 S/N: CD0090030

Calibrator: Quest QC 10 S/N: Q10090010

Calibration Before: 114 Calibration After: 114

Notes:

Time		Wind				Noise Level, dB(A)							Comments
Start	Finish	Speed	Dir'n			L90	L50	L10	L1	Lmin	Lmax	Leq	
11:51 AM	12:06 PM	Calm	--			73.7	75.6	77.6	80.0	69.8	83.1	75.9	Traffic on 101 Freeway and Cahuenga Blvd. East
10:47 PM	11:02 PM	Calm	--			73.9	75.7	77.3	79.0	71.2	83.3	75.9	Traffic on 101 Freeway and Cahuenga Blvd. East

ACOUSTICAL ENGINEERING SERVICES
22801 Crespi Street, Woodland Hills, California 91364 - 818.239.4600

Environmental Noise Survey

AES

Client: Matrix Environmental Job No: 2013109

Job Title: Ford Theatres Project Sheet No: 5

Location: R5 - Project Site

Made By: SB Date: 2/19/2014

Sound Meter: Quest 2900 S/N: CD0090020

Calibrator: Quest QC 10 S/N: Q10090010

Calibration Before: 114 Calibration After: 114

Notes: Long-Term 24-hour measurements

Time		Wind		Noise Level, dB(A)									Comments
Start	Finish	Speed	Dir'n			L90	L50	L10	L1	Lmin	Lmax	Leq	

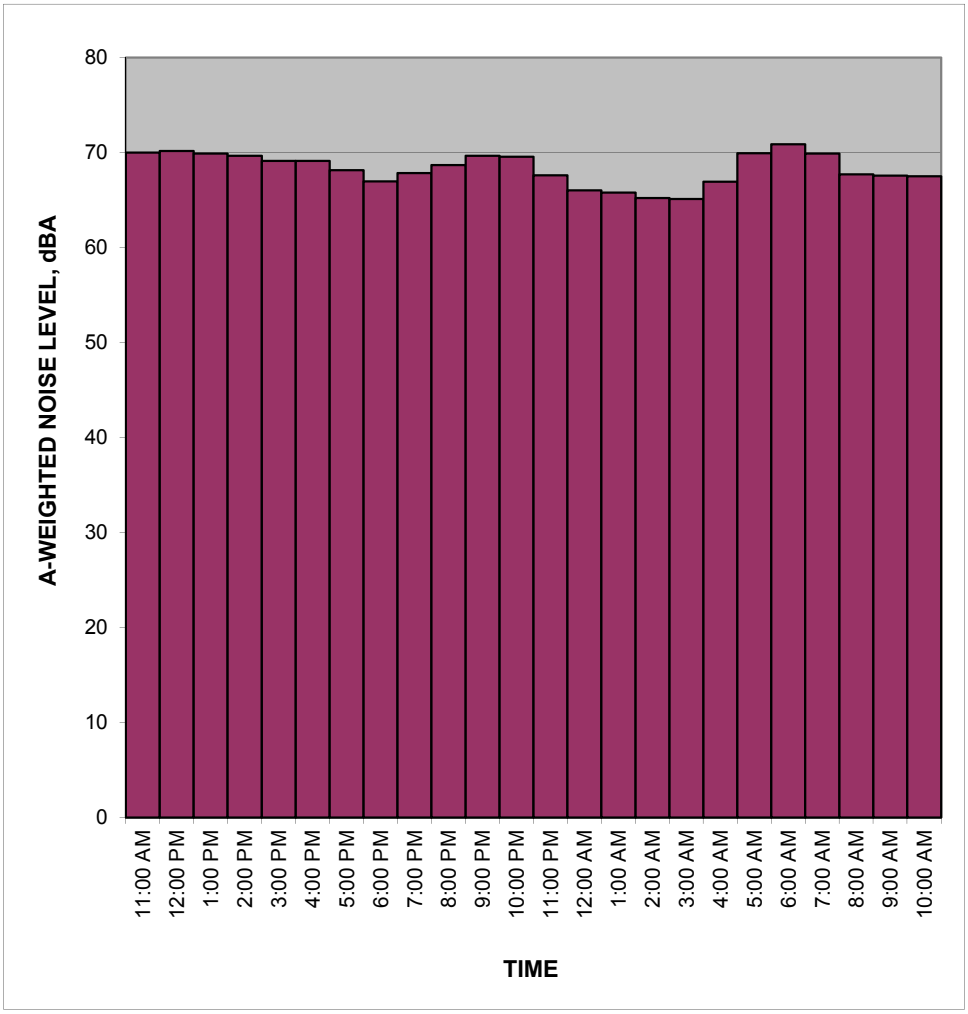
Measured Ambient Noise Levels

AES
Acoustical Engineering Services

Project: Ford Theatres Project EIR
Location: R5 - Project Site
Sources: Ambient

Date: 2/19/2014

TIME	HNL, dB(A)
11:00 AM	70.0
12:00 PM	70.2
1:00 PM	69.9
2:00 PM	69.7
3:00 PM	69.1
4:00 PM	69.1
5:00 PM	68.1
6:00 PM	66.9
7:00 PM	67.8
8:00 PM	68.7
9:00 PM	69.7
10:00 PM	69.6
11:00 PM	67.6
12:00 AM	66.0
1:00 AM	65.8
2:00 AM	65.2
3:00 AM	65.1
4:00 AM	66.9
5:00 AM	69.9
6:00 AM	70.9
7:00 AM	69.9
8:00 AM	67.7
9:00 AM	67.6
10:00 AM	67.5
CNEL, dB(A):	**74.8**



NOTES:

Construction Noise Calculations

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Ford Theater Master Plan Project

Construction Phase: Demolition

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor
Loader	1	79	40%
Dozer	1	82	40%
Backhoe	1	78	40%
Water Truck	1	76	40%
Bobcat	1	78	40%
Concrete Saw	1	90	20%
Street Sweeper	1	82	10%
Air Compressor	1	78	40%

Receptor	Distance to Equipment, ft	Estimated Noise Shielding, dBA	Calculated Noise Levels, dBA Leq
R1	675	20	43.4
R2	240	10	62.4
R3	1000	10	50.0
R4	325	15	54.8

Source for Ref. Noise Levels: FHWA, RCNM 2005

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Ford Theater Master Plan Project

Construction Phase: Excavation

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor
Drill Rig	1	84	20%
Hydro Crane	1	81	16%
Forklift	1	75	20%
Loader	1	79	40%
Water Truck	1	76	40%
Excavator	1	81	40%
Backhoe	1	78	40%
Air Compressor	1	78	40%

Receptor	Distance to Equipment, ft	Estimated Noise Shielding, dBA	Calculated Noise Levels, dBA Leq
R1	675	20	40.9
R2	240	10	59.9
R3	1000	10	47.5
R4	325	15	52.3

Source for Ref. Noise Levels: FHWA, RCNM 2005

Printed 6/13/2014

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Ford Theater Master Plan Project

Construction Phase: Building Construction

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor
Excavator	1	81	40%
Loader	1	79	40%
Backhoe	1	78	40%
Hydro Crane	1	81	16%
Forklift	1	75	20%
Air Compressor	1	78	40%
Welder Generator	1	81	50%

Receptor	Distance to Equipment, ft	Estimated Noise Shielding, dBA	Calculated Noise Levels, dBA Leq
R1	675	20	40.9
R2	240	10	59.8
R3	1000	10	47.4
R4	325	15	52.2

Source for Ref. Noise Levels: FHWA, RCNM 2005

Printed 6/13/2014

AES
ACOUSTICAL ENGINEERING SERVICES

Project: Ford Theater Master Plan Project

Construction Phase: Landscaping

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor
Bobcat	1	78	40%
Backhoe	1	78	40%
Loader	1	79	40%
Roller	1	80	20%
Street Sweeper	1	82	10%
Forklift	1	75	20%
Air Compressor	1	78	40%

Receptor	Distance to Equipment, ft	Estimated Noise Shielding, dBA	Calculated Noise Levels, dBA Leq
R1	675	20	39.1
R2	240	10	58.1
R3	1000	10	45.7
R4	325	15	50.5

Source for Ref. Noise Levels: FHWA, RCNM 2005

Matrix Environmental 13 June 2014
SKB TNM 2.5

INPUT: ROADWAYS
PROJECT CONTRACT: Ford Theatres Project EIR
RUN: TNM - Haul Trucks

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Cahuenga Blvd. East	12.0	point1	1	0.0	0.0	0.00	Signal	0.00	100	Average	
		point2	2	1,500.0	0.0	0.00					

Matrix Environmental **13 June 2014**
SKB **TNM 2.5**

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT CONTRACT: **Ford Theatres Project EIR**
RUN: **TNM - Haul Trucks**

Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Cahuenga Blvd. East	point1	1	0	0	0	0	12	35	0	0	0	0
	point2	2										

Matrix Environmental
SKB

13 June 2014
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: Ford Theatres Project EIR
RUN: TNM - Haul Trucks

Receiver Name	No.	DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Receptor R2	1	1	250.0	-25.0	0.00	4.92	0.00	66	10.0	8.0	Y
Receptor R4	3	1	900.0	-170.0	0.00	4.92	0.00	66	10.0	8.0	Y

Matrix Environmental
SKB
13 June 2014
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Ford Theatres Project EIR
RUN: TNM - Haul Trucks
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receptor R2	1	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
Receptor R4	3	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0

Dwelling Units	DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Operation Noise Calculations

AES
ACOUSTICAL ENGINEERING SERVICES

Off-Site Traffic Noise Calculations
Project: Ford Theatres

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

EXISTING CONDITIONS - WEEKDAY

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Traffic Control	Peak Hour, Leq**	24-Hour CNEL
Barham Boulevard											
- East of Cahuenga Blvd. E	60	10	40	35	4,534	45,340	0	0	Yes	76.0	75.0
Cahuenga Boulevard East											
- Between Barham Blvd. and Pilgrimage Bridge	40	10	30	40	2,461	24,610	0	0	Yes	75.1	74.1
- Between Pilgrimage Bridge and US 101 NB off-ramp	40	10	30	40	2,577	25,770	0	0	Yes	75.3	74.3
Cahuenga Boulevard W											
- South of Barham Blvd.	40	50	70	40	2,842	28,420	0	0	Yes	71.9	71.0
- North of Pilgrimage Bridge	40	50	70	40	3,869	38,690	0	0	Yes	73.3	72.3
- Between Pilgrimage Bridge and Hollywood Bowl Rd.	40	50	70	40	3,897	38,970	0	0	Yes	73.3	72.3
Cahuenga Boulevard N											
- Between US 101 NB off-ramp and Odin Ave.	50	10	35	40	3,462	34,620	0	0	Yes	75.9	74.9
- South of Odin Ave.	60	10	40	40	4,030	40,300	0	0	Yes	76.0	75.0
Odin Avenue											
- South of Cahuenga Blvd. N	50	10	35	40	402	4,020	0	0	Yes	66.5	65.6
Highland Avenue											
- Between Hollywood Bowl Rd. and Odin Ave.	160	10	90	40	5,184	51,840	0	0	Yes	73.4	72.5
- South of Odin Ave.	70	10	45	40	5,392	53,920	0	0	Yes	76.6	75.6

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Date Printed: 6/13/2014

AES
ACOUSTICAL ENGINEERING SERVICES

Off-Site Traffic Noise Calculations
Project: Ford Theatres

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

EXISTING CONDITIONS - WEEKDAY EVENT

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Traffic Control	Peak Hour, Leq**	24-Hour CNEL
Barham Boulevard											
- East of Cahuenga Blvd. E	60	10	40	35	4,049	40,490	0	0	Yes	75.5	74.5
Cahuenga Boulevard East											
- Between Barham Blvd. and Pilgrimage Bridge	40	10	30	40	2,019	20,190	0	0	Yes	74.3	73.3
- Between Pilgrimage Bridge and US 101 NB off-ramp	40	10	30	40	2,408	24,080	0	0	Yes	75.0	74.0
Cahuenga Boulevard W											
- South of Barham Blvd.	40	50	70	40	2,368	23,680	0	0	Yes	71.1	70.2
- North of Pilgrimage Bridge	40	50	70	40	2,715	27,150	0	0	Yes	71.7	70.8
- Between Pilgrimage Bridge and Hollywood Bowl Rd.	40	50	70	40	2,797	27,970	0	0	Yes	71.9	70.9
Cahuenga Boulevard N											
- Between US 101 NB off-ramp and Odin Ave.	50	10	35	40	2,313	23,130	0	0	Yes	74.1	73.2
- South of Odin Ave.	60	10	40	40	2,304	23,040	0	0	Yes	73.5	72.5
Odin Avenue											
- South of Cahuenga Blvd. N	50	10	35	40	477	4,770	0	0	Yes	67.3	66.3
Highland Avenue											
- Between Hollywood Bowl Rd. and Odin Ave.	160	10	90	40	4,145	41,450	0	0	Yes	72.5	71.5
- South of Odin Ave.	70	10	45	40	4,123	41,230	0	0	Yes	75.5	74.5

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Date Printed: 6/13/2014

AES
ACOUSTICAL ENGINEERING SERVICES

Off-Site Traffic Noise Calculations
Project: Ford Theatres

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

EXISTING CONDITIONS- WEEKEND

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Traffic Control	Peak Hour, Leq**	24-Hour CNEL
Barham Boulevard											
- East of Cahuenga Blvd. E	60	10	40	35	2,549	25,490	0	0	Yes	73.5	72.5
Cahuenga Boulevard East											
- Between Barham Blvd. and Pilgrimage Bridge	40	10	30	40	967	9,670	0	0	Yes	71.1	70.1
- Between Pilgrimage Bridge and US 101 NB off-ramp	40	10	30	40	1,134	11,340	0	0	Yes	71.7	70.8
Cahuenga Boulevard W											
- South of Barham Blvd.	40	50	70	40	1,546	15,460	0	0	Yes	69.3	68.3
- North of Pilgrimage Bridge	40	50	70	40	2,743	27,430	0	0	Yes	71.8	70.8
- Between Pilgrimage Bridge and Hollywood Bowl Rd.	40	50	70	40	3,004	30,040	0	0	Yes	72.2	71.2
Cahuenga Boulevard N											
- Between US 101 NB off-ramp and Odin Ave.	50	10	35	40	1,137	11,370	0	0	Yes	71.1	70.1
- South of Odin Ave.	60	10	40	40	1,075	10,750	0	0	Yes	70.2	69.2
Odin Avenue											
- South of Cahuenga Blvd. N	50	10	35	40	254	2,540	0	0	Yes	64.5	63.6
Highland Avenue											
- Between Hollywood Bowl Rd. and Odin Ave.	160	10	90	40	4,071	40,710	0	0	Yes	72.4	71.4
- South of Odin Ave.	70	10	45	40	4,447	44,470	0	0	Yes	75.8	74.8

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Date Printed: 6/13/2014

AES
ACOUSTICAL ENGINEERING SERVICES

Off-Site Traffic Noise Calculations
Project: Ford Theatres

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

EXISTING CONDITIONS - WEEKEND EVENT

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Traffic Control	Peak Hour, Leq**	24-Hour CNEL
Barham Boulevard											
- East of Cahuenga Blvd. E	60	10	40	35	2,741	27,410	0	0	Yes	73.8	72.8
Cahuenga Boulevard East											
- Between Barham Blvd. and Pilgrimage Bridge	40	10	30	40	1,093	10,930	0	0	Yes	71.6	70.6
- Between Pilgrimage Bridge and US 101 NB off-ramp	40	10	30	40	1,786	17,860	0	0	Yes	73.7	72.7
Cahuenga Boulevard W											
- South of Barham Blvd.	40	50	70	40	1,697	16,970	0	0	Yes	69.7	68.7
- North of Pilgrimage Bridge	40	50	70	40	2,537	25,370	0	0	Yes	71.4	70.5
- Between Pilgrimage Bridge and Hollywood Bowl Rd.	40	50	70	40	2,344	23,440	0	0	Yes	71.1	70.1
Cahuenga Boulevard N											
- Between US 101 NB off-ramp and Odin Ave.	50	10	35	40	1,671	16,710	0	0	Yes	72.7	71.8
- South of Odin Ave.	60	10	40	40	1,789	17,890	0	0	Yes	72.4	71.5
Odin Avenue											
- South of Cahuenga Blvd. N	50	10	35	40	514	5,140	0	0	Yes	67.6	66.6
Highland Avenue											
- Between Hollywood Bowl Rd. and Odin Ave.	160	10	90	40	3,503	35,030	0	0	Yes	71.7	70.8
- South of Odin Ave.	70	10	45	40	3,427	34,270	0	0	Yes	74.6	73.7

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

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AES
ACOUSTICAL ENGINEERING SERVICES

Off-Site Traffic Noise Calculations
Project: Ford Theatres

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

EXISTING □ PROJECT CONDITIONS - WEEKDAY

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Traffic Control	Peak Hour, Leq**	24-Hour CNEL
Barham Boulevard											
- East of Cahuenga Blvd. E	60	10	40	35	4,537	45,370	0	0	Yes	76.0	75.0
Cahuenga Boulevard East											
- Between Barham Blvd. and Pilgrimage Bridge	40	10	30	40	2,476	24,760	0	0	Yes	75.1	74.2
- Between Pilgrimage Bridge and US 101 NB off-ramp	40	10	30	40	2,592	25,920	0	0	Yes	75.3	74.4
Cahuenga Boulevard W											
- South of Barham Blvd.	40	50	70	40	2,855	28,550	0	0	Yes	72.0	71.0
- North of Pilgrimage Bridge	40	50	70	40	3,886	38,860	0	0	Yes	73.3	72.3
- Between Pilgrimage Bridge and Hollywood Bowl Rd.	40	50	70	40	3,897	38,970	0	0	Yes	73.3	72.3
Cahuenga Boulevard N											
- Between US 101 NB off-ramp and Odin Ave.	50	10	35	40	3,478	34,780	0	0	Yes	75.9	74.9
- South of Odin Ave.	60	10	40	40	4,034	40,340	0	0	Yes	76.0	75.0
Odin Avenue											
- South of Cahuenga Blvd. N	50	10	35	40	421	4,210	0	0	Yes	66.7	65.8
Highland Avenue											
- Between Hollywood Bowl Rd. and Odin Ave.	160	10	90	40	5,197	51,970	0	0	Yes	73.5	72.5
- South of Odin Ave.	70	10	45	40	5,398	53,980	0	0	Yes	76.6	75.6

* Estimated based on Google Earth map.

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AES
ACOUSTICAL ENGINEERING SERVICES

Off-Site Traffic Noise Calculations
Project: Ford Theatres

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

EXISTING □ PROJECT CONDITIONS - WEEKDAY EVENT

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Traffic Control	Peak Hour, Leq**	24-Hour CNEL
Barham Boulevard											
- East of Cahuenga Blvd. E	60	10	40	35	4,051	40,510	0	0	Yes	75.5	74.5
Cahuenga Boulevard East											
- Between Barham Blvd. and Pilgrimage Bridge	40	10	30	40	2,021	20,210	0	0	Yes	74.3	73.3
- Between Pilgrimage Bridge and US 101 NB off-ramp	40	10	30	40	2,413	24,130	0	0	Yes	75.0	74.1
Cahuenga Boulevard W											
- South of Barham Blvd.	40	50	70	40	2,373	23,730	0	0	Yes	71.2	70.2
- North of Pilgrimage Bridge	40	50	70	40	2,722	27,220	0	0	Yes	71.7	70.8
- Between Pilgrimage Bridge and Hollywood Bowl Rd.	40	50	70	40	2,797	27,970	0	0	Yes	71.9	70.9
Cahuenga Boulevard N											
- Between US 101 NB off-ramp and Odin Ave.	50	10	35	40	2,319	23,190	0	0	Yes	74.2	73.2
- South of Odin Ave.	60	10	40	40	2,306	23,060	0	0	Yes	73.5	72.6
Odin Avenue											
- South of Cahuenga Blvd. N	50	10	35	40	480	4,800	0	0	Yes	67.3	66.3
Highland Avenue											
- Between Hollywood Bowl Rd. and Odin Ave.	160	10	90	40	4,147	41,470	0	0	Yes	72.5	71.5
- South of Odin Ave.	70	10	45	40	4,125	41,250	0	0	Yes	75.5	74.5

* Estimated based on Google Earth map.

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ACOUSTICAL ENGINEERING SERVICES

Off-Site Traffic Noise Calculations
Project: Ford Theatres

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

EXISTING □ PROJECT CONDITIONS - WEEKEND

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Traffic Control	Peak Hour, Leq**	24-Hour CNEL
Barham Boulevard											
- East of Cahuenga Blvd. E	60	10	40	35	2,558	25,580	0	0	Yes	73.5	72.5
Cahuenga Boulevard East											
- Between Barham Blvd. and Pilgrimage Bridge	40	10	30	40	970	9,700	0	0	Yes	71.1	70.1
- Between Pilgrimage Bridge and US 101 NB off-ramp	40	10	30	40	1,157	11,570	0	0	Yes	71.8	70.9
Cahuenga Boulevard W											
- South of Barham Blvd.	40	50	70	40	1,577	15,770	0	0	Yes	69.4	68.4
- North of Pilgrimage Bridge	40	50	70	40	2,782	27,820	0	0	Yes	71.8	70.9
- Between Pilgrimage Bridge and Hollywood Bowl Rd.	40	50	70	40	3,004	30,040	0	0	Yes	72.2	71.2
Cahuenga Boulevard N											
- Between US 101 NB off-ramp and Odin Ave.	50	10	35	40	1,160	11,600	0	0	Yes	71.1	70.2
- South of Odin Ave.	60	10	40	40	1,084	10,840	0	0	Yes	70.3	69.3
Odin Avenue											
- South of Cahuenga Blvd. N	50	10	35	40	268	2,680	0	0	Yes	64.8	63.8
Highland Avenue											
- Between Hollywood Bowl Rd. and Odin Ave.	160	10	90	40	4,075	40,750	0	0	Yes	72.4	71.4
- South of Odin Ave.	70	10	45	40	4,456	44,560	0	0	Yes	75.8	74.8

* Estimated based on Google Earth map.

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ACOUSTICAL ENGINEERING SERVICES

Off-Site Traffic Noise Calculations
Project: Ford Theatres

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

EXISTING □ PROJECT CONDITIONS - WEEKEND EVENT

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Traffic Control	Peak Hour, Leq**	24-Hour CNEL
Barham Boulevard											
- East of Cahuenga Blvd. E	60	10	40	35	2,750	27,500	0	0	Yes	73.8	72.8
Cahuenga Boulevard East											
- Between Barham Blvd. and Pilgrimage Bridge	40	10	30	40	1,096	10,960	0	0	Yes	71.6	70.6
- Between Pilgrimage Bridge and US 101 NB off-ramp	40	10	30	40	1,810	18,100	0	0	Yes	73.8	72.8
Cahuenga Boulevard W											
- South of Barham Blvd.	40	50	70	40	1,729	17,290	0	0	Yes	69.8	68.8
- North of Pilgrimage Bridge	40	50	70	40	2,577	25,770	0	0	Yes	71.5	70.5
- Between Pilgrimage Bridge and Hollywood Bowl Rd.	40	50	70	40	2,344	23,440	0	0	Yes	71.1	70.1
Cahuenga Boulevard N											
- Between US 101 NB off-ramp and Odin Ave.	50	10	35	40	1,693	16,930	0	0	Yes	72.8	71.8
- South of Odin Ave.	60	10	40	40	1,798	17,980	0	0	Yes	72.4	71.5
Odin Avenue											
- South of Cahuenga Blvd. N	50	10	35	40	527	5,270	0	0	Yes	67.7	66.7
Highland Avenue											
- Between Hollywood Bowl Rd. and Odin Ave.	160	10	90	40	3,507	35,070	0	0	Yes	71.7	70.8
- South of Odin Ave.	70	10	45	40	3,436	34,360	0	0	Yes	74.7	73.7

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AES
ACOUSTICAL ENGINEERING SERVICES

Off-Site Traffic Noise Calculations
Project: Ford Theatres

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

FUTURE NO PROJECT CONDITIONS - WEEKDAY

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Traffic Control	Peak Hour, Leq**	24-Hour CNEL
Barham Boulevard											
- East of Cahuenga Blvd. E	60	10	40	35	4,860	48,600	0	0	Yes	76.3	75.3
Cahuenga Boulevard East											
- Between Barham Blvd. and Pilgrimage Bridge	40	10	30	40	2,942	29,420	0	0	Yes	75.9	74.9
- Between Pilgrimage Bridge and US 101 NB off-ramp	40	10	30	40	3,158	31,580	0	0	Yes	76.2	75.2
Cahuenga Boulevard W											
- South of Barham Blvd.	40	50	70	40	3,295	32,950	0	0	Yes	72.6	71.6
- North of Pilgrimage Bridge	40	50	70	40	4,677	46,770	0	0	Yes	74.1	73.1
- Between Pilgrimage Bridge and Hollywood Bowl Rd.	40	50	70	40	5,352	53,520	0	0	Yes	74.7	73.7
Cahuenga Boulevard N											
- Between US 101 NB off-ramp and Odin Ave.	50	10	35	40	4,303	43,030	0	0	Yes	76.8	75.9
- South of Odin Ave.	60	10	40	40	5,111	51,110	0	0	Yes	77.0	76.0
Odin Avenue											
- South of Cahuenga Blvd. N	50	10	35	40	431	4,310	0	0	Yes	66.8	65.9
Highland Avenue											
- Between Hollywood Bowl Rd. and Odin Ave.	160	10	90	40	7,153	71,530	0	0	Yes	74.8	73.9
- South of Odin Ave.	70	10	45	40	7,378	73,780	0	0	Yes	78.0	77.0

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

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ACOUSTICAL ENGINEERING SERVICES

Off-Site Traffic Noise Calculations
Project: Ford Theatres

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

FUTURE NO PROJECT CONDITIONS - WEEKDAY EVEN

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Traffic Control	Peak Hour, Leq**	24-Hour CNEL
Barham Boulevard											
- East of Cahuenga Blvd. E	60	10	40	35	4,341	43,410	0	0	Yes	75.8	74.8
Cahuenga Boulevard East											
- Between Barham Blvd. and Pilgrimage Bridge	40	10	30	40	2,416	24,160	0	0	Yes	75.0	74.1
- Between Pilgrimage Bridge and US 101 NB off-ramp	40	10	30	40	2,977	29,770	0	0	Yes	75.9	75.0
Cahuenga Boulevard W											
- South of Barham Blvd.	40	50	70	40	2,950	29,500	0	0	Yes	72.1	71.1
- North of Pilgrimage Bridge	40	50	70	40	4,031	40,310	0	0	Yes	73.5	72.5
- Between Pilgrimage Bridge and Hollywood Bowl Rd.	40	50	70	40	4,355	43,550	0	0	Yes	73.8	72.8
Cahuenga Boulevard N											
- Between US 101 NB off-ramp and Odin Ave.	50	10	35	40	2,876	28,760	0	0	Yes	75.1	74.1
- South of Odin Ave.	60	10	40	40	2,865	28,650	0	0	Yes	74.5	73.5
Odin Avenue											
- South of Cahuenga Blvd. N	50	10	35	40	511	5,110	0	0	Yes	67.6	66.6
Highland Avenue											
- Between Hollywood Bowl Rd. and Odin Ave.	160	10	90	40	6,039	60,390	0	0	Yes	74.1	73.1
- South of Odin Ave.	70	10	45	40	6,018	60,180	0	0	Yes	77.1	76.1

* Estimated based on Google Earth map.

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ACOUSTICAL ENGINEERING SERVICES

Off-Site Traffic Noise Calculations
Project: Ford Theatres

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

FUTURE NO PROJECT CONDITIONS - WEEKEND

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Traffic Control	Peak Hour, Leq**	24-Hour CNEL
Barham Boulevard											
- East of Cahuenga Blvd. E	60	10	40	35	2,733	27,330	0	0	Yes	73.8	72.8
Cahuenga Boulevard East											
- Between Barham Blvd. and Pilgrimage Bridge	40	10	30	40	1,455	14,550	0	0	Yes	72.8	71.9
- Between Pilgrimage Bridge and US 101 NB off-ramp	40	10	30	40	1,874	18,740	0	0	Yes	73.9	73.0
Cahuenga Boulevard W											
- South of Barham Blvd.	40	50	70	40	2,169	21,690	0	0	Yes	70.8	69.8
- North of Pilgrimage Bridge	40	50	70	40	4,214	42,140	0	0	Yes	73.6	72.7
- Between Pilgrimage Bridge and Hollywood Bowl Rd.	40	50	70	40	4,881	48,810	0	0	Yes	74.3	73.3
Cahuenga Boulevard N											
- Between US 101 NB off-ramp and Odin Ave.	50	10	35	40	1,877	18,770	0	0	Yes	73.2	72.3
- South of Odin Ave.	60	10	40	40	1,810	18,100	0	0	Yes	72.5	71.5
Odin Avenue											
- South of Cahuenga Blvd. N	50	10	35	40	273	2,730	0	0	Yes	64.9	63.9
Highland Avenue											
- Between Hollywood Bowl Rd. and Odin Ave.	160	10	90	40	6,415	64,150	0	0	Yes	74.4	73.4
- South of Odin Ave.	70	10	45	40	6,822	68,220	0	0	Yes	77.6	76.7

* Estimated based on Google Earth map.

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ACOUSTICAL ENGINEERING SERVICES

Off-Site Traffic Noise Calculations
Project: Ford Theatres

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

FUTURE □ PROJECT CONDITIONS - WEEKEND EVENT

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Traffic Control	Peak Hour, Leq**	24-Hour CNEL
Barham Boulevard											
- East of Cahuenga Blvd. E	60	10	40	35	2,938	29,380	0	0	Yes	74.1	73.1
Cahuenga Boulevard East											
- Between Barham Blvd. and Pilgrimage Bridge	40	10	30	40	1,590	15,900	0	0	Yes	73.2	72.2
- Between Pilgrimage Bridge and US 101 NB off-ramp	40	10	30	40	2,573	25,730	0	0	Yes	75.3	74.3
Cahuenga Boulevard W											
- South of Barham Blvd.	40	50	70	40	2,332	23,320	0	0	Yes	71.1	70.1
- North of Pilgrimage Bridge	40	50	70	40	3,994	39,940	0	0	Yes	73.4	72.4
- Between Pilgrimage Bridge and Hollywood Bowl Rd.	40	50	70	40	4,173	41,730	0	0	Yes	73.6	72.6
Cahuenga Boulevard N											
- Between US 101 NB off-ramp and Odin Ave.	50	10	35	40	2,449	24,490	0	0	Yes	74.4	73.4
- South of Odin Ave.	60	10	40	40	2,576	25,760	0	0	Yes	74.0	73.0
Odin Avenue											
- South of Cahuenga Blvd. N	50	10	35	40	551	5,510	0	0	Yes	67.9	66.9
Highland Avenue											
- Between Hollywood Bowl Rd. and Odin Ave.	160	10	90	40	5,806	58,060	0	0	Yes	73.9	73.0
- South of Odin Ave.	70	10	45	40	5,729	57,290	0	0	Yes	76.9	75.9

* Estimated based on Google Earth map.

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ACOUSTICAL ENGINEERING SERVICES

Off-Site Traffic Noise Calculations
Project: Ford Theatres

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

FUTURE □ PROJECT CONDITIONS - WEEKDAY

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Traffic Control	Peak Hour, Leq**	24-Hour CNEL
Barham Boulevard											
- East of Cahuenga Blvd. E	60	10	40	35	4,863	48,630	0	0	Yes	76.3	75.3
Cahuenga Boulevard East											
- Between Barham Blvd. and Pilgrimage Bridge	40	10	30	40	2,956	29,560	0	0	Yes	75.9	74.9
- Between Pilgrimage Bridge and US 101 NB off-ramp	40	10	30	40	3,173	31,730	0	0	Yes	76.2	75.2
Cahuenga Boulevard W											
- South of Barham Blvd.	40	50	70	40	3,308	33,080	0	0	Yes	72.6	71.6
- North of Pilgrimage Bridge	40	50	70	40	4,694	46,940	0	0	Yes	74.1	73.1
- Between Pilgrimage Bridge and Hollywood Bowl Rd.	40	50	70	40	5,352	53,520	0	0	Yes	74.7	73.7
Cahuenga Boulevard N											
- Between US 101 NB off-ramp and Odin Ave.	50	10	35	40	4,320	43,200	0	0	Yes	76.9	75.9
- South of Odin Ave.	60	10	40	40	5,115	51,150	0	0	Yes	77.0	76.0
Odin Avenue											
- South of Cahuenga Blvd. N	50	10	35	40	450	4,500	0	0	Yes	67.0	66.1
Highland Avenue											
- Between Hollywood Bowl Rd. and Odin Ave.	160	10	90	40	7,166	71,660	0	0	Yes	74.9	73.9
- South of Odin Ave.	70	10	45	40	7,384	73,840	0	0	Yes	78.0	77.0

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

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Off-Site Traffic Noise Calculations
Project: Ford Theatres

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

FUTURE □ PROJECT CONDITIONS - WEEKDAY EVENT

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Traffic Control	Peak Hour, Leq**	24-Hour CNEL
Barham Boulevard											
- East of Cahuenga Blvd. E	60	10	40	35	4,343	43,430	0	0	Yes	75.8	74.8
Cahuenga Boulevard East											
- Between Barham Blvd. and Pilgrimage Bridge	40	10	30	40	2,417	24,170	0	0	Yes	75.0	74.1
- Between Pilgrimage Bridge and US 101 NB off-ramp	40	10	30	40	2,982	29,820	0	0	Yes	75.9	75.0
Cahuenga Boulevard W											
- South of Barham Blvd.	40	50	70	40	2,955	29,550	0	0	Yes	72.1	71.1
- North of Pilgrimage Bridge	40	50	70	40	4,038	40,380	0	0	Yes	73.5	72.5
- Between Pilgrimage Bridge and Hollywood Bowl Rd.	40	50	70	40	4,355	43,550	0	0	Yes	73.8	72.8
Cahuenga Boulevard N											
- Between US 101 NB off-ramp and Odin Ave.	50	10	35	40	2,881	28,810	0	0	Yes	75.1	74.1
- South of Odin Ave.	60	10	40	40	2,867	28,670	0	0	Yes	74.5	73.5
Odin Avenue											
- South of Cahuenga Blvd. N	50	10	35	40	514	5,140	0	0	Yes	67.6	66.6
Highland Avenue											
- Between Hollywood Bowl Rd. and Odin Ave.	160	10	90	40	6,041	60,410	0	0	Yes	74.1	73.1
- South of Odin Ave.	70	10	45	40	6,020	60,200	0	0	Yes	77.1	76.1

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

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Off-Site Traffic Noise Calculations
Project: Ford Theatres

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

FUTURE □ PROJECT CONDITIONS - WEEKEND

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Traffic Control	Peak Hour, Leq**	24-Hour CNEL
Barham Boulevard											
- East of Cahuenga Blvd. E	60	10	40	35	2,742	27,420	0	0	Yes	73.8	72.8
Cahuenga Boulevard East											
- Between Barham Blvd. and Pilgrimage Bridge	40	10	30	40	1,459	14,590	0	0	Yes	72.8	71.9
- Between Pilgrimage Bridge and US 101 NB off-ramp	40	10	30	40	1,897	18,970	0	0	Yes	74.0	73.0
Cahuenga Boulevard W											
- South of Barham Blvd.	40	50	70	40	2,200	22,000	0	0	Yes	70.8	69.8
- North of Pilgrimage Bridge	40	50	70	40	4,253	42,530	0	0	Yes	73.7	72.7
- Between Pilgrimage Bridge and Hollywood Bowl Rd.	40	50	70	40	4,881	48,810	0	0	Yes	74.3	73.3
Cahuenga Boulevard N											
- Between US 101 NB off-ramp and Odin Ave.	50	10	35	40	1,900	19,000	0	0	Yes	73.3	72.3
- South of Odin Ave.	60	10	40	40	1,819	18,190	0	0	Yes	72.5	71.5
Odin Avenue											
- South of Cahuenga Blvd. N	50	10	35	40	287	2,870	0	0	Yes	65.1	64.1
Highland Avenue											
- Between Hollywood Bowl Rd. and Odin Ave.	160	10	90	40	6,419	64,190	0	0	Yes	74.4	73.4
- South of Odin Ave.	70	10	45	40	6,831	68,310	0	0	Yes	77.6	76.7

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

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Off-Site Traffic Noise Calculations
Project: Ford Theatres

Traffic Distribution as % of ADT				
Vehicle Type	**Day**	**Eve**	**Night**	**Sub total**
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to ADT factor 10%

FUTURE □ PROJECT CONDITIONS - WEEKEND EVENT

Roadway Segment	Roadway Width*, ft	Distance to Edge of Roadway, ft	Distance to Centerline, feet	Speed mph	Traffic Volume PHV	Traffic Volume ADT	Barrier Atten.	Site Adjust., dBA	Traffic Control	Peak Hour, Leq**	24-Hour CNEL
Barham Boulevard											
- East of Cahuenga Blvd. E	60	10	40	35	2,947	29,470	0	0	Yes	74.1	73.1
Cahuenga Boulevard East											
- Between Barham Blvd. and Pilgrimage Bridge	40	10	30	40	1,593	15,930	0	0	Yes	73.2	72.2
- Between Pilgrimage Bridge and US 101 NB off-ramp	40	10	30	40	2,596	25,960	0	0	Yes	75.3	74.4
Cahuenga Boulevard W											
- South of Barham Blvd.	40	50	70	40	2,364	23,640	0	0	Yes	71.1	70.2
- North of Pilgrimage Bridge	40	50	70	40	4,034	40,340	0	0	Yes	73.5	72.5
- Between Pilgrimage Bridge and Hollywood Bowl Rd.	40	50	70	40	4,173	41,730	0	0	Yes	73.6	72.6
Cahuenga Boulevard N											
- Between US 101 NB off-ramp and Odin Ave.	50	10	35	40	2,472	24,720	0	0	Yes	74.4	73.5
- South of Odin Ave.	60	10	40	40	2,585	25,850	0	0	Yes	74.0	73.0
Odin Avenue											
- South of Cahuenga Blvd. N	50	10	35	40	564	5,640	0	0	Yes	68.0	67.0
Highland Avenue											
- Between Hollywood Bowl Rd. and Odin Ave.	160	10	90	40	5,810	58,100	0	0	Yes	73.9	73.0
- South of Odin Ave.	70	10	45	40	5,738	57,380	0	0	Yes	76.9	75.9

* Estimated based on Google Earth map.

** Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

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Project Composite Noise Calculations (CNEL)

Project: Ford Theatres Project EIR

Receptor	Ambient	Traffic[a]	Mechanical	Parking	Transit Center	Amphi-theatre	299-Seat Theater	Flex-Space Theater	Restaurant	Outdoor Plazas	Loading	Project Composite	Ambient + Project	Increase
R1	55.7	36.1	32.7	23.9	26.5	50.8	20.3	16.8	40.9	31.0	15.1	51.4	57.1	1.4
R2	80.0	58.0	35.2	27.5	28.8	51.6	23.8	18.5	46.4	36.2	15.2	59.2	80.0	0.0
R3	59.3	45.1	32.0	23.9	25.7	52.0	20.9	15.9	40.8	38.0	28.1	53.3	60.3	1.0
R4	80.6	50.9	36.4	37.7	33.8	48.0	22.1	24.8	48.4	34.7	12.5	54.3	80.6	0.0

[a] - traffic noise levels at each receptor is based on the traffic noise analysis for the roadway segment in front of the receptor.

		Traffic Noise Levels, CNEL				Traffic Noise Levels, CNEL at 10 feet from roadway					
Receptor	Roadway Segment	Existing	Existing + Project	Project Only	distance to roadway, ft	Existing	Existing + Project	barrier	distance to CL	adj. for distance	
R1	Cahuenga Blvd., North	52.4	52.5	36.1	600	74.9	75	10	35	-12.52	
R2	Cahuenga Blvd., East	74.3	74.4	58.0	10	74.3	74.4		30	0.00	
R3	Cahuenga Blvd, West	61.4	61.5	45.1	800	72.3	72.4		70	-10.89	
R4	Cahuenga Blvd., East	67.2	67.3	50.9	10	74.1	74.2		30	0.00	

Receptor	Ambient	Traffic[a]	Mechanical	Transportation	Outdoor Areas	Performance Spaces	Loading	Project Composite	Ambient + Project	Increase
R1	55.7	36.1	32.7	28.4	41.3	50.8	15.1	51.4	57.1	1.4
R2	80.0	58.0	35.2	31.2	46.8	51.6	15.2	59.2	80.0	0.0
R3	59.3	45.1	32.0	27.9	42.6	52.0	28.1	53.3	60.3	1.0
R4	80.6	50.9	36.4	39.2	48.6	48.1	12.5	54.3	80.6	0.0

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Mechanical Noise Calculations

Project: Ford Theatres Project EIR

					Hours of Operations		
					Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
Receptor	Distance from Project Site	Noise Reduction, from ONPM	Source Noise Levels, at 50ft	Estimated Noise Levels	12	3	3
R1	1080	50.6	80.0	29.4	29.4	29.4	24.6
R2	910	48.1	80.0	31.9	31.9	31.9	27.1
R3	1290	51.3	80.0	28.7	28.7	28.7	23.9
R4	910	46.9	80.0	33.1	33.1	33.1	28.3

Receptor	Project CNEL	Ambient CNEL	Ambient + Project	Increase	Project Noise, Leq	nighttime ambient (Leq)	Ambient + Project	Increase
R1	32.7	55.7	55.7	0.0	29.4	50.9	50.9	0.0
R2	35.2	80.0	80.0	0.0	31.9	75.3	75.3	0.0
R3	32.0	59.3	59.3	0.0	28.7	50.0	50.0	0.0
R4	36.4	80.6	80.6	0.0	33.1	75.9	75.9	0.0

50 dBA at the Project Property Line

Measured nighttime ambient noise levels, at nearest receptor is 50.9 dBA (Leq)
Therefore, to meet the maximum 5dBA above ambient, the project's noise shall be limit to:

Ambient	50
Project	50
Total	53.0
	3.0

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Parking Structure Noise Calculations

Project: Ford Theatres Project EIR

NORTH PARKING

Receptor	Distance from Project Site	Noise Levels at Parking Structure, at 50 feet	Noise Reduction from ONPM		Estimated Noise Leves, hourly Leq	Hours of Operations Ld (7am to 7pm) 2	Le (7pm to 10pm) 2	Ln (10pm to 7am) 1	CNEL
R1	1450	79	53.9		25	17.3	23.3	15.6	23.9
R2	1350	79	50.3		29	20.9	26.9	19.2	27.5
R3	1500	79	53.9		25	17.3	23.3	15.6	23.9
R4	470	79	40.1		39	31.1	37.1	29.4	37.7

SOUTH PARKING

Receptor	Distance from Project Site	Noise Levels at Parking Structure, at 50 feet	Noise Reduction from ONPM		Estimated Noise Leves, hourly Leq	Hours of Operations Ld (7am to 7pm) 2	Le (7pm to 10pm) 2	Ln (10pm to 7am) 1	CNEL
R1	940	69	49.1		20	12.1	18.1	10.4	18.7
R2	590	69	43		26	18.2	24.2	16.5	24.8
R3	1120	69	48.6		20	12.6	18.6	10.9	19.2
R4	1230	69	45.1		24	16.1	22.1	14.4	22.7

Receptor	CNEL	Ambient	Ambient + Project	Increase	Project Noise, Leq	nighttime ambient (Leq)	Ambient + Project	Increase
R1	25.1	55.7	55.7	0.0	26.2	50.9	50.9	0.0
R2	29.4	80.0	80.0	0.0	30.6	75.3	75.3	0.0
R3	25.2	59.3	59.3	0.0	26.4	50.0	50.0	0.0
R4	37.9	80.6	80.6	0.0	39.0	75.9	75.9	0.0

Parking Related Noise

65 dBA at 25 feet (Lmax)
55 Assumed -10 dBA adjustment from Lmax to Leq
79 Adjustment for 250 cars

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Transit Plaza Noise Calculations

Project: Ford Theatres Project EIR

						Hours of Operations		
						Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
Receptor	Distance from Project Site	Noise Levels at Transit Plaza, at 50 feet	Noise Reduction from ONPM		Estimated Noise Leves, hourly Leq	1	1	1
R1	1250	81	52.2		29	18.0	24.0	19.3
R2	1120	81	49.9		31	20.3	26.3	21.6
R3	1380	81	53		28	17.2	23.2	18.5
R4	700	81	44.9		36	25.3	31.3	26.6

Receptor	CNEL	Ambient	Ambient + Project	Increase	Project Noise, Leq	nighttime ambient (Leq)	Ambient + Project	Increase
R1	26.5	55.7	55.7	0.0	28.8	50.9	50.9	0.0
R2	28.8	80.0	80.0	0.0	31.1	75.3	75.3	0.0
R3	25.7	59.3	59.3	0.0	28.0	50.0	50.0	0.0
R4	33.8	80.6	80.6	0.0	36.1	75.9	75.9	0.0

Transit Plaza Noise

71 dBA at 50 feet, bus
81 adjustment for 10 buses

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Amphitheater Noise Calculations

Project: Ford Theatres Project EIR

Main Theater			Source Levels, at 96ft		Estimated noise levels, Leq			Hours of Operations Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
Receptor	Distance	Noise Reduction from ONPM	Sound System, Leq	Occupants	Sound System	Occupants	Total	1	3	1
R1	680	39.2	95	82	50.8	42.8	51.4	40.6	51.4	41.9
R2	770	40.1	95	82	51.9	41.9	52.3	41.5	52.3	42.8
R3	1,520	42.5	95	82	52.5	39.5	52.7	41.9	52.7	43.2
R4	1,210	43.7	95	82	48.3	38.3	48.7	37.9	48.7	39.2

Receptor	CNEL	Ambient	Ambient + Project	Increase	Project Noise, Leq	nighttime ambient (Leq)	Ambient + Project	Increase	dBC Leq
R1	50.8	55.7	56.9	1.2	51.4	50.9	54.2	3.3	61.7
R2	51.6	80.0	80.0	0.0	52.3	75.3	75.3	0.0	65.0
R3	52.0	59.3	60.0	0.7	52.7	50.0	54.6	4.6	69.4
R4	48.0	80.6	80.6	0.0	48.7	75.9	75.9	0.0	63.9

Occupancy Noise Calcs	Leq at 3.3 ft (1m)			
Reference noise level	raised	loud	Shouting	
Male	65	75	88	
Female	62	71	85	
total number of people	1196.0	1196.0	1196.0	
ople talk at the same time	0.5	0.5	0.25	
% of male	0.5	0.5	0.5	
% of female	0.5	0.5	0.5	
Male	90	100	110	
Female	87	96	107	
	Estimated noise levels at 50 feet			
Male	66	76	86	
Female	63	72	83	
Total	68	78	88	0.25 81.881039
			82.0	adjusted to 96 ft to match the sound system reference

Main Theater Seating Capacity 1196 people

100% shouting for 25% of the time

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299-Seat Theater Noise Calculations

Project: Ford Theatres Project EIR

Main Theater			Source Levels, at 50ft		Estimated noise levels, Leq			Hours of Operations: Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
Receptor	Distance	Noise Reduction from ONPM	Sound System, Leq	Occupants	Sound System	Occupants	Total	1	3	1
R1	950	49.2	70	57	20.8	7.7	21.0	10.2	21.0	11.5
R2	710	45.7	70	57	24.3	11.2	24.5	13.7	24.5	15.0
R3	1,210	48.6	70	57	21.4	8.3	21.6	10.8	21.6	12.1
R4	1,110	47.4	70	57	22.6	9.5	22.8	12.0	22.8	13.3

Receptor	CNEL	Ambient	Ambient + Project	Increase	Project Noise, Leq	nighttime ambient (Leq)	Ambient + Project	Increase
R1	20.3	55.7	55.7	0.0	21.0	50.9	50.9	0.0
R2	23.8	80.0	80.0	0.0	24.5	75.3	75.3	0.0
R3	20.9	59.3	59.3	0.0	21.6	50.0	50.0	0.0
R4	22.1	80.6	80.6	0.0	22.8	75.9	75.9	0.0

Occupancy Noise Calcs — Leq at 3.3 ft (1m)

Reference noise level	raised	loud	Shouting
Male	65	75	88
Female	62	71	85
total number of people	299.0	299.0	299.0
ople talk at the same time	0.5	0.5	0.25
% of male	0.5	0.5	0.5
% of female	0.5	0.5	0.5
Male	84	94	104
Female	81	90	101
Estimated noise levels at 50 feet			
Male	60	70	80
Female	57	66	77
Total	62	72	82

Main Theater Seating Capacity 299 people

100% shouting for 25% of the time

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Flex-Space (99-Seat) Theater Noise Calculations

Project: Ford Theatres Project EIR

Main Theater			Source Levels, at 50ft		Estimated noise levels, Leq			Hours of Operations Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
Receptor	Distance	Noise Reduction from ONPM	Sound System, Leq	Occupants	Sound System	Occupants	Total	1	3	1
R1	1,290	52.6	70	52	17.4	-0.5	17.5	6.7	17.5	7.9
R2	1,200	50.9	70	52	19.1	1.2	19.2	8.4	19.2	9.6
R3	1,450	53.5	70	52	16.5	-1.4	16.6	5.8	16.6	7.0
R4	630	44.6	70	52	25.4	7.5	25.5	14.7	25.5	15.9

Receptor	CNEL	Ambient	Ambient + Project	Increase	Project Noise, Leq	nighttime ambient (Leq)	Ambient + Project	Increase
R1	16.8	55.7	55.7	0.0	17.5	50.9	50.9	0.0
R2	18.5	80.0	80.0	0.0	19.2	75.3	75.3	0.0
R3	15.9	59.3	59.3	0.0	16.6	50.0	50.0	0.0
R4	24.8	80.6	80.6	0.0	25.5	75.9	75.9	0.0

Occupancy Noise Calcs Leq at 3.3 ft (1m)

Reference noise level	raised	loud	Shouting
Male	65	75	88
Female	62	71	85
total number of people	99.0	99.0	99.0
ople talk at the same time	0.5	0.5	0.25
% of male	0.5	0.5	0.5
% of female	0.5	0.5	0.5
Male	79	89	99
Female	76	85	96
Estimated noise levels at 50 feet			
Male	55	65	75
Female	52	61	72
Total	57	67	77

Theater Seating Capacity 99 people

100% shouting for 25% of the time

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Restaurant Noise Calculations

Project: Ford Theatres Project EIR

			Source Levels, at 50ft		Estimated noise levels, Leq			Hours of Operations Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
Receptor	Distance	Noise Reduction from ONPM	Sound System, Leq	Occupants	Sound System	Occupants	Total	2	3	2
R1	1,050	50.3	90	65	39.7	14.7	39.7	31.9	39.7	33.2
R2	760	44.8	90	65	45.2	20.2	45.2	37.4	45.2	38.7
R3	1,150	50.4	90	65	39.6	14.6	39.6	31.8	39.6	33.1
R4	1,060	42.8	90	65	47.2	22.2	47.2	39.4	47.2	40.7

Receptor	CNEL	Ambient	Ambient + Project	Increase	Project Noise, Leq	nighttime ambient (Leq)	Ambient + Project	Increase
R1	40.9	55.7	55.8	0.1	39.7	50.9	51.2	0.3
R2	46.4	80.0	80.0	0.0	45.2	75.3	75.3	0.0
R3	40.8	59.3	59.4	0.1	39.6	50.0	50.4	0.4
R4	48.4	80.6	80.6	0.0	47.2	75.9	75.9	0.0

Occupancy Noise Calcs	Leq at 3.3 ft (1m)		
Reference noise level	normal	raised	loud
Male	58	65	75
Female	55	62	71
total number of people	100.0	100.0	100.0
ople talk at the same time	0.5	0.5	0.5
% of male	0.5	0.5	0.5
% of female	0.5	0.5	0.5
Male	72	79	89
Female	69	76	85
	Estimated noise levels at 50 feet		
Male	48	55	65
Female	45	52	61
Total	50	57	67

Restaurant Seating Capacity 100 people

Sound system, 90 dBA maximum levels

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Plazas Noise Calcs

Project: Ford Theatres Project EIR

LOWER PLAZA			Source Levels, at 50ft		Estimated noise levels, Leq			Hours of Operations Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)				
Receptor	Distance	Noise Reduction from ONPM	Sound System, Leq	Occupants	Sound System	Occupants	Total	2	3	2	Project CNEL	Ambient CNEL	Ambient + Project	Increase
R1	940	49.1	0	78	-49.1	28.5	28.5	20.7	28.5	22.0	29.7	55.7	55.7	0.0
R2	590	43	0	78	-43.0	34.6	34.6	26.8	34.6	28.1	35.8	80.0	80.0	0.0
R3	1,120	48.6	0	78	-48.6	29.0	29.0	21.2	29.0	22.5	30.2	59.3	59.3	0.0
R4	1,230	45.1	0	78	-45.1	32.5	32.5	24.7	32.5	26.0	33.7	80.6	80.6	0.0

TRANSIT PLAZA			Source Levels, at 50ft		Estimated noise levels, Leq			Hours of Operations Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)				
Receptor	Distance	Noise Reduction from ONPM	Sound System, Leq	Occupants	Sound System	Occupants	Total	2	3	2	Project CNEL	Ambient CNEL	Ambient + Project	Increase
R1	1250	52.2	0	71	-52.2	18.6	18.6	10.8	18.6	12.1	19.8	55.7	55.7	0.0
R2	1120	49.9	0	71	-49.9	20.9	20.9	13.1	20.9	14.4	22.1	80.0	80.0	0.0
R3	1380	53	0	71	-53.0	17.8	17.8	10.0	17.8	11.3	19.0	59.3	59.3	0.0
R4	700	44.9	0	71	-44.9	25.9	25.9	18.1	25.9	19.4	27.1	80.6	80.6	0.0

UPPER PLAZA			Source Levels, at 50ft		Estimated noise levels, Leq			Hours of Operations Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)				
Receptor	Distance	Noise Reduction from ONPM	Sound System, Leq	Occupants	Sound System	Occupants	Total	2	3	2	Project CNEL	Ambient CNEL	Ambient + Project	Increase
R1	810	47.5	0	70	-47.5	22.3	22.3	14.6	22.3	15.8	23.5	55.7	55.7	0.0
R2	810	47.4	0	70	-47.4	22.4	22.4	14.7	22.4	15.9	23.6	80.0	80.0	0.0
R3	1440	33.9	0	70	-33.9	35.9	35.9	28.2	35.9	29.4	37.1	59.3	59.3	0.0
R4	1110	50.6	0	70	-50.6	19.2	19.2	11.5	19.2	12.7	20.4	80.6	80.6	0.0

TOTAL COMBINED

Receptor	Project CNEL	Ambient CNEL	Ambient + Project	Increase	Project Noise, Leq	nighttime ambient (Leq)	Ambient + Project	Increase
R1	31.0	55.7	55.7	0.0	29.8	50.9	50.9	0.0
R2	36.2	80.0	80.0	0.0	35.0	75.3	75.3	0.0
R3	38.0	59.3	59.3	0.0	36.8	50.0	50.2	0.2
R4	34.7	80.6	80.6	0.0	33.5	75.9	75.9	0.0

AES
Acoustical Engineering Services

Lower Plaza	45,000 sf	40 sf/person	1200	people
Upper Plaza	3,750 sf	20 sf/person	200	people
Transit Plaza	5,200 sf	20 sf/person	250	people

LOWER PLAZA

Occupancy Noise Calcs Leq at 3.3 ft (1m)

Reference noise level	normal	raised	loud
Male	58	65	75
Female	55	62	71
total number of people	1200.0	1200.0	1200.0
ople talk at the same time	0.5	0.5	0.5
% of male	0.5	0.5	0.5
% of female	0.5	0.5	0.5
Male	83	90	100
Female	80	87	96
Estimated noise levels at 50 feet			
Male	59	66	76
Female	56	63	72
Total	61	68	78

TRANSIT PLAZA

Occupancy Noise Calcs Leq at 3.3 ft (1m)

Reference noise level	normal	raised	loud
Male	58	65	75
Female	55	62	71
total number of people	250	250	250
ople talk at the same time	0.5	0.5	0.5
% of male	0.5	0.5	0.5
% of female	0.5	0.5	0.5
Male	76	83	93
Female	73	80	89
Estimated noise levels at 50 feet			
Male	52	59	69
Female	49	56	65
Total	54	61	71

UPPER PLAZA

Occupancy Noise Calcs Leq at 3.3 ft (1m)

Reference noise level	normal	raised	loud
Male	58	65	75
Female	55	62	71
total number of people	200	200	200
ople talk at the same time	0.5	0.5	0.5
% of male	0.5	0.5	0.5
% of female	0.5	0.5	0.5
Male	75	82	92
Female	72	79	88
Estimated noise levels at 50 feet			
Male	51	58	68
Female	48	55	64
Total	53	60	70

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ACOUSTICAL ENGINEERING SERVICES

Loading Noise Calculations

Project: Ford Theatres Project EIR

						Hours of Operations		
						Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
Receptor	Distance from Project Site	Noise Levels at Transit Plaza, at 50 feet	Noise Reduction from ONPM		Estimated Noise Leves, hourly Leq	3	0	0
R1	810	71	47.5		24	17.5	0.0	0.0
R2	810	71	47.4		24	17.6	0.0	0.0
R3	1440	71	33.9		37	31.1	0.0	0.0
R4	1110	71	50.6		20	14.4	0.0	0.0

Receptor	CNEL	Ambient	Ambient + Project	Increase	Project Noise, Leq	nighttime ambient (Leq)	Ambient + Project	Increase
R1	15.1	55.7	55.7	0.0	23.5	50.9	50.9	0.0
R2	15.2	80.0	80.0	0.0	23.6	75.3	75.3	0.0
R3	28.1	59.3	59.3	0.0	37.1	50.0	50.2	0.2
R4	12.5	80.6	80.6	0.0	20.4	75.9	75.9	0.0

Loading noise levels 71 dBA at 50 feet

Printed 6/13/2014

Amir Yazdanniyaz, P.E.,
Principal

AES
ACOUSTICAL ENGINEERING SERVICES

QUALIFICATIONS & CERTIFICATIONS

B.S., Mechanical Engineering, Kansas State University

B.S., Civil Engineering, Kansas State University

Registered Professional Engineer (P.E.), State of California, #M26982

PROFESSIONAL HISTORY

Principal, Acoustical Engineering Services, 2009 - Present

Director of Acoustics, Associate Principal, PCR Services Corporation, 2006 - 2009

Associate Principal, Arup Acoustics/ Ove Arup, 1992 - 2006

Senior Consultant, Bolt Beranek & Newman/Acentech, 1986 - 1992

Consultant, Coffeen Anderson Fricke & Associates, 1984 - 1986

PROFESSIONAL AFFILIATIONS

Acoustical Society of America

Institute of Noise Control Engineering

American Society of Heating, Refrigerating and Air-Conditioning Engineers

National Council of Acoustical Consultants

PAPERS & PUBLICATIONS

"Deep Dynamic Compaction Ground-borne Vibration Generation", Noise-Con, 2010

"Mechanical Systems Noise Issues - Case Studies," Presented at the Buildings for Advanced Technology Workshop II, 2005

"Design of Vibration Sensitive Laboratory Floors," Architectural Engineering, 2003

"Noise Control in Research Laboratories," Noise-Con, 1994

"Railroad Track Noise and Vibration Impact Study and Soundwall Design," Transportation Research Board, 1993

"Aircraft Sound Insulation Study of a School Building," Sound and Vibration, 1993

PROFESSIONAL EXPERIENCE

Amir Yazdanniyaz has 29 years experience consulting in California and throughout the United States as well Hong Kong, and the United Kingdom. During his career, Mr. Yazdanniyaz has demonstrated experience in all aspects of building acoustics, noise control, environmental assessment, and transportation analysis. In addition, he has developed a particular expertise in designing noise and vibration control measures for building services mechanical equipment.

Mr. Yazdanniyaz has managed numerous environmental noise impact studies involving complex noise issues. He has participated in public presentations of noise assessment documents on behalf of community groups, facility owners and environmental consultants. In addition, Mr. Yazdanniyaz has managed noise impact studies for various types of mixed-use/hotels developments throughout Southern California.

REPRESENTATIVE PROJECTS

- Convention and Event Center, Los Angles, California – Technical noise study for a proposed 72,000-seat multi-purpose Event Center (Farmers Field), renovation/construction of approx. 500,000 square feet of convention spaces, and parking structures.
- Wilshire Grand Redevelopment EIR, Los Angeles, California – Technical noise impact study for the proposed mixed-used development, including office spaces, hotel and residential uses.
- USC Development Plan EIR, Los Angeles, California – Technical noise impact analysis for the proposed development, including academic and university uses, commercial/retails, hotel and residential uses.
- The Village at Westfield Topanga EIR, Los Angeles, California - Noise impact analysis for a mixed-use commercial/hotel development, including shopping and dining, hotel, and community/cultural center.
- Columbia Square Project EIR, Hollywood, California – Technical noise impact study for the proposed mixed-used development, including hotel, office spaces, and residential uses.
- Century City Mixed Use Development EIR, Los Angeles, California - Technical noise study for a mixed-use residential/commercial development, including hotel and residential development.
- Il Villaggio Toscano Project, Sherman Oaks, California –Technical noise study in support of the EIR for the proposed mixed use development.

22801 Crespi Street, Woodland Hills, CA 91364
818.239.4600 (tel) ▪ 818.239.4605 (fax)

Sean Bui, P.E.,
Principal

AES
ACOUSTICAL ENGINEERING SERVICES

QUALIFICATIONS & CERTIFICATIONS

B.S., Electrical Engineering, California State University Northridge, 1989

Registered Professional Engineer (P.E.), State of California, #M32529

PROFESSIONAL HISTORY

Principal, Acoustical Engineering Services, 2009 - Present

Principal Consultant, PCR Services Corporation, 2006 - 2009

Senior Consultant, Arup Acoustics, 1997 - 2006

Senior Engineer, Parsons, 1994 - 1997

Consultant, Bolt Beranek & Newman/Acentech, 1988 - 1994

PROFESSIONAL AFFILIATIONS

Acoustical Society of America

Institute of Noise Control Engineering

American Society of Heating, Refrigerating and Air-Conditioning Engineers

PAPERS & PUBLICATIONS

"Deep Dynamic Compaction Ground-borne Vibration Generation", Noise-Con, 2010

"Mechanical Systems Noise Issues - Case Studies," Presented at the Buildings for Advanced Technology Workshop II, 2005

"A Case Study of Noise Generation by an Outdoor, Cable Driven Team," Inter-Noise, 1999

"Determining a Construction Vibration Criteria and Monitoring Procedure for a Hospital Located Near a Transit way Project," Inter-Noise, 1995

"Siting the NIST Advanced Technology Laboratories: Consideration of Transportation-Induced Vibration," Transportation Research Board, 1995

"Aircraft Sound Insulation Study of a School Building," Sound and Vibration, 1993

PROFESSIONAL EXPERIENCE

Sean Bui has 25 years of experience in the field of noise and vibration with emphasis in building services noise and vibration control, building structural vibration, environmental noise studies, and transportation noise. During his career, Mr. Bui has conducted and prepared numerous technical noise impact studies for a wide range of project involving complex noise issues. He has extensive experience in preparing technical noise and vibration study for compliance with California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) requirements.

Mr. Bui has prepared technical noise impact studies for various types of projects including general master-plan, entertainment developments, hospital buildings, residential and commercial development, highways, and airports, in support of Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) documents. Mr. Bui has extensive working experience with various computer modeling programs, including FHWA's *TNM* traffic noise model. U.S. Air Force's NOISEMAP and FAA's INM aircraft noise models.

REPRESENTATIVE PROJECTS

- Convention and Event Center, Los Angles, California – Technical noise study for a proposed 72,000-seat multi-purpose Event Center (Farmers Field), renovation/construction of approx. 500,000 square feet of convention spaces, and parking structures.
- Wilshire Grand Redevelopment, Los Angeles, California – Technical noise impact study for the proposed mixed-used development, including office spaces, hotel and residential uses.
- USC Development Plan, Los Angeles, California – Technical noise impact analysis for the proposed development, including academic and university uses, commercial/retails, hotel and residential uses.
- Forest Lawn Memorial Park – Hollywood Hills Master Plan EIR, Los Angeles, California – Noise impact study for the Forest Lawn 40-year master plan.
- The Village at Westfield Topanga, Los Angeles, California - Noise impact analysis for a mixed-use commercial/hotel development, including shopping and dining, hotel, and community/cultural center.
- Columbia Square Project, Hollywood, California – Technical noise impact study for the proposed mixed-used development, including hotel, office spaces, and residential uses.
- Century City Mixed Use Development EIR, Los Angeles, California - Technical noise study for a mixed-use residential/commercial development, including hotel and residential development.

22801 Crespi Street, Woodland Hills, CA 91364
818.239.4600 (tel) ▪ 818.239.4605 (fax)

Appendix K

Correspondence from Public Service Providers

Laura Rodriguez

From: Luke Milick [luke.milick@lacity.org]
Sent: Tuesday, March 11, 2014 6:13 AM
To: Laura Rodriguez
Cc: Robert Duff; Diana Kitching
Subject: Re: Ford Theatres Project - Request for Fire Services Information

Laura

Here are my answers for the Ford Theater project

Fire flow is set at 4K GPM with 20 psi residual pressure
Water demands will be evaluated at the plan check phase of construction

Closest station is FS 76, 3111 Cahuenga, 1 mile away
Engine and BLS
6 FF full time
6:41 average response time
ALS 494
BLS 498
FIRE 321

Next closest station is FS 27 1327 n Cole at 1.7 miles
Task force, two ambulances, and a battalion chief
15 firefighters 24:7
5:04 av response time in 2011
ALS runs-3657
BLS runs-2477
Fires-1267

Next closest station FS 41 1439 Gardner at 2.1 miles away
Engine, one ALS ambulance, one BLS ambulance
8 full time firefighters
5:45 av response time
ALS runs-2226
BLS runs-1448
Fires-1071

First in maps found at http://navigatela.lacity.org/common/mapgallery/pdf/fire_dept/lafd_sta8x11.pdf

The LAFD Deployment Plan has been in place since mid 2011
We strive to reach all EMS incidents within 5 minutes 90% of the time
Our goal is to reach all fires within 5:20 90% of the time

There are no changes planned in the near future for Battalion 5

761551N25A - SH-AD-32A (2/72)

COUNTY OF LOS ANGELES

SHERIFF'S DEPARTMENT

A Tradition of Service Since 1850

DATE: June 6, 2014

OFFICE CORRESPONDENCE FILE NO.

FROM: HOLLY M. PEREZ, CAPTAIN
PARKS BUREAU

TO: GARY TSE, DIRECTOR
FACILIITES PLANNING BUREAU

SUBJECT: AMENDMENT TO REQUEST FOR SHERIFF SERVICE INFORMATION FOR THE FORD THEATRES PROJECT

This memorandum serves as an amendment for Parks Bureau's original Environmental Impact and Request for Sheriff Service Information reports pertaining to the Ford Theatre project.

In both the Environmental Impact and Request for Sheriff Service project reports authored on March 4, and March 20, 2014, Parks Bureau submitted the following hardscape proposal as a recommendation to reduce the potential for criminal activities at the Ford Theatre site:

- 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.

A follow-up review of the proposed project site has revealed a perimeter fence would not be feasible based on the topography and acreage, nor would it provide any additional security or reduction in crime as initially assessed. Therefore, Parks Bureau formally requests the fencing proposals be removed from its initial Environmental Impact and Request for Sheriff Service reports.

Parks Bureau's reassessment of the project site and venue provides for and adds the following security recommendation:

- During the hours of operation when patrons are in attendance, the proposed project site and venue should adequately staff private security and law enforcement personnel based on the following considerations; hours of the event, type of event and population density anticipated. All of

these factors will determine the ratio of onsite security recommended by Parks Bureau.

Should you have any questions regarding this matter and amendments, please feel free to contact me or Lieutenant Erik D. Ruble at (310) 845-0070.

HMP:EDR:edr

County of Los Angeles
Sheriff's Department Headquarters
4700 Ramona Boulevard
Monterey Park, California 91754-2169

John L. Scott, Sheriff

April 2, 2014

Ms. Stephanie Eyestone-Jones, President
Matrix Environmental
6701 Center Drive, Suite 900
Los Angeles, California 90045

Dear Ms. Eyestone-Jones:

RESPONSE TO REQUEST FOR SHERIFF SERVICE INFORMATION
FORD THEATRES PROJECT

Thank you for inviting the Los Angeles County Sheriff's Department (Department) to submit the following responses to your February 14, 2014, Request for Sheriff Service Information (Request) for the Ford Theatres Project (Project). The proposed Project would enhance existing facilities at the proposed Project site to create a multi-use cultural and recreational center open daily for a wide variety of users. The Request seeks information regarding law enforcement services provided by the Department to the proposed Project site.

The proposed Project site is located within the service area of the Department's Parks Bureau (PKB). Accordingly, responses to your Request were prepared by PKB Captain Holly M. Perez (see attached correspondence, dated March 20, 2014). Information provided by PKB may be used in the environmental impact report to be prepared for the proposed Project. Any information taken from PKB's response must be properly cited if used in the report.

Should you have any questions of the Department regarding this matter, please contact Lester Miyoshi, of my staff, at (626) 300-3012. You may also contact Mr. Miyoshi, via email, at Lhmiyosh@lasd.org.

Sincerely,

JOHN L. SCOTT, SHERIFF

Gary T.K. Tse, Director
Facilities Planning Bureau

761551N25A - SH-AD-32A (2/72)

COUNTY OF LOS ANGELES

SHERIFF'S DEPARTMENT

A Tradition of Service Since 1850

DATE: March 20, 2014

OFFICE CORRESPONDENCE FILE NO.

FROM: HOLLY M. PEREZ, CAPTAIN
PARKS BUREAU

TO: GARY TSE, DIRECTOR
FACILIITES PLANNING BUREAU

SUBJECT: **REQUEST FOR SHERIFF SERVICE INFORMATION FOR THE FORD THEATRES PROJECT**

The following information is provided by Parks Bureau/South Zone (PKB South) in response to a Request for Sheriff Service Information, dated February 14, 2014, from Matrix Environmental (Matrix). Matrix is preparing an Environmental Impact Report (EIR) 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.

1. **Sheriff Station(s) and/or other facilities providing sheriff protection services to the Project site.**

   The Department's Parks Bureau (PKB) provides law enforcement services to 177 County facilities (parks, lakes, golf courses, special event venues, etc.), including the Project site. For internal management and administrative purposes, PKB distributes these facilities within three zones: North, South, and East. The Project site is located within the South Zone. PKB South offices are located at PKB headquarters (12910 S. Athens Way, Los Angeles, CA 90061). The PKB South Zone generally extends as far north as the Hollywood Bowl/Ford Amphitheatre, and is bounded by the coastline on the west, and County lines on the south and east. The PKB South Zone contains 38 parks, nine golf courses, and two specialty venues. PKB also maintains satellite offices in Whittier Narrows (East Zone) and Castaic Lake (North Zone).

2. **Staffing and equipment for each police station/facility serving the Project site (e.g., patrol cars, total full-time and part-time staff, number of officers on 24-hr. duty, etc.).**

PKB is currently staffed by 152 sworn deputies and 56 civilian employees, of which 32 deputies and eleven security officers and two civilians are assigned to PKB South. Law enforcement services provided by PKB personnel are delivered by patrol deputies, a Special Problems Unit, Detective Bureau, a Lake Operations Unit, a Mounted Enforcement Detail, and an Off-Road Enforcement Detail. PKB personnel deploy various motor vehicles, non-motorized vehicles, watercraft, and specially-trained horses, during routine patrol operations. For security reasons, PKB will not disclose detailed information regarding patrol shifts, personnel per shift, or the specific types of equipment deployed for law enforcement purposes.

3. **Population served for each sheriff station/facility serving the Project site and boundaries of service area/division.**

   Zero. PKB South provides law enforcement services to certain County parks located within the South Zone. These County parks do not include any residential development.

4. **Special service teams (i.e., SWAT and K-9) available within the division and sheriff stations.**

   In addition to resources described in Item #2, above, special service teams maintained by the Department (and available to PKB on an as-needed basis) include Aero Bureau, Emergency Operations Bureau, Special Enforcement Bureau, Canine Services Bureau, and Mountain Rescue. These specially-trained groups are equipped to respond to various unique assignments including tactical planning, arson/explosives, hazardous materials, biological weapons, criminal terrorism, natural disasters, man-made catastrophes, and search and rescue operations.

5. **A general overview of the department's emergency response system (i.e., dispatch system, standard procedures and protocols, etc.).**

   PKB South patrol deputies respond to incidents they observe while on-site, and, if necessary, may request assistance from additional PKB deputies via radio communication. However, if PKB South is not on-site when an incident occurs, calls for service are received by either Parks Bureau Dispatch Center or the Los Angeles Police Department (LAPD). Calls received by LAPD will be forwarded to the Parks Bureau Dispatch Center and then dispatched to PKB South to the Project site for response. Via existing mutual aid agreement, LAPD can assist the Department by providing additional resources to the Project site in the event of an emergency. For large-scale emergencies, the Department is equipped to coordinate, manage, or support the emergent response of multi-jurisdictional personnel and equipment to assist all law enforcement agencies within and beyond the County.

6. **Most recent data on associated response times for Part I Crime, Part II Crime, and Noncriminal incidents for the station/facility serving the Project area.**

   The Project site comprises the Department's Reporting District (RD) 8394. The most recent crime data for RD 8394 is as follows (Year/Part I/Part II): 2014 – 0/0 (to-date); 2013 - 1/2; 2012 - 0/2; 2011 - 0/1; 2010 - 3/0. Please note that Reporting District 8394 is surrounded in its entirety by LAPD's service area. Accordingly, please consult with LAPD for crime statistics for areas surrounding the Project site.

7. **Planned improvements to the sheriff protection facilities in the service area of the Project site (i.e., expansion, new facilities, additional staffing, etc.), if applicable.**

   PKB South is not aware of any approved proposal to expand existing facilities, construct new facilities, or increase staffing.

8. **Any special sheriff protection requirements due to the specific attributes of the Project.**

   Based on the limited amount of Project-related details and information available at this time, PKB South is not aware of any special police protection requirements or measures that are necessary due to Project location or other attribute. PKB South will review this matter further as additional Project-related details and information are developed and received. However, on March 12, 2014, the Department submitted review comments on an Initial Study and Notice of Preparation of a Draft Environmental Impact Report prepared for the Project to the Department of Parks and Recreation. The review comments were prepared by PKB, and included the following hardscape recommendations to reduce the potential for criminal activities at the Project site, and to assist law enforcement efforts when investigating crimes that occur therein:

   - 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.

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

LOS ANGELES POLICE DEPARTMENT

CHARLIE BECK
Chief of Police

P.O. Box 30158
Los Angeles, Calif. 90030
Telephone: (213) 486-6000
TDD: (213) 978-3500
Ref #: 2.2.5

ERIC GARCETTI
Mayor

April 10, 2014

Ms. Stephanie Eyestone-Jones
President
Matrix Environmental
6701 Center Drive West, Suite 900
Los Angeles, California 90045

Dear Ms. Eyestone-Jones:

The proposed Ford Theatres Project involves the Los Angeles Police Department's Hollywood Area. A project of this size would have a minimal impact on police services in the Hollywood Area. The Department is available to advise you on crime prevention features appropriate for the design of the property involved in this project. The Department strongly recommends that the developers contact Crime Prevention personnel, at (213) 486-6000 regarding these features.

Upon completion of the project, you are encouraged to provide the Hollywood Area commanding officer with a diagram of each portion of the property. The diagram should include access routes and any additional information that might facilitate police response.

Should you have any questions regarding this response, please contact Officer Leonid Tsap, Community Relations Section, Media Relations and Community Affairs Group, at (213) 486-6000.

Very truly yours,

ANDREW J. SMITH, Commander
Commanding Officer
Media Relations and Community Affairs Group

Enclosures

HOLLYWOOD AREA

The proposed Ford Theatres Project is located in Hollywood Area, Reporting District (RD) 615. Hollywood Area covers 13.34 square miles. Hollywood Area Station is located at 1358 Wilcox Avenue, Los Angeles, California (323) 972-2971.

The service boundaries of Hollywood Area are as follows: Mulholland Drive, Griffith Park Boundary to the North, Los Angeles City Boundary, Melrose Avenue to the South, Normandie Avenue, Griffith Park Boundary to the East and Los Angeles City Boundary to the West.

The boundaries for RD 615 inclusively are as follows: North Hollywood Area to the North, Hollywood Freeway to the South, Barham Boulevard to the West and Montlake and Ledgewood Drive to the East.

The average response time to emergency calls for service in Hollywood Area during 2013 was 5.0 minutes. This response time is below the citywide average that was 5.9 minutes during 2013 and the seven minute response time that is a set standard. There are approximately 354 sworn officers and 16 civilian support staff deployed at Hollywood Area.

There were 65 crimes per 1000 persons in Hollywood in 2013. Individual RD crime statistics, population and crimes per 1000 persons are listed on the attached RD information sheets.

Prepared by:

Officer Leonid A. Tsap
Community Relations Section
Crime Prevention Unit

LOS ANGELES POLICE DEPARTMENT CRIMES BY REPORTING DISTRICT OF OCCURANCE

PROJECT NAME: FORD THEATRES PROJECT

TYPES OF CRIME	RD	AREA	CITYWIDE
	615	Hollywood	
Murder	0	7	251
Rape	0	50	665
Robbery	1	380	7861
Agg Assault	0	295	7592
Burglary	13	373	15572
Larceny	43	2863	55120
Vehicle Theft	8	420	14112
Other Asslt	7	1519	30818
Forg/Cntrft	0	98	2683
Fraud	9	586	12788
Embezz	0	13	726
Vand	11	815	17971
Weapon	0	51	1135
Pimp/Pan	0	4	66
Other Sex Offense	0	99	2833
Agnst Fam Child	0	16	515
Dis Cond	0	18	345
VAG	0	172	1677
All other Viols	2	530	15019
TOTAL	94	8309	187749

* The above numbers are from the 2013 crime statistics

CRIMES PER 1000 FORMULA

	Number of Crimes / Population X 1000			
DIVISION	8309	128418	1000	65
CITY	187749	3790185	1000	50

Appendix L

Traffic Study

TRANSPORTATION STUDY FOR THE FORD THEATRES PROJECT

JUNE 2014

PREPARED FOR

FORD THEATRE FOUNDATION

PREPARED BY

Gibson
transportation consulting, inc.

TRANSPORTATION STUDY
FOR
THE FORD THEATRES PROJECT

June 2014

Prepared for:

FORD THEATRE FOUNDATION

Prepared by:

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Chapter 1
Introduction

This study presents the traffic impact analysis for the proposed improvements to the John Anson Ford Theatres (Project) located in the County of Los Angeles near the Hollywood community of the City of Los Angeles (City). The methodology and base assumptions used in the analysis were established in conjunction with the County of Los Angeles Department of Public Works (LACDPW) and the Los Angeles Department of Transportation (LADOT).

PROJECT LOCATION

The Ford Theatres are located at 2580 Cahuenga Boulevard East, east of the 101 freeway between Cahuenga Terrace and Lakeridge Road approximately six miles northwest of downtown Los Angeles (the Project Site). The Project Site comprises an approximately 32-acre County of Los Angeles regional park. Access to the Project Site is currently provided via four driveways along the east side Cahuenga Boulevard East.

The area surrounding the Project Site includes a mix of residential uses and open space. The uses north, south and east of the Project Site are separated from the developed areas of the Project Site by open spaces areas and the steep topography formed by the canyon setting. The Hollywood Bowl is also located southwest of the Project Site, across Cahuenga Boulevard East, Cahuenga Boulevard West and the US 101 (Hollywood Freeway). It should be noted that the Hollywood Bowl comprises approximately 70 acres and includes an Amphitheatre with a seating capacity of approximately 17,376, four surface parking lots and a valet parking area, 15 picnic areas, concession services, box offices, a museum, and other visitor shops and amenities.

EXISTING SITE CONDITIONS

The Ford Theatres, some 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 Site currently contains the existing Ford Theatres facility, which includes an approximately 1,200-seatAmphitheatre[1] with related support spaces and ancillary facilities including projection booth and control rooms, concession building, box office, plaza and picnic areas, production offices and backstage facilities for performers, an indoor venue ([Inside] The Ford) with approximately 87 seats located below the Amphitheatre seating, and a former motel building with approximately 10,500 square feet (sf) that is currently used as office space for the Arts Commission, Department of Parks and Recreation, and Ford Theatre Foundation (approximately 20 employees), as well as Los Angeles Philharmonic (approximately 140 employees). The Project Site also includes a cell tower and associated structures, as well as other facility support spaces such as storage and maintenance areas and restrooms located throughout. The remaining portions of the Project Site are comprised of surface parking areas and undeveloped open space. The Project Site also includes non-designated user-created hiking trails in the hills behind the Amphitheatre and around a cross that is not part of the Project Site.

During performances, the Project Site currently provides parking for approximately 350-380 vehicles in a stacked parking configuration. Surface parking areas comprised of both asphalt and dirt areas are located along Cahuenga Boulevard East (the north parking lot and the south parking lot), as well as adjacent to the secondary entrance at the Amphitheatre level. 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 Project. The stacked parking configuration is very inefficient from both a patron experience and operational standpoint. For example, patrons must wait for vehicles parked in front of them to move in order to exit the parking areas. A detailed description of the observed pre-event loading and parking operations is provided in Appendix A. The Hollywood Bowl also uses the existing parking facilities during non-event days or during low attendance events at the Ford Theatres.

[1] It should be noted that after commencement of this traffic study and collection of traffic counts, the old seats within the Amphitheatre were replaced, which resulted in the loss of four seats. Therefore, the Amphitheatre currently contains 1,196 seats. The 1,196-seat Amphitheatre will be maintained as part of the Project.

As mentioned, access to the Project Site is provided via four driveways along the east side of Cahuenga Boulevard East. The driveway at Cahuenga Boulevard East & Pilgrimage Bridge 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 northernmost driveway, located north of the intersection of Cahuenga Boulevard East & Pilgrimage Bridge, is primarily used for egress after events and is occasionally used for overflow stacked parking. The two southern driveways, located south of the intersection of Cahuenga Boulevard East & Pilgrimage Bridge, are primarily used for egress from the southern surface parking lot after events.

The internal roadway that leads from Pilgrimage Bridge to the secondary entrance at the Amphitheatre level serves as the performer entrance to the lower level Amphitheatre support spaces, as well as providing access for 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, including via the four existing driveways, as well as a walkway located in front of the former motel building. Within the Project Site, pedestrian access to the Amphitheatre is available from the main entrance located at the bottom of Edison Plaza, adjacent to the box office, and from the secondary entrance located at the Amphitheatre level.

The Ford Theatres currently hosts an average of approximately 184 events throughout the year, including 84 events within the Amphitheatre from May through October and approximately 100 events within the [Inside] The Ford theatre from November through April. An average of 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 annual attendance of approximately 54,640 people. During the event seasons, the hours of operation are 8:00 AM to 11:00 PM, daily.

APPROVED AMPHITHEATRE IMPROVEMENTS

In September 2013, the County of Los Angeles prepared a Notice of Exemption pursuant to California Environmental Quality Act (CEQA) Guidelines, Article 19, Section 15331, Historical Resource Restoration/Rehabilitation (Class 31) for the rehabilitation of portions of the existing Amphitheatre. The improvements will provide for hillside stabilization, stage reconstruction, disabled access and code compliance improvements, theatrical systems infrastructure improvements, and mechanical and electrical systems upgrades. Implementation of these improvements will address long-deferred maintenance and needed repairs, mitigation of water infiltration, provision of slope stabilization, and provide enhanced theatrical infrastructure and performer amenities.

PROJECT DESCRIPTION

The Project is proposed to enhance existing facilities and provide for new artistic programming opportunities that together would stimulate the Project Site and transform the existing Ford Theatres from a single-use performing arts facility to a multi-use cultural and recreational center. The Project includes the rehabilitation of portions of the existing Amphitheatre and the development of new buildings and outdoor plaza areas. These improvements, which would be developed in several phases as funding permits, include a 299- seat theatre, a multi-purpose flex space, a restaurant, office spaces, and enhanced parking facilities and visitor amenities. The Project also provides for the renovation of exterior landscape areas and enhanced vehicle and pedestrian circulation. An approximately three-quarter mile hiking trail located between two trailheads along the north and south ends of the Project Site is also proposed. Further, a new Transit Center will be constructed to accommodate shuttle and valet loading and unloading.

The Project is comprised of the following components:

- Amphitheatre Rehabilitation Improvements-includes rehabilitation of portions of the existing Amphitheatre
- The Ford Terrace, which includes office space and lower-level concessions area and a raised plaza deck above a service level

- The Ford Plaza, which is set atop a new parking structure and would feature a restaurant, a 299-seat theatre, a new box office, a conference room, and offices and visitor amenities
- The Transit Center, which would include a designated area for bus and valet drop-off, a new parking structure, and a multi-purpose flex space (Flex Space) that could accommodate approximately 99 seats
- A three-quarter mile hiking trail, approximately four feet in width, with trail terminations at the north and south parking structures within the Transit Center and Ford Plaza, respectively

In total, the Project will have three Theatres/spaces; with an increase of 311 theatre seats over existing conditions. The Project includes 13,660 sf of additional office space for a total of 24,160 sf, and a 5,400 sf quality restaurant. The Project also includes other support and ancillary facilities, such as box offices, museum/gallery for The Ford Theatres, shops, visitor amenities, projection booth and control room, outdoor areas, backstage spaces, etc. Parking will primarily be provided in two new parking garages, Parking Structure 1 (south) and Parking Structure 2 (north) that provide approximately 500 parking spaces in a self-park configuration.

Figure 1 shows the site plan of the proposed Project.

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. To facilitate access and circulation within the Transit Center, the Project proposes to add a fifth driveway on Cahuenga Boulevard East just north of the Pilgrimage Bridge that will serve as an exit-only driveway for the Transit Center. The proposed driveway would provide right-turn-only egress from the Transit Center and the parking structure.

The driveway at Cahuenga Boulevard East & Pilgrimage Bridge, which currently provides primary access to the Project Site, would be maintained in its existing location and configuration. The northernmost driveway, which is currently used primarily for egress after events, would be reconfigured internally to provide direct access to the proposed maintenance facility and allow egress from Parking Structure 2. The southern driveways would be maintained in their existing locations with the southernmost driveway providing ingress to the south Parking Structure 1 and the other driveway providing egress. Ingress and egress to the south parking structure would also be provided from the main entrance.

Within the Project Site, pedestrian access to the Amphitheatre would continue to be provided at the main entrance. In addition, new pedestrian pathways would be provided for access to the new areas. The secondary entrance at the Amphitheatre level 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.

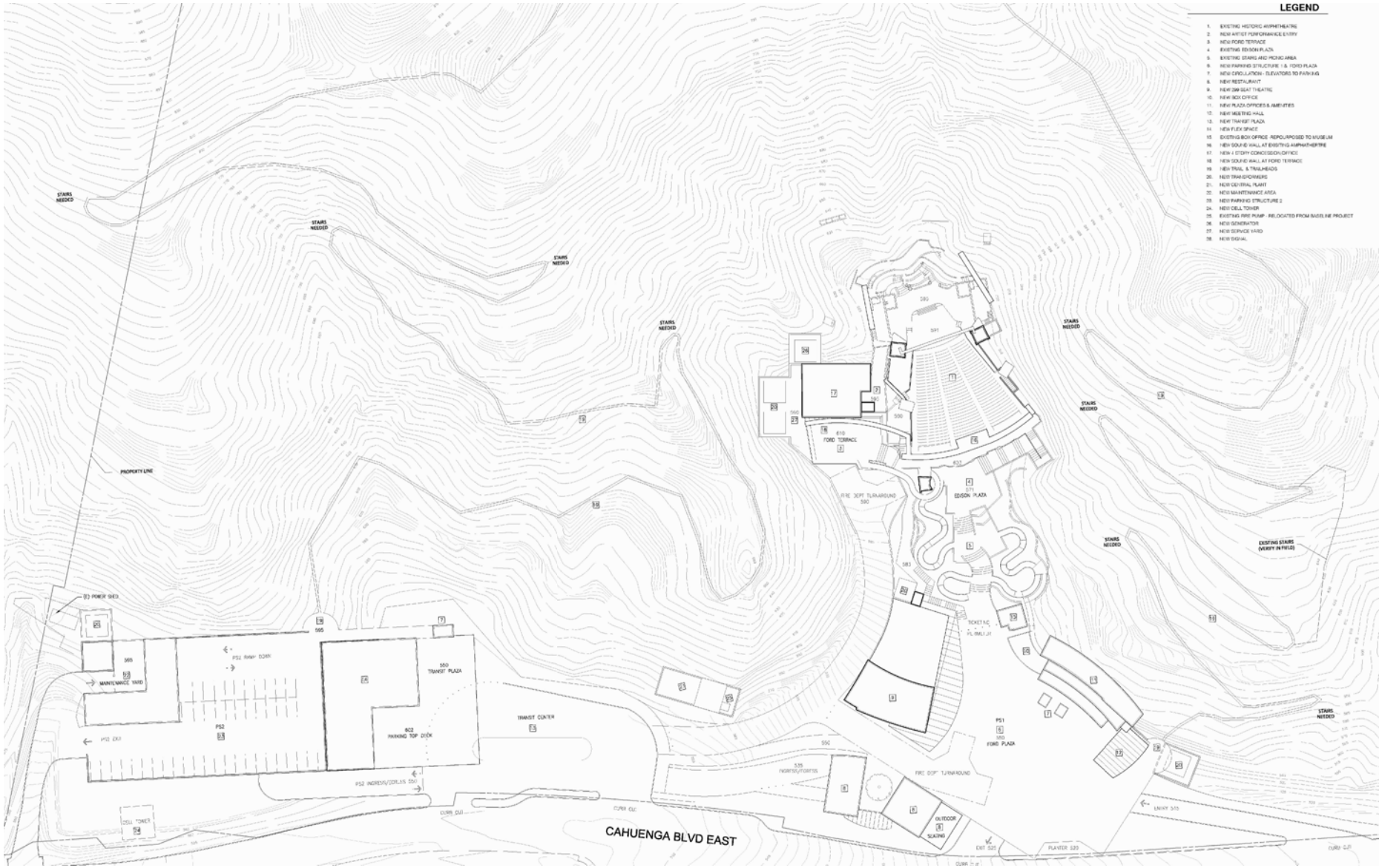
Project operations would include theatre programming that consists of cultural, entertainment, and educational programs. . Overall, implementation of the Project would result in approximately 47,550 net new sf of new facilities and approximately 48,750 net new sf of outdoor plaza areas within the Project Site. It is estimated that with the new event spaces as part of the Project, the number of annual events may increase to approximately 331 events and the number of annual attendees may increase to approximately 93,725 people. A summary of events and attendance is provided in Appendix A. The hours of operation at The Ford Theatres would continue to be from 8:00 AM to 11:00 PM daily. It is anticipated that existing Los Angeles County Parks and Recreation, County Arts Commission and Ford Theatre Foundation staffing within the Project Site would increase by 85 employees. The approximately 140 Los Angeles Philharmonic employees currently housed on site will be relocated and will no longer be accommodated within the office portion of the Project. However, it is envisioned that other Arts Commission employees (or other County-related staff/employees) may be relocated to the Project Site as part of the Project in place of the Los Angeles Philharmonic employees that will be removed. The number of employees that may be relocated to the site would not exceed the existing number of employees on site (i.e., 140 Los Angeles Philharmonic employees).

As a Project design feature, the start times of simultaneous events to be held in the Amphitheatre and 299-seat theatre on weekday evenings (e.g., after 6:00 PM) will be staggered by a minimum of 45 minutes in order to separate the arrival patterns of each theatre's patrons. This condition has been reflected in the traffic analysis of weekday evening conditions included in this study. The Project also includes preparation and implementation of a Parking and Traffic Management Plan (PTMP) to minimize the effect of parking and traffic on the surrounding street system. The PTMP includes measures such as defining travel routes, as well as operational and scheduling measures, to further reduce and manage parking and traffic at The Ford Theatres for both event days and non-event days. The PTMP is further described in Chapter 9 of this traffic impact report.

The Project would be implemented in several phases as funding becomes available and may be completed as early as 2020.

ORGANIZATION OF REPORT

This report is divided into 13 chapters, including this introduction. Chapter 2 describes the methodology used to analyze intersection operating characteristics and assess significant traffic impacts. Chapter 3 describes the existing circulation system, traffic volumes, and traffic conditions in the Study Area. The methodologies used to forecast future background traffic volumes are described and applied in Chapter 4. Chapter 5 describes the methodology used to forecast Project traffic within the Study Area, and Chapter 6 assesses intersection operating conditions of the existing street system after completion of the Project. Chapter 7 assesses intersection operating conditions in the future after completion of the Project. Chapter 8 identifies traffic impacts caused by the Project under existing and future conditions at buildout. Chapter 9 describes the Parking and Traffic Management Plan. Chapter 10 presents the regional Congestion Management Program analysis. Site access and internal circulation are evaluated in Chapter 11. Chapter 12 describes the existing and proposed parking operations and Chapter 13 presents the construction impact analysis. The appendices contain supporting documentation and assumptions and details of the technical analyses presented herein.



Source: Levin & Associates Architects, December 9, 2013

SITE PLAN

FIGURE 1

Chapter 2
Traffic Impact Analysis Methodology

This chapter describes the various traffic scenarios analyzed, the methodologies used for assessing intersection and street segment operating conditions, and significant traffic impact criteria for the jurisdictions overseeing the analysis.

TRAFFIC ANALYSIS SCENARIOS

Attendance levels for The Ford Theatres programs can vary depending on the time of the year and the nature of the program/event. For example, programs may range from a small meeting to an event that utilizes both the Amphitheatre and smaller Theatres. To evaluate the worst case scenario of operations, this traffic study analysis represents an event that utilizes the maximum seating capacity of the Theatres. Weekday and Saturday "pre-event" peak hour conditions were analyzed, as they represent the time periods preceding a large evening program in the Theatres (e.g., sold-out large concert, etc.) The traffic analysis includes weekday AM and PM commuter peak hour conditions, as well as weekday evening and weekend midday and evening event conditions.

STUDY SCOPE AND ANALYSIS CONDITIONS

The Project is in the County of Los Angeles, which requires that traffic studies follow the criteria contained in LACDPW's *Traffic Impact Analysis Report Guidelines* (Jan 1, 1997). However, since all of the study intersections are in within City of Los Angeles jurisdiction, based on direction from LACDPW staff, this traffic study follows LADOT's *Traffic Study Policies and Procedures* (May 2012), which establishes the guidelines for determining the appropriate traffic analysis for a project, analysis methodologies, significance thresholds, etc. As required by Traffic Study Policies and Procedures, the traffic analysis focused on weekday and weekend peak hours (i.e., the time

periods in which congestion is at its greatest levels), which generally corresponds to the highest hour on a weekday during the morning and afternoon commuter periods and the midday peak hour on a weekend. In addition, as previously noted, analysis of the weekday and weekend evening "pre-event" peak hour was also prepared. The scope of analysis for this study was developed in consultation with LACDPW and LADOT staff. The base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were reviewed and approved by LACDPW staff.

The traffic impact study evaluates the potential for impacts caused by the Project on the street system surrounding the Project site. Consistent with *Traffic Study Policies and Procedures,* the following analysis conditions are analyzed for the Project:

- Existing Conditions – The analysis of existing traffic conditions provides a basis for the assessment of existing plus project and future traffic conditions. The Existing Conditions analysis includes a description of key area streets and highways, traffic volumes, and operating conditions at the time the Notice of Preparation (NOP) was issued.

  To identify the weekday morning and afternoon commuter peak hours, the weekend midday peak hour, as well as the weekday and weekend "pre-event" peak hours for each intersection, intersection turning movement counts for typical weekday morning (7:00 AM to 10:00 AM), weekday afternoon (4:00 PM to 6:00 PM) and weekday evening (6:00 PM to 9:00 PM), Saturday midday (11:00 AM to 1:00 PM), and Saturday evening (6:00 PM to 9:00 PM) peak periods were collected in September 2013 when The Ford Theatres and Hollywood Bowl amphitheatres were both holding events. Fieldwork (lane configurations, signal phasing, parking restrictions, etc.) for the analyzed intersections was collected in late 2013.

- Existing Plus Project Conditions – CEQA, LACDPW and LADOT require an evaluation of project traffic impacts on the existing environment as part of traffic impact analyses. This analysis evaluates the potential project-related traffic impacts as compared to existing conditions.

- Future Without Project Conditions (2020) – This analysis projects the future traffic growth and intersection operating conditions that could be expected as a result of regional growth and related projects in the vicinity of the Project Site by year 2020. The Future without Project traffic conditions are projected by adding ambient traffic growth (compound 1% per year) and traffic from related projects to existing conditions. This analysis provides the conditions by which project impacts are evaluated at full buildout.

- Future Plus Project Conditions (2020) – This analysis identifies the potential incremental impacts of the project at full buildout, prior to mitigation, on projected future traffic operating conditions by adding the net project-generated traffic to the Future without Project traffic forecasts (year 2020).

INTERSECTION LEVEL OF SERVICE METHODOLOGY

Signalized Intersections

Intersections under the jurisdiction of the City were evaluated using the Critical Movement Analysis (CMA) methodology, which determines volume-to-capacity (V/C) ratios on a critical movement basis. The overall intersection V/C ratio is subsequently assigned a level of service (LOS) value to describe intersection operations. The CMA methodology was implemented using LADOT's Calcadb Lite spreadsheet application to analyze intersection operating conditions. LOS is a qualitative measure used to describe traffic flow conditions. Table 1 presents a description of the LOS categories, which range from excellent, nearly free-flow traffic at LOS A to stop-and-go conditions at LOS F.

The City's Automated Traffic Surveillance and Control (ATSAC) and Adaptive Traffic Control System (ATCS) control all of the signalized study intersections. In accordance with standard LADOT procedures, a capacity increase of 10% (0.10 V/C adjustment) was applied to reflect the benefits of ATSAC and ATCS control at these intersections, as further described in the following paragraphs.

The ATSAC)system represents an advanced system in computer control of traffic signals. It was first put into operation in June 1984 in the Coliseum area of the City of Los Angeles to anticipate the expected increase in traffic due to the Summer Olympic Games, and has since been expanded to other parts of the City. The advantages of ATSAC-controlled traffic signals are substantial, including real-time adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by incidents, the ability to implement special purpose short-term signal timing changes in response to incidents, and the ability to identify signal equipment malfunctions quickly. LADOT estimates that implementation of this system improves intersection capacity by an average of 7%.

ATCS is a computer-based traffic signal control program that provides fully responsive traffic signal control based on real-time traffic conditions. It automatically adjusts and optimizes traffic signal timing in response to current traffic demands on the entire signal network such that the number of stops and the amount of delay is minimized along with improved traffic signal coordination throughout the network. LADOT estimates that implementation of this system

improves intersection capacity by an additional 3% over those operating under the ATSAC system alone.

Unsignalized Intersections

Unsignalized intersections were analyzed using the Highway Capacity Manual (HCM) stop-controlled methodology and HCM unsignalized methodology. These methods quantify the intersection operations in terms of average vehicular delay in seconds. Consistent with LADOT's traffic study guidelines, it was determined that unsignalized intersections would be assessed for signalization according to the following criteria:

1. Is the intersection projected to operate at LOS E or F during the analyzed peak hours with Project implementation?
2. Does the Project add traffic to the intersection?
3. If Nos. 1 and 2 are met, then the intersection should be evaluated for installation of a traffic signal.

The determination that an unsignalized intersection meets the criteria of a traffic signal warrant does not in itself require the installation of a signal. Rather, the decision on whether a traffic signal should be installed is made by the governing jurisdictions taking into consideration other factors such as distance to adjacent signalized intersections and interruption to traffic flow along the major street.

IMPACT CRITERIA AND SIGNIFICANCE THRESHOLDS

The significance of the potential impacts of Project generated traffic at each study intersection was determined using criteria identified in *Traffic Study Policies and Procedures* (City criteria) and *Traffic Impact Analysis Report Guidelines* (County criteria).

Both the City and the County's Sliding Scale Method for calculating the level of impact due to traffic generated by a proposed project, a significant transportation impact is determined based on the criteria presented below:

Intersection Significance Thresholds

Intersection Conditions with Project Traffic		Project-Related Increase in V/C Ratio Equal To or Greater Than
LOS	V/C Ratio	
C	0.701 - 0.800	0.04
D	0.801 - 0.900	0.02
E or F	> 0.900	0.01

The relative impact of the added traffic volumes to be generated by the Project was evaluated based on analysis of operating conditions at the study intersections, with and without the Project. Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS C after the addition of project traffic and the incremental change in the V/C ratio is less than 0.040. If the intersection, however, is operating at LOS F after the addition of project traffic and the incremental change in the V/C ratio is 0.010 or greater, the project would be considered to have a significant impact. A project is not considered to have a significant impact if the intersection is projected to operate at LOS A or B after the addition of project traffic, regardless of the volume of traffic added to the intersection or the incremental change in the V/C ratio. In general, according to the significant impact criteria, the higher the V/C ratio, the lower the amount of project traffic that can be added before causing a significant impact.

As required by *Traffic Study Policies and Procedures,* the Project's impacts were evaluated against the Existing and Future (2020) traffic conditions. The following discussion details the capacity analysis procedures utilized to evaluate the V/C relationships and LOS characteristics at each study intersection.

CONGESTION MANAGEMENT PROGRAM ANALYSIS

The Congestion Management Program (CMP) is a State-mandated program that serves as the monitoring and analytical basis for transportation funding decisions in the County made through the Regional Transportation Improvement Program (RTIP) and State Transportation Improvement Program (STIP) processes. The CMP requires that a Traffic Impact Analysis (TIA) be performed for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the morning or afternoon weekday peak hours and all mainline freeway monitoring locations

An analysis of operating conditions at all CMP arterial and freeway monitoring stations that may be impacted by the Project was performed, as detailed in Chapter 10, in accordance with the TIA guidelines referenced in *2010 Congestion Management Program for Los Angeles County* (Los Angeles County Metropolitan Transportation Authority [Metro], 2010).

ADDITIONAL REVIEW AND ANALYSIS

In addition to the various intersection analysis scenarios and the CMP analysis discussed above, this study includes a review of various other features and conditions related to the proposed Project. These include a review of Project access and circulation and an analysis of potential traffic impacts associated with the Project's construction. An analysis of the unsignalized intersections and a detailed analysis of facilities under the jurisdiction of the California Department of Transportation (Caltrans) are provided in the appendices.

TABLE 1
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	V□C Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: *Transportation Research Circular No. 212, Interim Materials on Highway Capacity,* Transportation Research Board, 1980.

Chapter 3
Existing Conditions

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the Project Study Area. The existing conditions analysis relevant to this study includes an assessment of the existing street system, an analysis of traffic volumes and current operating conditions, and an analysis of the existing public transit service.

STUDY AREA

The Study Area includes a geographic area approximately two miles (north-south) by approximately one-half mile (east-west). This Study Area was established in consultation with LACDPW and LADOT and by reviewing the existing intersection/corridor operations, Project peak hour vehicle trip generation, the anticipated distribution of Project vehicular trips, and the potential impacts of Project traffic.

A traffic analysis study area generally comprises those locations with the greatest potential to experience significant traffic impacts due to the Project as defined by the lead agency. In the traffic engineering practice, a study area generally includes those intersections that are:

1. Immediately adjacent or in close proximity to the project site
2. In the vicinity of the project site that are documented to have current or projected future adverse operational issues
3. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections)

The Project Study Area was designed to ensure that all potentially significantly impacted intersections, prior to any mitigation, were analyzed, and the boundary of the Study Area was extended, as necessary, to confirm that there were no significant impacts at or outside the boundary of the Study Area.

A total of eight intersections in the Study Area were identified during the scoping process for detailed analysis of the above conditions. Figure 2 illustrates the location of the Site in relation to the surrounding street system and the analyzed intersections. The intersections selected for evaluation are:

1. Cahuenga Boulevard West & Barham Boulevard
2. Cahuenga Boulevard East & Barham Boulevard
3. Cahuenga Boulevard West & Pilgrimage Bridge (unsignalized)
4. Cahuenga Boulevard East & Pilgrimage Bridge
5. Highland Avenue/Cahuenga Boulevard West & Hollywood Bowl Road/US-101 Southbound On-Ramp
6. US-101 Northbound Off-Ramp & North Cahuenga Boulevard
7. Highland Avenue & Odin Avenue
8. North Cahuenga Boulevard & Odin Avenue

EXISTING STREET SYSTEM

The existing street system in the Study Area consists of a regional roadway system including freeways, arterials and collector and local streets. The secondary arterials, collectors, and selected local streets in the Study Area offer sub-regional and local access and circulation opportunities. These transportation facilities generally provide two to six travel lanes and usually allow parking on either side of the street. Typically, the speed limits range between 25 and 40 miles per hour (mph) on the principal and secondary arterials, collector, and local streets.

Street classifications are designated in the *City of Los Angeles Transportation Element of the General Plan* ("General Plan") (Los Angeles Department of City Planning, 1999). The available facilities in the Study Area are defined by the following:

- Freeways are high-volume/high-speed roadways with limited access provided by interchanges that carry regional traffic through and do not provide local access to adjacent land uses.

- Arterial Streets are major streets that serve through traffic, as well as provide access to major commercial activity centers. Arterials are divided into three categories: Major Class Highway I, Major Class Highway II, and Secondary Highway.
    - Major Highway Class I has an average daily traffic (ADT) of more than 50,000.
    - Major Highway Class II is typically located one mile apart in a grid system, with an ADT of 30,000 to 50,000.
    - Secondary Highway supplements the through-traffic characteristics of major highways and typically located one mile apart midway between major highways, with an ADT of 20,000 to 30,000.

- Collector Streets are intended to assist local traffic flow to major and secondary highways and should be located at no greater than one-quarter mile intervals between major or secondary highways in a grid system, if practical, with an ADT of up to 10,000.

- Local Streets provide circulation for local adjacent neighborhoods and do not typically serve commercial uses. Local streets provide connections to collector streets, which in turn, connect to the greater street network.

Primary regional access to the Project Site is provided by US-101. The major arterials providing regional and sub-regional access to the Project vicinity include Cahuenga Boulevard East and Cahuenga Boulevard West. The following is a brief description of the major streets in the Study Area:

Freeways

- US-101 –US-101 generally runs in the north-south direction and is located directly west of the Project Site. In the vicinity of the Study Area, US-101 provides four to six lanes in each direction. Access to and from US-101 is available via interchanges at Cahuenga Boulevard East and Cahuenga Boulevard West.

Roadways

- Cahuenga Boulevard East – Cahuenga Boulevard East is a designated Local Street that runs in the northwest-southeast direction and is located adjacent to the Project Site. It provides two travel lanes and left-turn lanes at study intersections. Parking is generally not permitted. The posted speed limit is 40 mph.

- Cahuenga Boulevard West – Cahuenga Boulevard West is a designated Major Class Highway II that runs in the northwest-southeast direction and is located west of the Project Site. It provides three to four travel lanes, one to two in each direction, and left-turn lanes at intersections. Parking is generally not permitted. The posted speed limit is 40 mph.

- North Cahuenga Boulevard– North Cahuenga Boulevard is a designated Major Highway Class II that runs in the northwest-southeast direction and is located south of the Project Site. It provides four travel lanes, two in each direction, and left-turn lanes at intersections. Parking is generally provided along both sides of the street. The posted speed limit is 40 mph.

- Barham Boulevard – Barham Boulevard is a designated Major Highway Class II that runs in the northeast-southwest direction and is located northwest of the Project Site. It provides four to five travel lanes, two to three in each direction, and left-turn lanes at intersections. Parking is available on the east side of the street with peak hour restrictions. The posted speed limit is 35 mph.

- Highland Avenue – Highland Avenue is a designated modified Major Highway Class II that runs in the north-south direction and is located southwest of the Project Site. It provides six travel lanes, three in each direction, and left-turn lanes at intersections. Parking is generally not permitted within the vicinity of the Project Site. The posted speed limit is 40 mph.

- Pilgrimage Bridge – Pilgrimage Bridge is an east-west roadway that connects Cahuenga Boulevard West and Cahuenga Boulevard East near the Project Site. It provides access to the Project Site with two travel lanes, one in each direction. Parking is not permitted. The posted speed limit is 35 mph.

- Odin Avenue – Odin Avenue is a designated Major Highway Class II that runs in the northeast-southwest direction and is located south of the Project Site. It provides four travel lanes, two in each direction, and left-turn lanes at intersections. Parking is not permitted. The posted speed limit is 40 mph.

The existing lane configurations at the analyzed intersections are provided in Figure 3.

EXISTING TRANSIT SYSTEM

The Project area is served by bus lines operated by Metro and LADOT. Bus transit service in the Project vicinity is available along the following:

- Cahuenga Boulevard East
- Cahuenga Boulevard West
- North Cahuenga Boulevard
- Odin Avenue
- Highland Avenue
- Barham Boulevard
- US-101

Figure 4 illustrates the existing transit service in the Study Area. Table 2 summarizes the various transit lines operating in the Study Area for each of the service providers in the region, the type of service (peak vs. off-peak, express vs. local), and frequency of service. The following provides a brief description of the rail and bus lines providing service in the Project vicinity:

- Metro Red Line – The Red Line travels underground east-west on Hollywood Boulevard in the vicinity of the Project Site with average headways of 10 minutes during the morning and afternoon peak hours. The line travels from downtown Los Angeles to North Hollywood and provides service to downtown Los Angeles, Hollywood, and Universal City.

- Metro Local Line 222 – Line 222 travels north-south on Cahuenga Boulevard in the vicinity of the Project Site with average headways of 47 minutes during the morning peak hours and 37 minutes during the afternoon peak hours. The line travels from downtown Sun Valley to Hollywood via Hollywood Way, Barham Boulevard and Cahuenga Boulevard.

- Metro Local Line 156 – Line 156 travels north-south on Cahuenga Boulevard in the vicinity of the Project Site with average headways of 31 minutes during the morning peak hours and 34 minutes during the afternoon peak hours. The line travels from Van Nuys to Hollywood through North Hollywood and Studio City.

- LADOT Commuter Express 422 – Commuter Express 422 travels north-south on US Route 101 in the vicinity of the Project Site with average headways of 20 minutes during the morning peak hours and 24 minutes during the afternoon peak hours. The line travels from Thousand Oaks to downtown Los Angeles in the morning and from downtown Los Angeles to Thousand Oaks in the evening through US Route 101.

BICYCLE AND PEDESTRIAN NETWORK

Existing Bicycle System

Based on *2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element*, (Los Angeles Department of City Planning, adopted March 1, 2011), the existing bicycle system in the Study Area consists of a limited coverage of bicycle lanes (Class II) and bicycle routes (Class III). Bicycle lanes are a component of street design with dedicated striping, separating vehicular traffic from bicycle traffic. These facilities offer a safer environment for both cyclists and motorists. Bicycle routes are identified as bicycle-friendly streets where motorists and cyclists share the roadway and there is no dedicated striping of a bicycle lane. Bicycle routes are preferably located on collector and lower volume arterial streets.

Within the Study Area, bicycle lanes are provided on North Cahuenga Boulevard between Odin Avenue and Yucca Street. There are two streets designated as bicycle routes: Odin Avenue between Highland Avenue and North Cahuenga Boulevard and Wilcox Avenue south of North Cahuenga Boulevard.

Existing Pedestrian Facilities

The sidewalks that serve as routes to the Project Site are limited and do not provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment throughout the Project vicinity. Sidewalks are provided along the east side of Cahuenga Boulevard East along the Project Site's property frontage; however, they terminate to the north of the site. Extending south from the Project Site, a narrow sidewalk/parkway area is provided along the east side of Cahuenga Boulevard East that provides connectivity to the neighborhoods to the south. The sidewalks provide limited connectivity to pedestrian crossings at intersections within the Study Area.

Generally, the signalized intersections in the area provide marked pedestrian crossings and include, the study signalized intersections provide pedestrian phasing, crosswalk striping, and Americans with Disabilities Act (ADA) wheelchair ramps.

It should be noted that the signalized intersection located immediately adjacent to the Project Site (Cahuenga Boulevard East & Pilgrimage Bridge) does not currently provide marked crosswalks across Cahuenga Boulevard East (north and south legs of the intersection) or Pilgrimage Bridge. Therefore, pedestrian connectivity to the Project Site via Pilgrimage Bridge to and from areas west of Cahuenga Boulevard East is deficient.

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

This section presents the existing peak hour turning movement traffic volumes for the intersections analyzed in the study, describes the methodology used to assess the traffic conditions at each intersection, and analyzes the resulting operating conditions at each intersection indicating V/C ratios and LOS.

Existing Traffic Volumes

In order to cover both the peak hours of adjacent street traffic and the event peak hours intersection turning movement counts were conducted at the eight study area intersections during the typical weekday morning commuter peak period (7:00 AM to 10:00 AM), weekday afternoon commuter/evening peak period (5:00 PM to 9:00 PM), Saturday midday peak (11:00 AM to 1:00 PM), and Saturday evening peak (6:00 PM to 9:00 PM) in September 2013 when both The Ford Theatres and Hollywood Bowl were holding events. The existing weekday, weekday event, and Saturday intersection traffic volumes are illustrated in Figures 5A, 5B, and 5C, respectively. The summary data worksheets of turning movement counts at the study intersections are provided in Appendix B.

The traffic volumes illustrated in Figures 5A, 5B, and 5C were analyzed using the CMA methodology described above to determine the existing operating conditions at the analyzed intersections. The calculation is expressed in a V/C ratio for critical movements where the volumes at the intersection are compared to the capacity of the intersection.

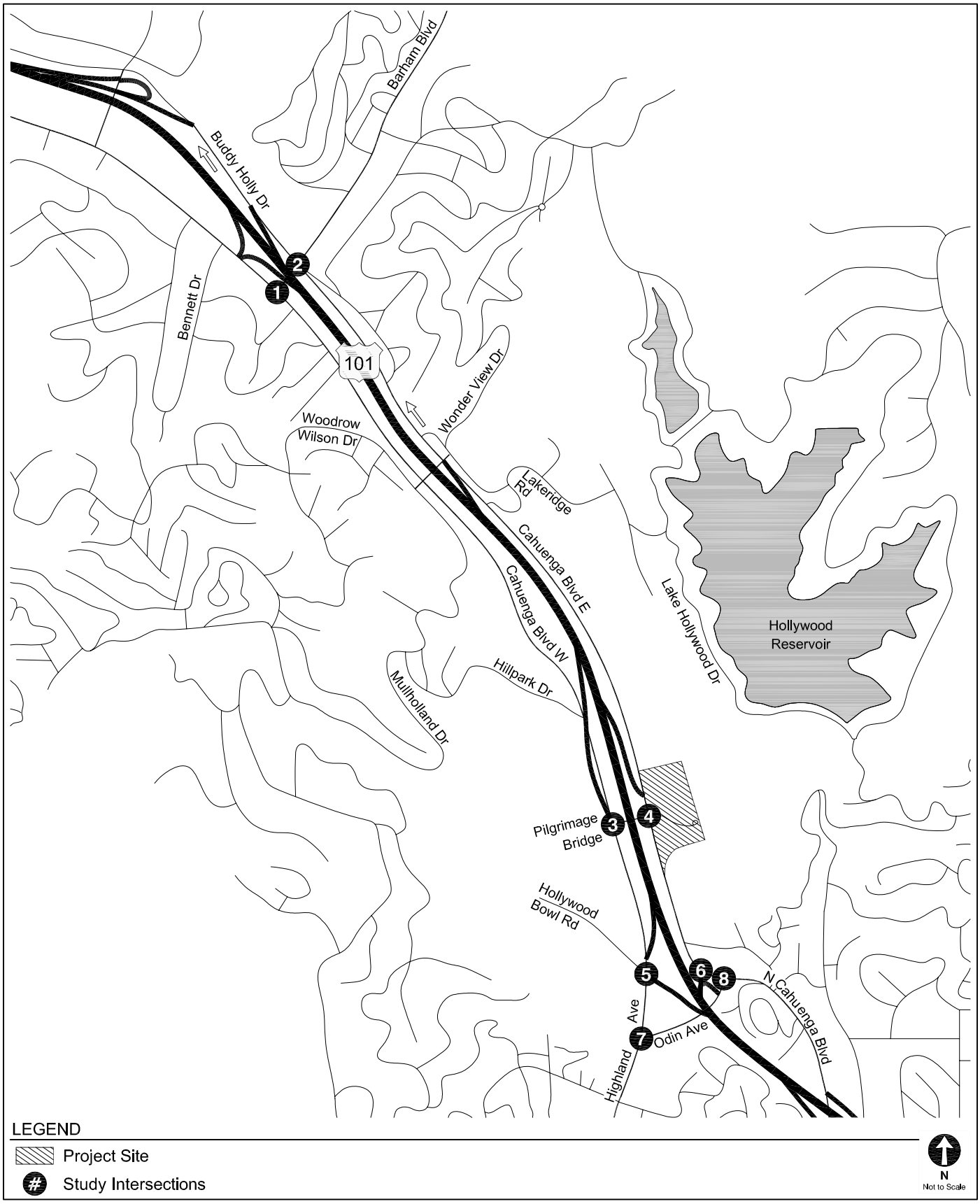
Existing Intersection Levels of Service

Table 3 summarizes the existing weekday morning, weekday afternoon, weekday event, Saturday midday event, and Saturday evening event peak hour V/C ratio and the corresponding LOS for each of the analyzed intersections.

As summarized in Table 3, the following intersections are operating at LOS E or LOS F during at least one of the five peak study periods:

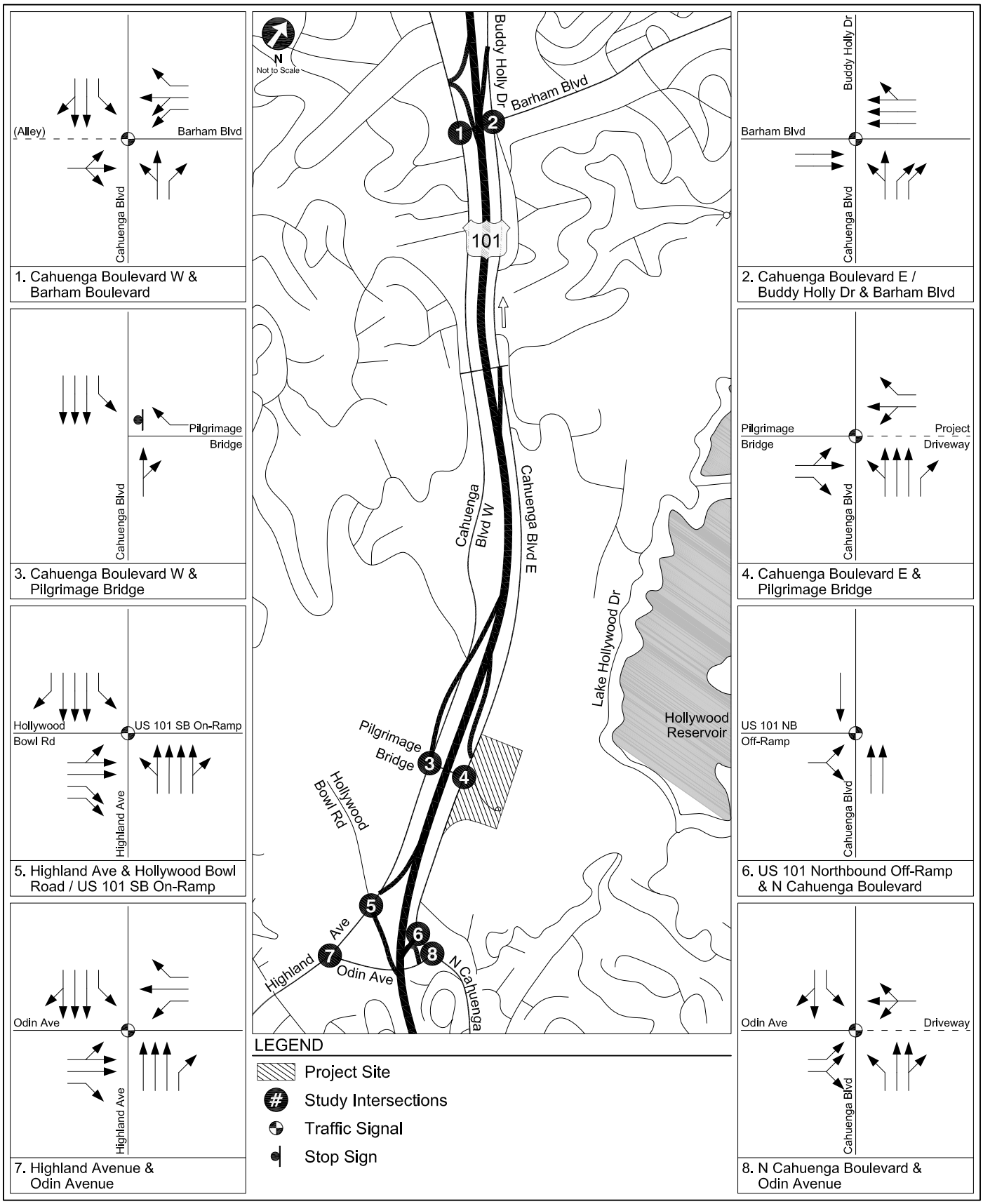
- Int. 1: Cahuenga Boulevard West & Barham Boulevard (LOS E – Weekday AM/Weekday Event)
- Int. 2: Cahuenga Boulevard East & Barham Boulevard (LOS F – Weekday AM, LOS E – Weekday Event)
- Int. 5: Highland Avenue & Hollywood Bowl Road/US-101 Southbound On-Ramp (LOS E – Weekday AM/Weekday PM/Weekday Event)

The LOS calculation worksheets are provided in Appendix C.



STUDY AREA AND ANALYZED LOCATIONS

FIGURE 2



1. Cahuenga Boulevard W & Barham Boulevard

2. Cahuenga Boulevard E / Buddy Holly Dr & Barham Blvd

3. Cahuenga Boulevard W & Pilgrimage Bridge

4. Cahuenga Boulevard E & Pilgrimage Bridge

5. Highland Ave & Hollywood Bowl Road / US 101 SB On-Ramp

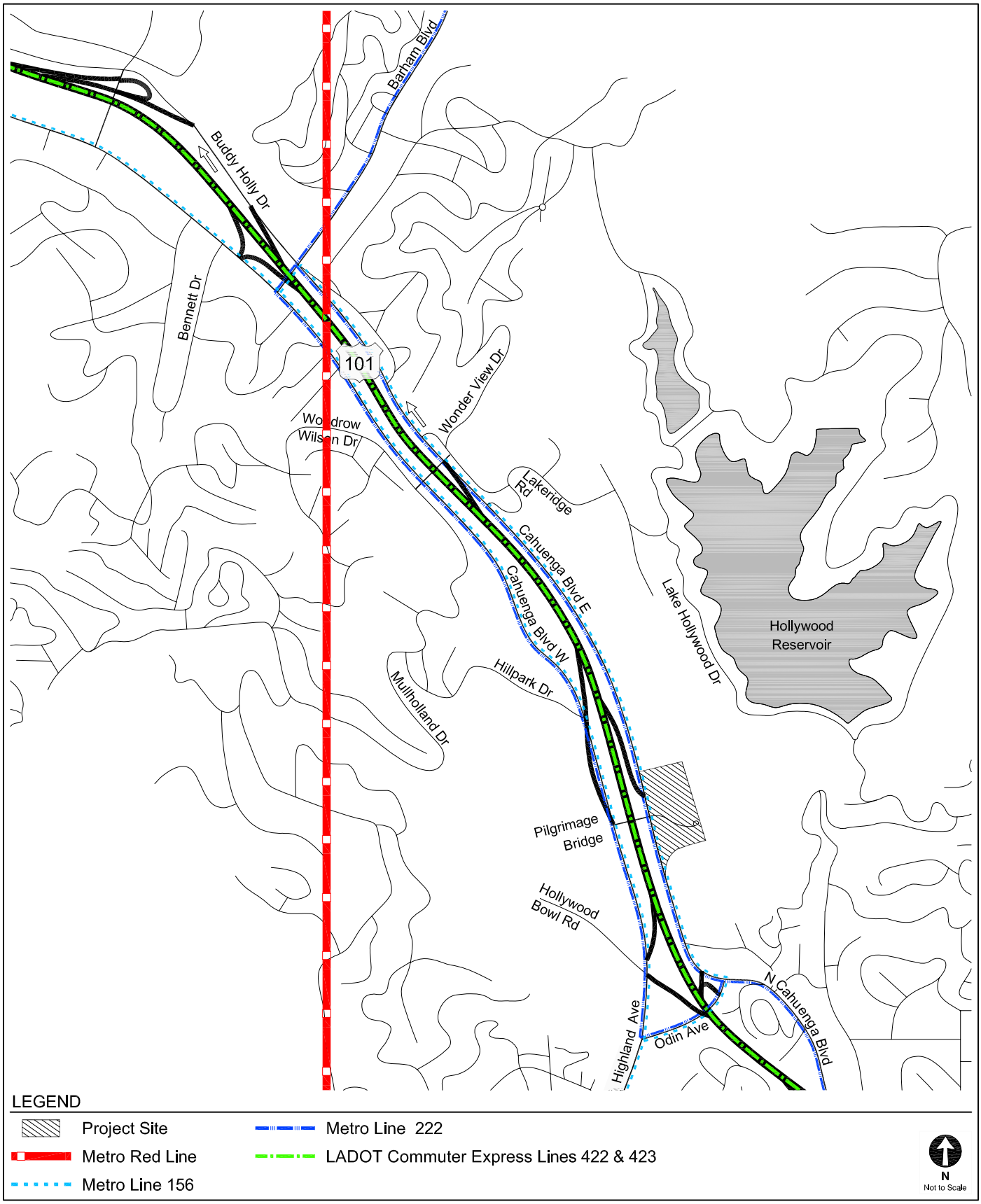
6. US 101 Northbound Off-Ramp & N Cahuenga Boulevard

7. Highland Avenue & Odin Avenue

8. N Cahuenga Boulevard & Odin Avenue

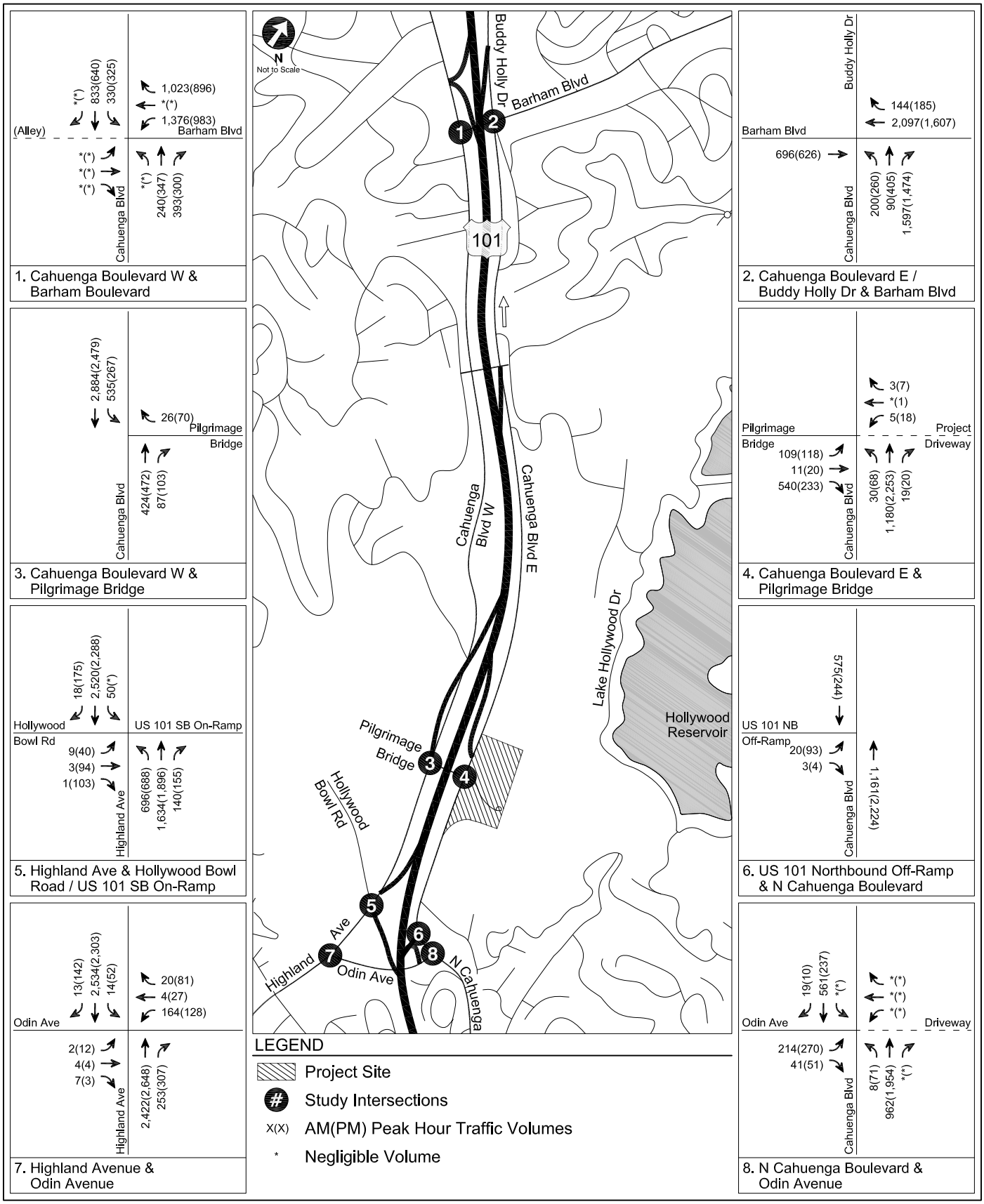
EXISTING INTERSECTION LANE CONFIGURATIONS

FIGURE 3



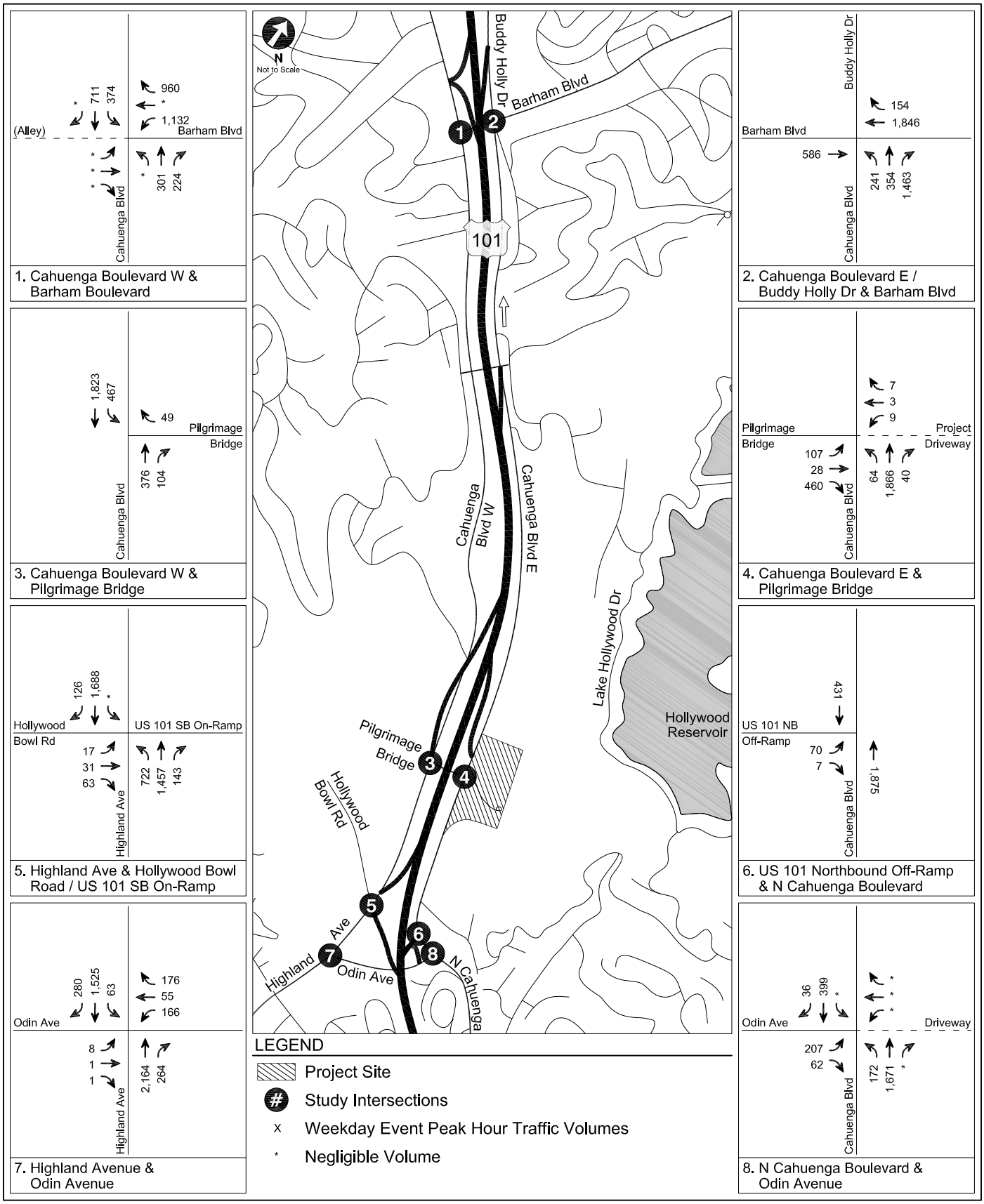
EXISTING TRANSIT SERVICE

FIGURE 4



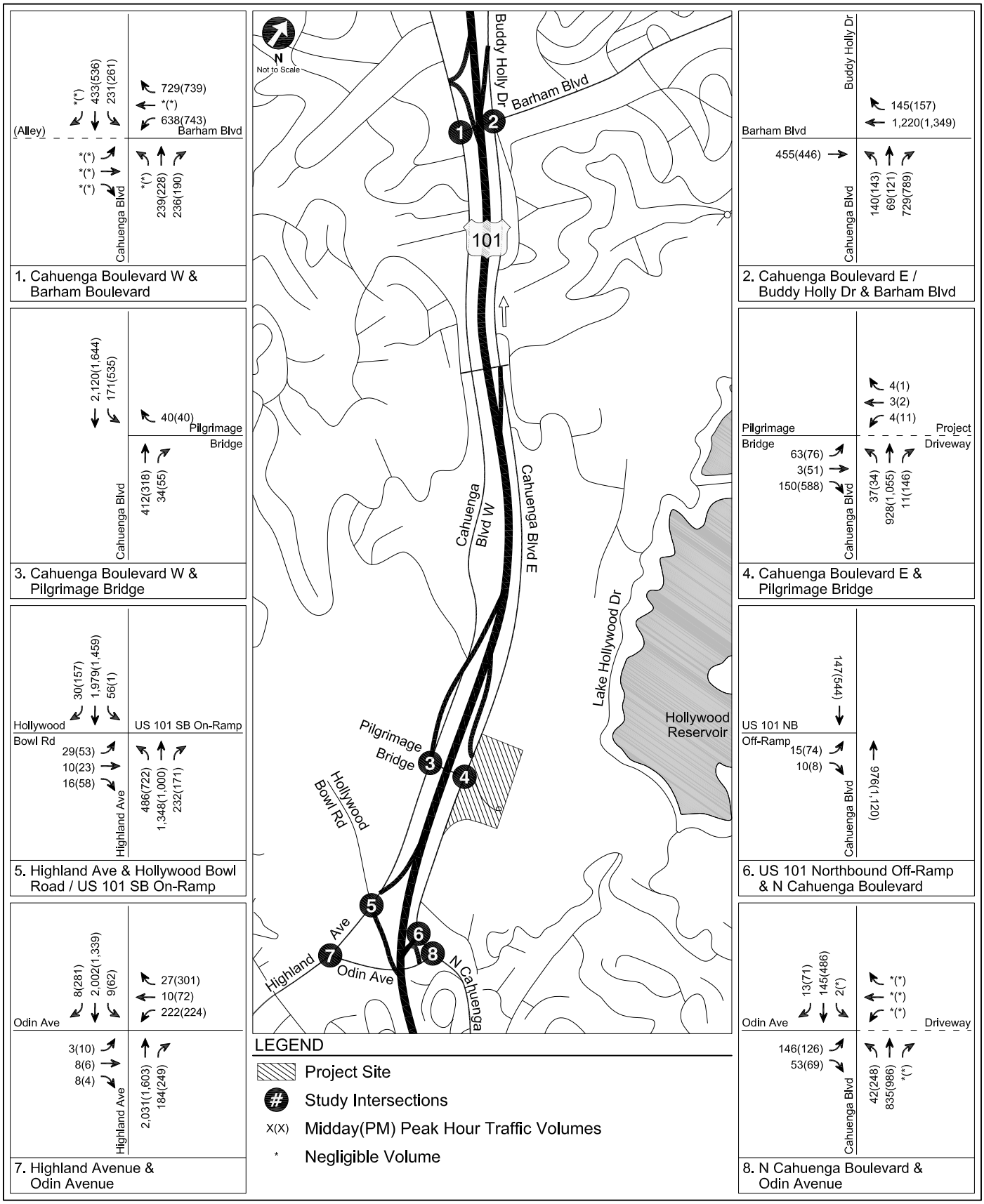
EXISTING CONDITIONS
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 5A



EXISTING CONDITIONS
WEEKDAY EVENT PEAK HOUR TRAFFIC VOLUMES

FIGURE 5B



EXISTING CONDITIONS
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 5C

TABLE 2
EXISTING TRANSIT SERVICE

Provider, Route, and Service Area		Service Type	Hours of Operation	Average Headway (minutes)				AM Peak Period Stops		PM Peak Period Stops	
				AM Peak Period		PM Peak Period					
Los Angeles County Metropolitan Transportation Authority (Metro)				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
RED	Downtown Los Angeles - West Hollywood via Temple St & Melrose Ave	Rail	4:30 AM - 1:30 AM	10	10	10	10	24	24	24	24
222	Sun Valley - Hollywood via Hollywood Way, Barham Bl, Cahuenga Bl	Local	4:10 AM - 1:17 AM	34	60	40	34	7	4	6	7
156	Van Nuys – Hollywood - Panorama City – Hollywood (Owl)	Local	4:52 AM - 1:39 AM	34	27	34	34	7	9	7	7
Los Angeles Department of Transportation (LADOT)				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
CE422	Downtown Los Angeles - Thousand Oaks via US Route 101	Commuter	4:55 AM - 9:54 PM	20	-	-	24	12	0	0	10

Notes

AM Peak from 6-10 AM

PM Peak from 3-7 PM

TABLE 3
EXISTING CONDITIONS
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No	Intersection	Peak Hour	Existing	
			Delay or V□C	LOS
1.	Cahuenga Boulevard West & Barham Boulevard	Weekday AM	0.902	E
		Weekday PM	0.887	D
		Weekday Event	0.916	E
		Saturday Midday Event	0.661	B
		Saturday Evening Event	0.671	B
2.	Cahuenga Boulevard East & Barham Boulevard	Weekday AM	1.040	F
		Weekday PM	0.888	D
		Weekday Event	0.933	E
		Saturday Midday Event	0.501	A
		Saturday Evening Event	0.557	A
4.	Cahuenga Boulevard East & Pilgrimage Bridge	Weekday AM	0.532	A
		Weekday PM	0.583	A
		Weekday Event	0.641	B
		Saturday Midday Event	0.217	A
		Saturday Evening Event	0.541	A
5.	Highland Avenue & Hollywood Bowl Rd/US-101 SB On-Ramp	Weekday AM	0.931	E
		Weekday PM	0.975	E
		Weekday Event	0.912	E
		Saturday Midday Event	0.706	C
		Saturday Evening Event	0.853	D
6.	US-101 Northbound Off-Ramp & North Cahuenga Boulevard	Weekday AM	0.403	A
		Weekday PM	0.806	D
		Weekday Event	0.677	B
		Saturday Midday Event	0.342	A
		Saturday Evening Event	0.428	A
7.	Highland Avenue & Odin Avenue	Weekday AM	0.580	A
		Weekday PM	0.611	B
		Weekday Event	0.534	A
		Saturday Midday Event	0.511	A
		Saturday Evening Event	0.484	A
8.	North Cahuenga Boulevard & Odin Avenue	Weekday AM	0.377	A
		Weekday PM	0.659	B
		Weekday Event	0.547	A
		Saturday Midday Event	0.247	A
		Saturday Evening Event	0.502	A

Chapter 4

Future without Project Traffic Conditions

Estimates of future cumulative traffic conditions both with and without the Project were developed to evaluate the potential impacts of the Project on the local street system. This discussion details the assumptions used to develop the Future 2020 conditions without the Project.

In order to develop the Future without Project traffic conditions (Year 2020), the existing traffic volumes were factored upward by a compounded 1% annual ambient growth rate to approximate future traffic volumes. In addition to this ambient growth, background and other related projects/cumulative development traffic were also added to estimate the Future without Project (2020) traffic conditions.

CEQA GUIDELINES REGARDING FUTURE TRAFFIC CONDITIONS

The forecast of Future without Project conditions was prepared in accordance with procedures outlined in Section 15130 of *Guidelines for Implementation of the California Environmental Quality Act*, *Chapter 3, Title 14, California Code of Regulations* (California Natural Resources Agency, amended July 27, 2007)*(CEQA Guidelines)*. Specifically, *CEQA Guidelines* provides two options for developing the cumulative traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency."

Accordingly, the traffic analysis provides a highly conservative estimate of Future without Project traffic volumes as it incorporates both the "A" and "B" options outlined in the *CEQA Guidelines* for purposes of developing the forecast.

FUTURE WITHOUT PROJECT TRAFFIC VOLUMES

The existing plus ambient growth traffic volumes were combined with the related project volumes to form the Future without Project (2020) conditions. This scenario forms the basis of the evaluation of Project impacts in the Future plus Project (2020) conditions.

Ambient Traffic Growth

Existing traffic is expected to increase as a result of regional growth and development. Based on historical trends and the City of Los Angeles guidelines and procedures, an ambient growth factor of 1% per year compounding was used to adjust the existing traffic volumes to reflect the effects of regional growth and development by the year 2020.

Related Projects

In accordance with requirements in *CEQA Guidelines*, this study considered the effects of the Project in relation to other developments either proposed, approved, or under construction in the Study Area. These development proposals (called related projects) are projected to be implemented in the Project vicinity prior to the buildout date of the Project. With this information, the potential impact of the proposed Project can be evaluated within the context of the cumulative impact of all ongoing development.

The list of related projects is based on information provided by the Department of City Planning and LADOT. The related projects,which are generally located within a one and one-half mile radius of the Project site, are detailed in Table 4. The locations of these related projects are shown in Figure 6, while Figures 7A, 7B, and 7C depict the traffic volumes associated with these

related projects at the study intersections for weekdays, weekday events, and Saturdays, respectively.

It should be noted that other projects were considered during the development of the list of related projects to be included as part of the traffic analysis. Other considered projects included the Paramount Studios Master Plan and the NBC Universal Evolution Plan, which have anticipated buildout years of 2038 and 2030, respectively. Thus, substantial construction will not be completed by the 2020 buildout year of the Project. Other projects such as small expansions, re-use, and small residential projects that are not anticipated to generate a significant amount of traffic that would affect the study intersections were considered, although not listed. These projects are accounted for in the application of the ambient growth rate described above.

The development of estimated traffic volumes added to the Study Area as a result of related projects involves the use of a three-step process: trip generation, trip distribution, and traffic assignment.

Trip Generation. Trip generation estimates for the related projects were provided by LADOT and were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012). The forecast related projects trip generation is shown in Table 4. These projections are conservative in that they do not in every case account for either the existing uses to be removed or the likely use of other travel modes (transit, walk, etc.) In order to include related project traffic in the background of all study scenarios, it was assumed the weekday PM peak hour trip generation also occurs during the weekday event peak hour and that the Saturday midday peak hour trip generation also occurs during the Saturday event peak hour.

Trip Distribution. The geographic distribution of the traffic generated by the related projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees/residents and potential patrons of the proposed developments are drawn, and the location of these projects in relation to the surrounding street system. These factors are considered along with logical travel routes through the street system to develop a reasonable pattern of trip distribution.

Traffic Assignment. The trip generation estimates for the related projects were assigned to the local street system using the trip distribution pattern described above. These volumes were then added to the existing traffic volumes after adjustment for ambient growth through the projected buildout year of 2020. These volumes represent the Future without Project conditions (i.e., existing traffic volumes, ambient traffic growth, and related project traffic). The resulting Future without Project peak hour traffic volumes are illustrated in Figures 8A, 8B, and 8C for weekdays, weekday events, and Saturdays, respectively.

Future Roadway Improvements. Based on discussions with the City, there are no future roadway improvements (either programmed improvements or other mitigation for other recently approved developments) in the Study Area that are anticipated to be fully funded and constructed prior to the buildout of the Project (i.e., 2020). Although future improvements are being planned for the area (e.g., Barham Bridge improvement project, freeway ramp improvements), no future roadway improvements were included as part of the future conditions analyses, so as to provide a conservative analysis.

Future Bicycle System. The future bicycle system in the Study Area will be expanded to create a more integrated network, as proposed in the *2010 Bicycle Plan*. The three components of the bicycle network include the Backbone, the Neighborhood Network and the Green Network. Class II bicycle lanes will be added to high volume corridors to from the Backbone of the network, while in-road bikeways in lower volume and collector streets will form the Neighborhood Network through the implementation of Class III bicycle routes and bicycle-friendly streets. The Green Network consists of dedicated bike paths that connect the City's open spaces. In the Project vicinity, bicycle lanes along Cahuenga Boulevard East, Cahuenga Boulevard West, and North Cahuenga Boulevard are envisioned as part of the *2010 Bicycle Plan*. However, none of these proposed bicycle facilities are definitively scheduled for implementation, and they are not expected prior to Project completion in year 2020.

INTERSECTION OPERATIONS

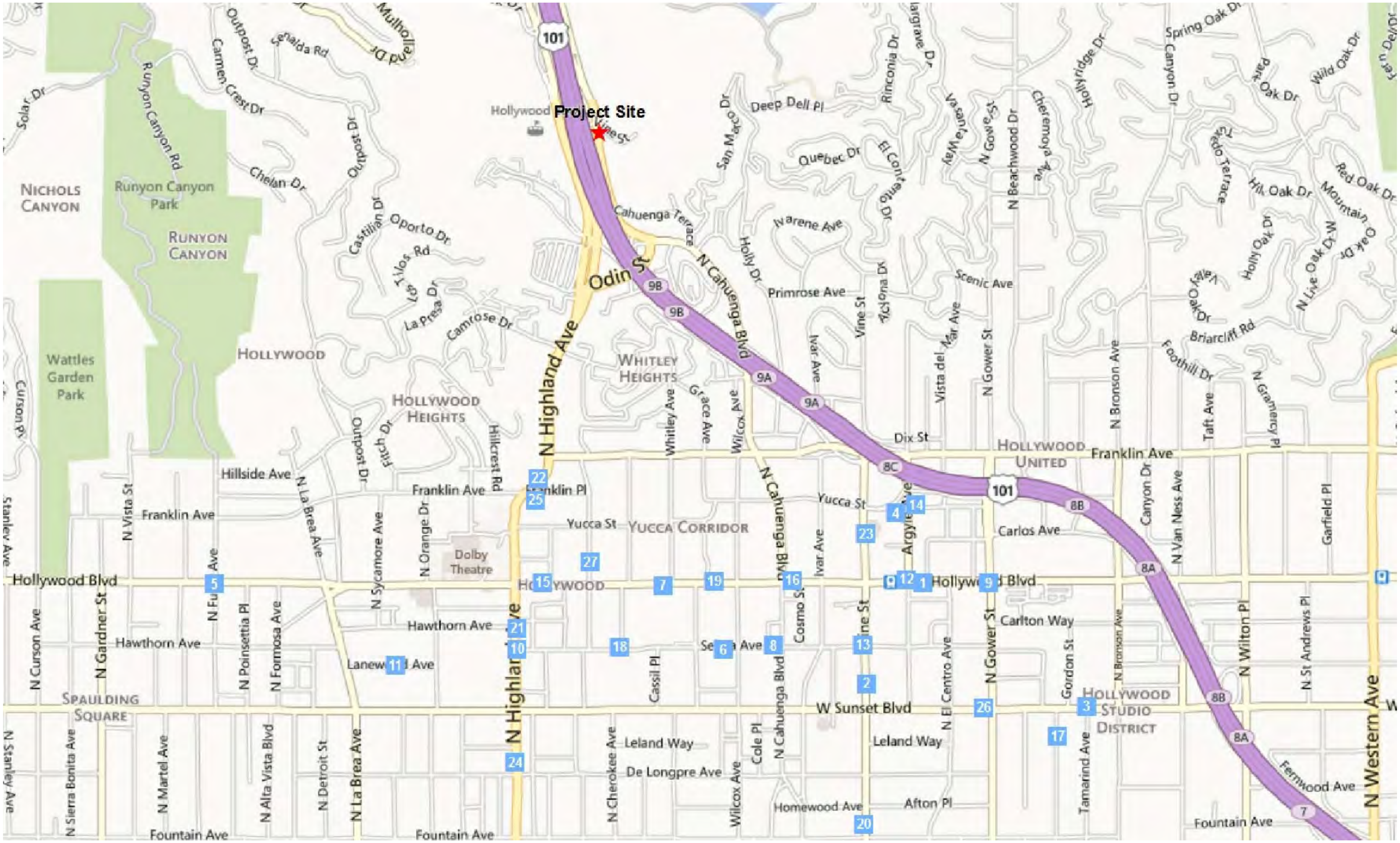
Future Without Project Intersection Levels of Service

Table 5 summarizes the intersection analysis of the Future without Project traffic conditions. As summarized in Table 5, the following intersections are anticipated to operate at LOS E or LOS F during one of the analyzed peak hours in the Future without Project condition:

- Int. 1: Cahuenga Boulevard West & Barham Boulevard (LOS F – Weekday AM/Weekday PM/Weekday Event)
- Int. 2: Cahuenga Boulevard East & Barham Boulevard (LOS F – Weekday AM/Weekday Event, LOS E – Weekday PM)
- Int 5: Highland Avenue & Hollywood Bowl Road/US-101 Southbound On-Ramp (LOS F – Weekday AM/Weekday PM/Weekday Event/Saturday Evening Event, LOS E – Saturday Midday Event)
- Int 6: US-101 Northbound Off-Ramp & North Cahuenga Boulevard (LOS E – Weekday PM)

The LOS calculation worksheets are provided in Appendix C.

Gibson transportation consulting, inc.



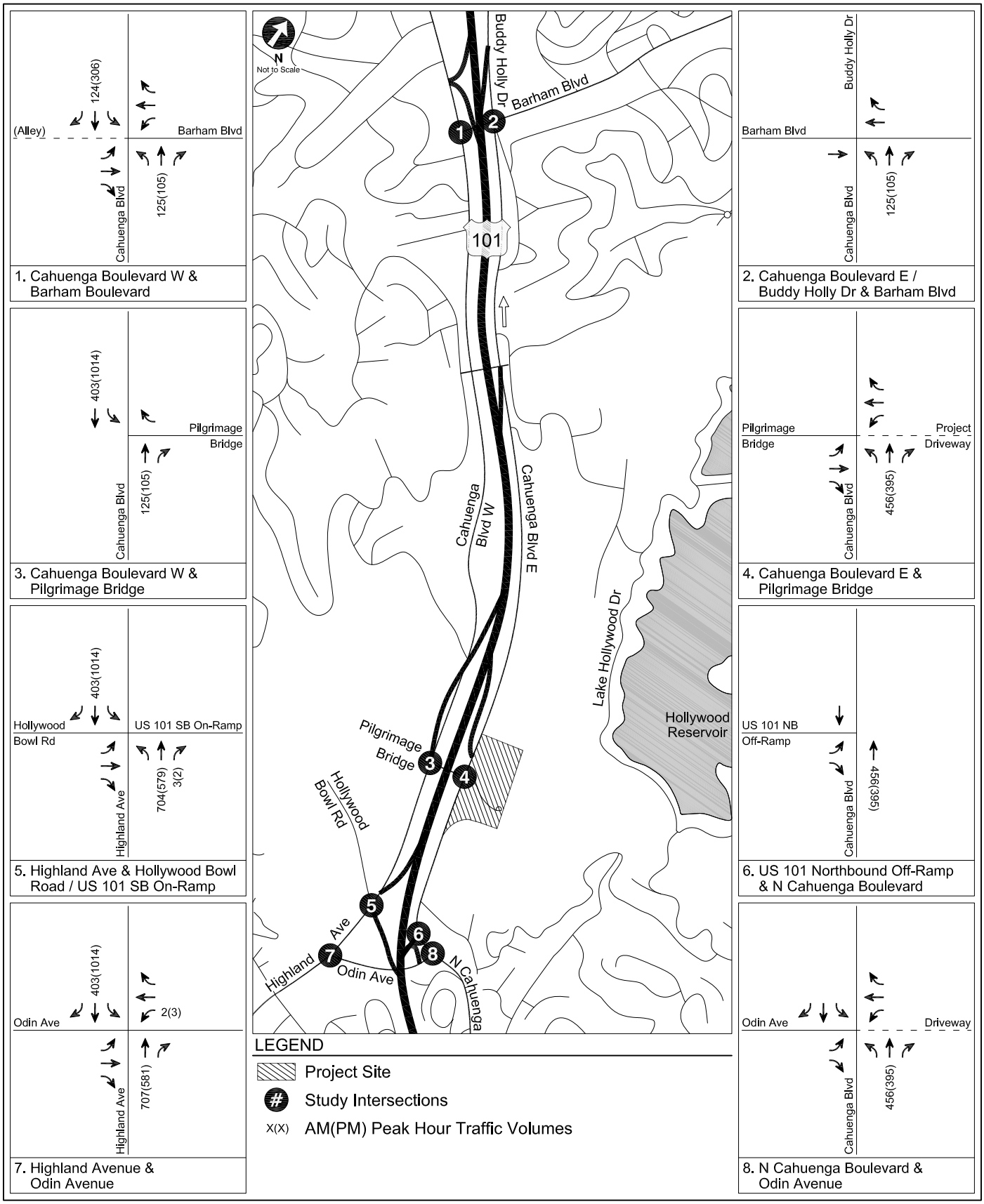
LEGEND

X Related Project

N
Not to Scale

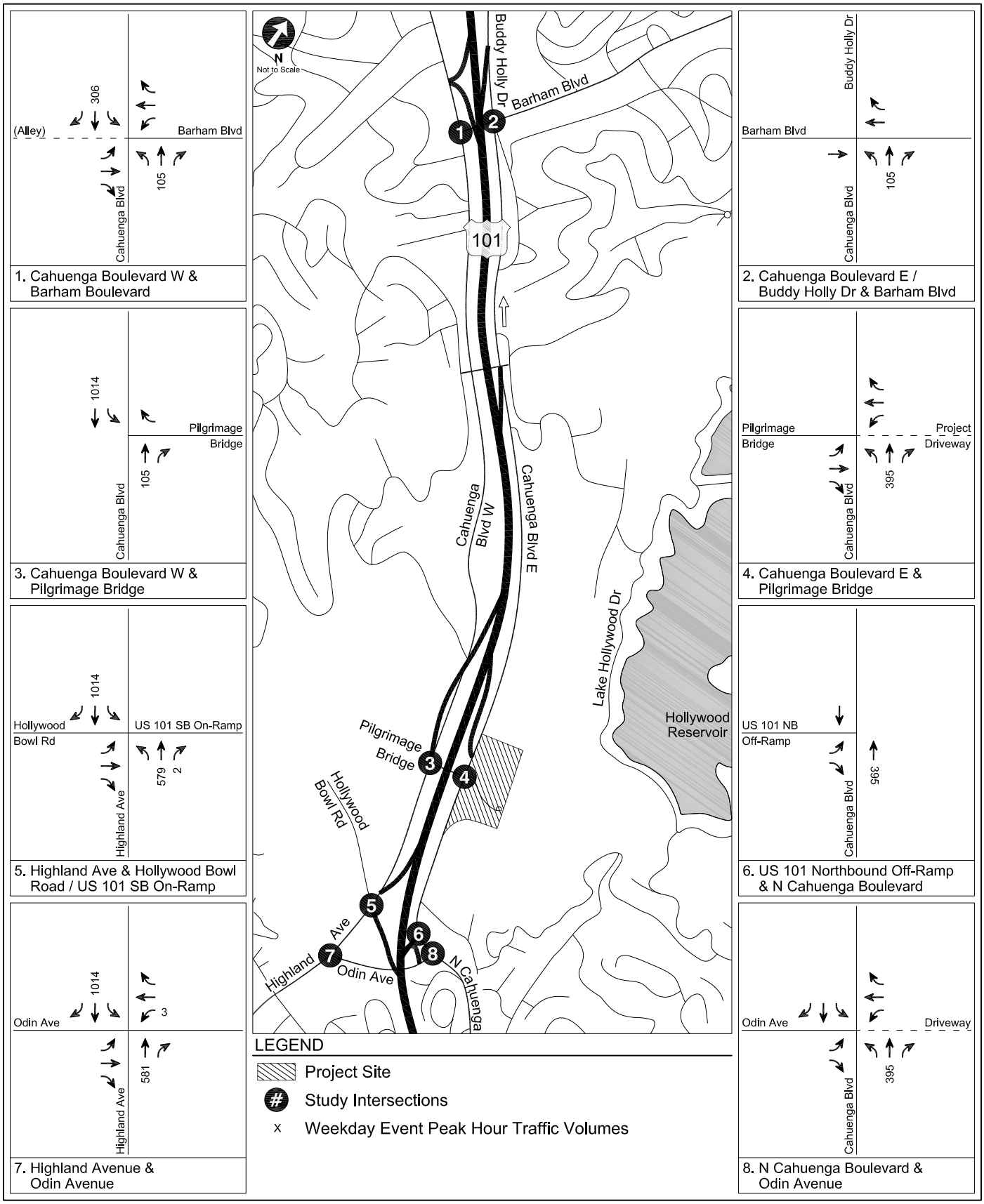
LOCATION OF RELATED PROJECTS

FIGURE 6



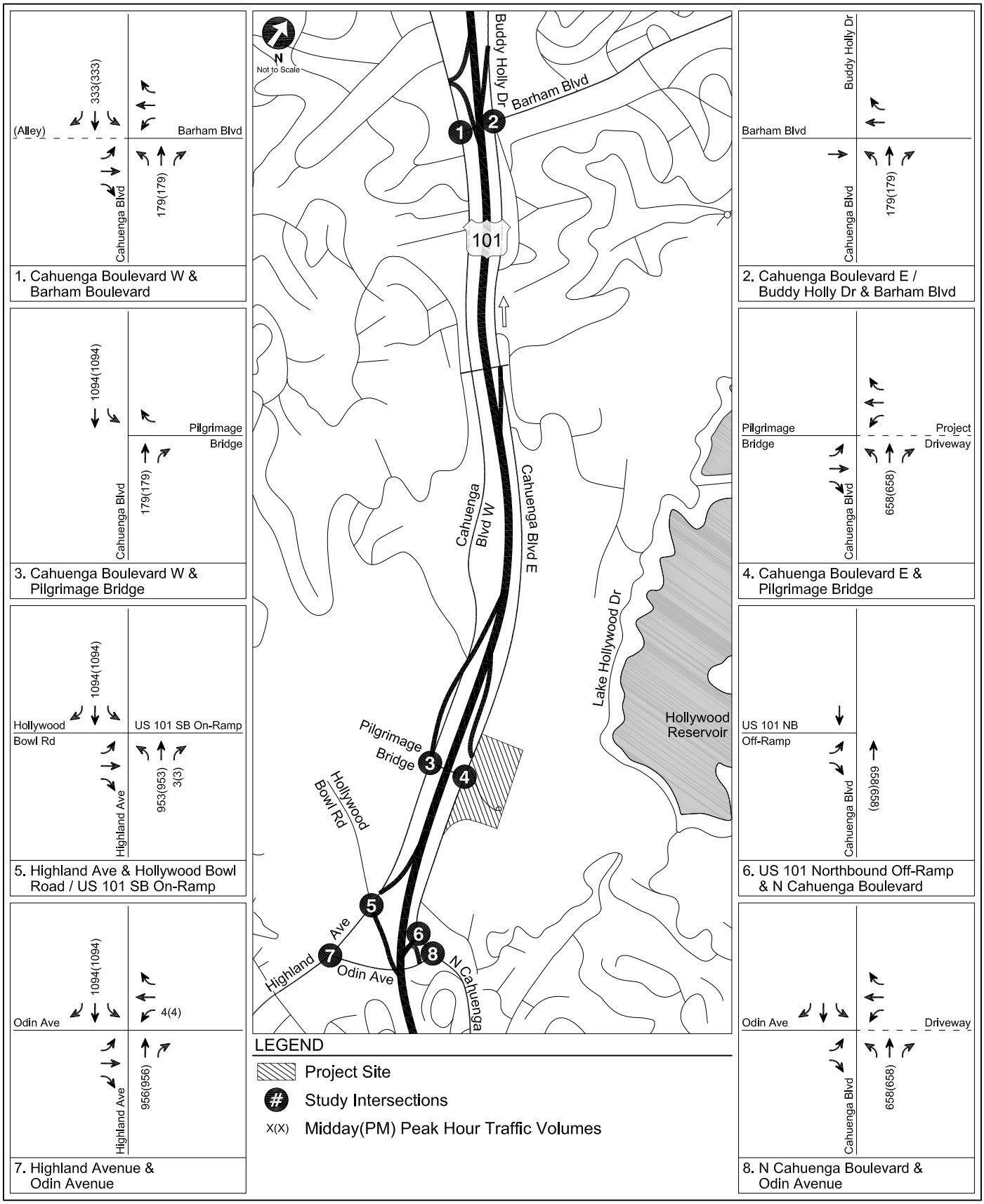
RELATED PROJECT-ONLY
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
7A



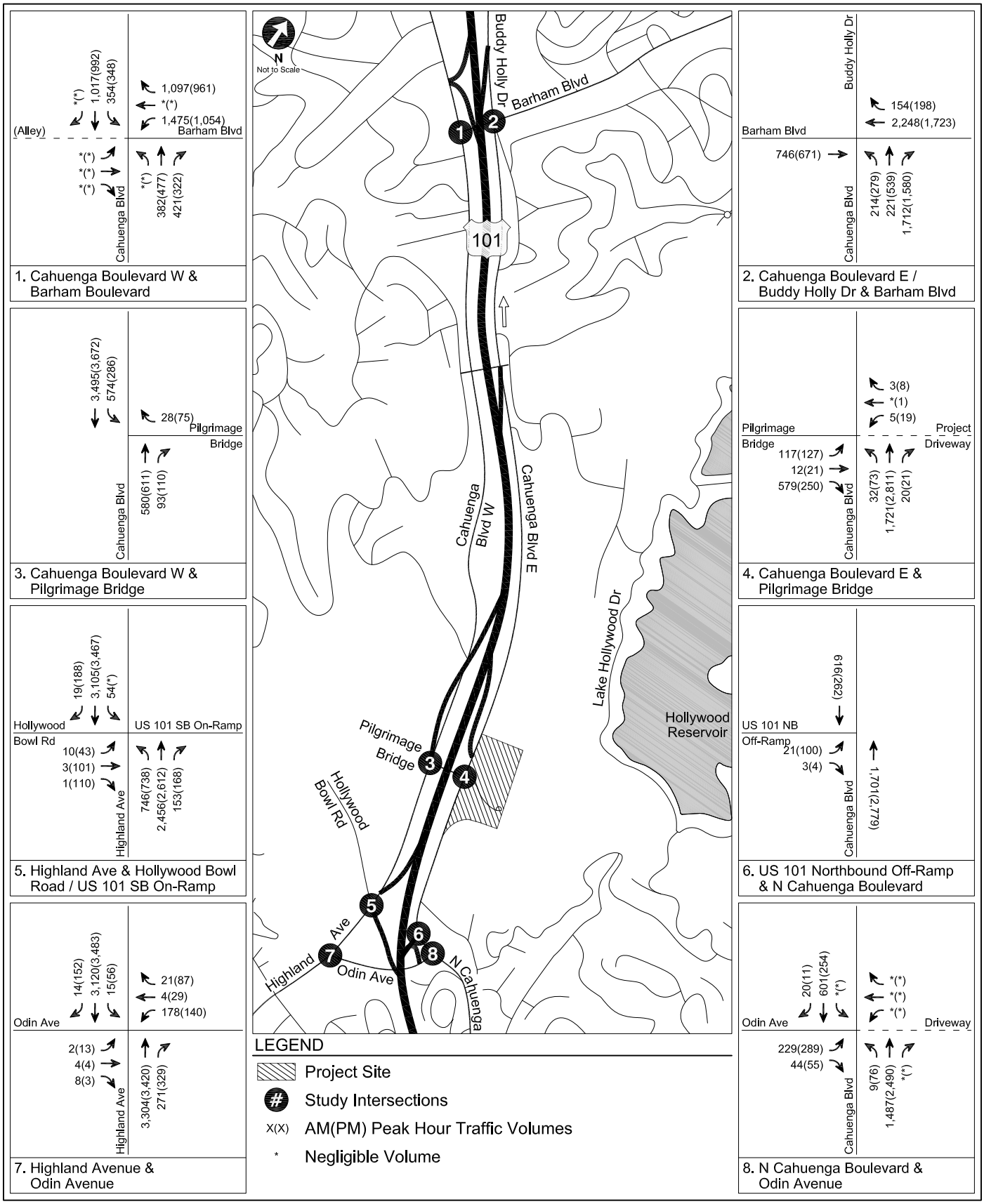
RELATED PROJECT-ONLY
WEEKDAY EVENT PEAK HOUR TRAFFIC VOLUMES

FIGURE 7B



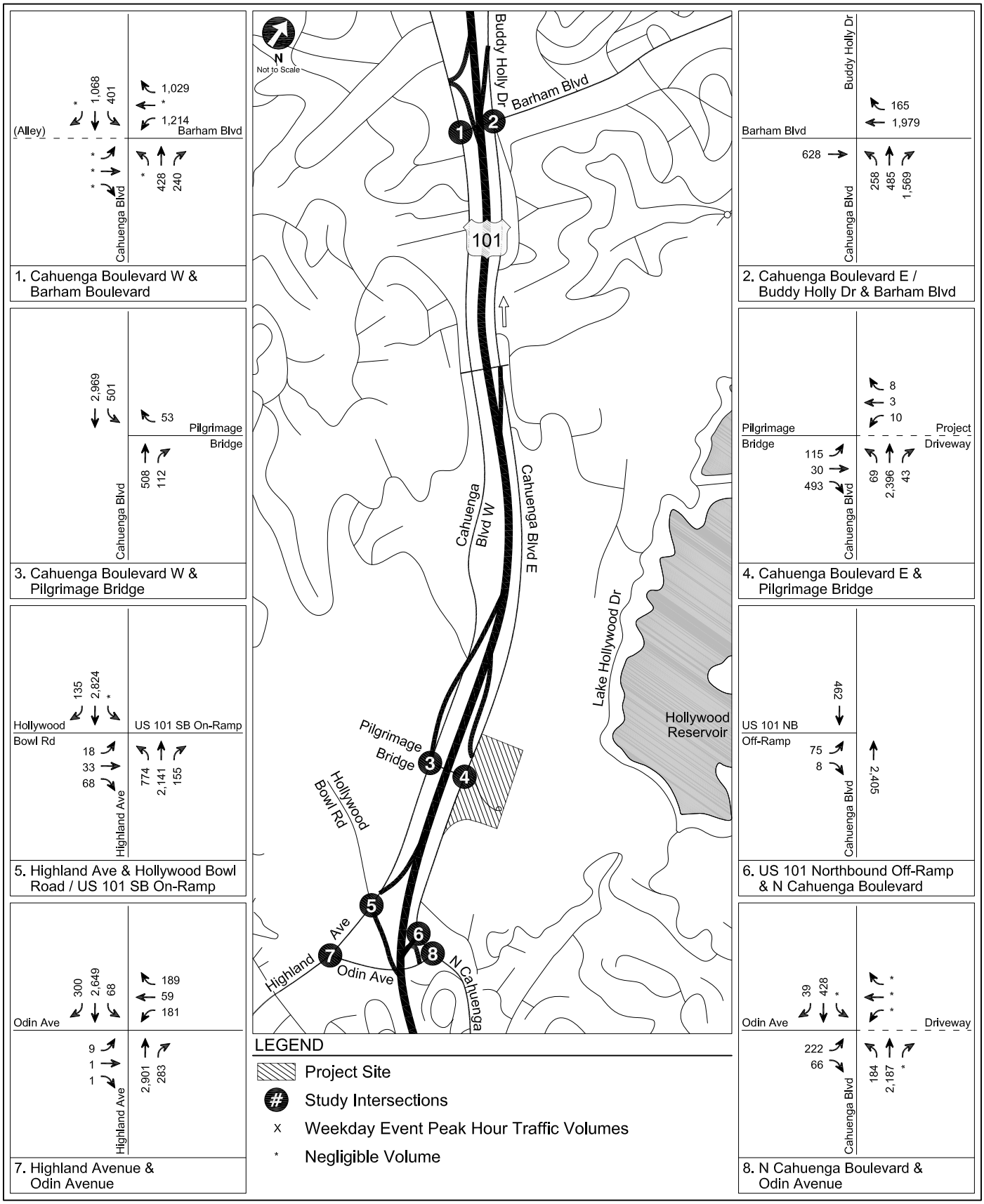
RELATED PROJECT-ONLY
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
7C



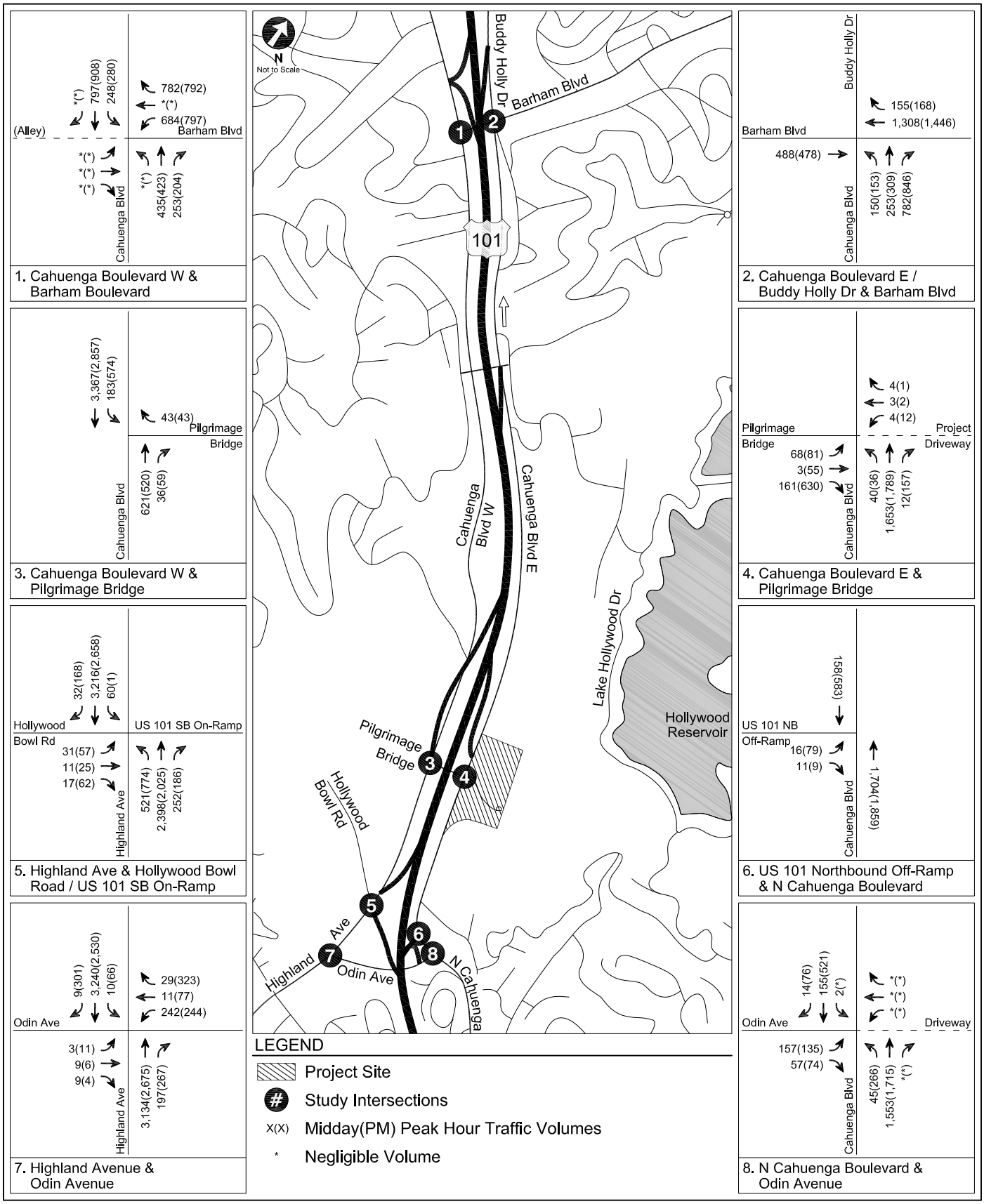
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2020)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 8A



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2020)
WEEKDAY EVENT PEAK HOUR TRAFFIC VOLUMES

FIGURE 8B



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2020)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 8C

TABLE 4
RELATED PROJECTS

No	Project	Address	Description	Size	Trip Generation [a]																
					Weekday										Saturday						
						AM Peak Hour			PM Peak Hour			Event Peak Hour				Mid-Day Peak Hour			Event Peak Hour		
					Daily	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Daily	Inbound	Outbound	Total	Inbound	Outbound	Total
1	BLVD 6200 Mixed-Use	6200 W Hollywood Boulevard	Apartment	952 du	23,976	95	382	477	524	282	806	524	282	806	6,083	248	247	495	248	247	495
			Retail	190,000 sf											9,494	476	440	916	476	440	916
2	Selma & Vine Mixed-Use	1540 N Vine Street	Apartment	306 du	3,049	27	109	136	191	103	294	191	103	294	1,955	80	79	159	80	79	159
			Retail	68,000 sf											3,398	171	157	328	171	157	328
3	Sunset & Gordon Mixed-Use	5935 W Sunset Boulevard	Condominium	311 du	1,248	29	140	169	85	42	127	85	42	127	1,763	79	67	146	79	67	146
			Office	40,000 sf											98	9	8	17	9	8	17
			Restaurant	8,500 sf											1,346	64	56	120	64	56	120
			Retail	5,000 sf											250	12	12	24	12	12	24
4	Yucca Street Condos	6230 W Yucca Street	Condominium	85 du	473	5	27	32	25	13	38	25	13	38	482	22	18	40	22	18	40
			Commercial	13,890 sf											694	35	32	67	35	32	67
5	Temple Isreal of Hollywood	7300 W Hollywood Boulevard	Temple	- -	294	79	0	79	14	15	29	14	15	29	294	79	0	79	0	0	0
6	Office Project	6516 W Selma Avenue	Office	85,000 sf	936	116	16	132	22	105	127	22	105	127	209	0	37	37	0	37	37
7	Restaurant/Club	6608 W Hollywood Boulevard	Quality Restaurant	11,400 sf	1,292	8	7	15	117	78	195	117	78	195	1,076	73	50	123	73	50	123
			Bar/Lounge	9,400 sf																	
			Special Events	6,100 sf																	
			Office	3,000 sf																	
8	Selma Hotel	6417 W Selma Avenue	Hotel	85 rooms	1,777	0	0	0	73	71	144	73	71	144	696	34	27	61	34	27	61
			Restaurant/Club	12,840 sf											2,033	96	85	181	96	85	181
9	Hanover Gower Mixed-Use	6100 W Hollywood Boulevard	Apartment	151 du	1,397	19	74	93	79	42	121	79	42	121	965	40	39	79	40	39	79
			Retail	6,200 sf											310	16	14	30	16	14	30
10	Highland Center Mixed-Use Project	1600 N Highland Avenue	Condominium	496 du	7,834	97	472	569	443	218	661	443	218	661	2,812	126	107	233	126	107	233
			Hotel	300 rooms											2,457	121	95	216	121	95	216
			Office	186,200 sf											458	0	80	80	0	80	80
			Retail	45,400 sf											2,269	114	105	219	114	105	219
11	Lanewood Apartments	7045 W Lanewood Avenue	Apartment	43 du	289	4	18	22	18	9	27	18	9	27	275	11	11	22	11	11	22
12	Pantages Theatre Office	6225 W Hollywood Boulevard	Office	214,000 sf	1,918	243	33	276	43	211	254	43	211	254	526	0	92	92	0	92	92
13	Selma & Vine Office Project	1601 N Vine Street	Office	121,609 sf	1,239	160	22	182	31	153	184	31	153	184	299	0	52	52	0	52	52
			Commercial	2,613 sf											131	7	6	13	7	6	13
14	Argyle Hotel Project	1800 N Argyle Avenue	Hotel	225 rooms	1,360	35	24	59	40	38	78	40	38	78	1,843	91	71	162	91	71	162
15	Restaurant	6757 W Hollywood Boulevard	Restaurant	17,717 sf	1,220	6	5	11	31	21	52	31	21	52	2,806	132	117	249	132	117	249
16	Hotel & Restaurant Project	6381 W Hollywood Boulevard	Hotel	80 rooms	1,020	(5)	(3)	(8)	34	32	66	34	32	66	655	32	26	58	32	26	58
			Restaurant	15,290 sf											2,421	114	101	215	114	101	215
17	Emerson College Project (Student Housing)	1460 N Gordon Street	Student Housing	224 du	0	22	88	110	47	26	73	47	26	73	1,431	58	58	116	58	58	116
			Faculty/Staff Housing	13 du											83	4	3	7	4	3	7
			Retail	6,400 sf											320	16	15	31	16	15	31
18	Selma Community Housing	1603 N Cherokee Avenue	Affordable Apartment	66 du	439	7	27	34	27	14	41	27	14	41	422	17	17	34	17	17	34
19	Hudson Building	6523 W Hollywood Boulevard	Restaurant	10,402 sf	547	(15)	(12)	(27)	22	14	36	22	14	36	1,647	77	69	146	77	69	146
			Office	4,074 sf											10	0	2	2	0	2	2
20	Academy of Motion Picture Arts and Sciences	1313 N Vine Street	Museum	44,000 sf	(79)	11	2	13	(9)	(50)	(59)	(9)	(50)	(59)	(79)	11	2	13	(9)	(50)	(59)
			Storage	35,231 sf																	
21	Mixed-Use	1610 N Highland Avenue	Apartment	248 du	1,805	22	90	112	98	52	150	98	52	150	1,585	65	64	129	65	64	129
			Retail	14,710 sf											735	37	34	71	37	34	71
22	Highland Avenue Indigo Hotel Project	1841 N Highland Avenue	Business Hotel	100 rooms	694	28	20	48	26	24	50	26	24	50	819	40	32	72	40	32	72
23	Millennium Hollywood -	1740 N Vine Street	Apartment	461 du	9,922	115	459	574	601	323	924	601	323	924	2,946	120	120	240	120	120	240
	Capitol Records Mixed-Use Project		Hotel	254 rooms											2,080	102	81	183	102	81	183
			Health Club	80,000 sf											1,670	100	122	222	100	122	222
			Office	264,303 sf											650	0	114	114	0	114	114
			Retail	100,000 sf											246	0	43	43	0	43	43
			Restaurant	25,000 sf											3,959	187	165	352	187	165	352
24	Apartments	1411 Highland Avenue	Apartment	90 du	823	13	53	66	47	25	72	47	25	72	575	24	23	47	24	23	47
25	Apartment Project	1824 N Highland Avenue	Apartment	118 du	667	10	41	51	40	22	62	40	22	62	754	31	30	61	31	30	61
26	Columbia Square Mixed-Use	6121 W Sunset Boulevard	Apartment	200 du	6,327	138	550	688	443	239	682	443	239	682	1,278	52	52	104	52	52	104
			Office	422,500 sf											1,039	0	182	182	0	182	182
			High-Turnover Restaurant	23,500 sf											3,722	175	156	331	175	156	331
			Fast-Food Restaurant	2,000 sf											1,392	53	56	109	53	56	109
			Retail	16,500 sf											825	42	38	80	42	38	80
			Health Club	15,000 sf											313	19	23	42	19	23	42
27	Las Palmas Residential	1718 N Las Palmas Avenue	Condominium	29 du	1,315	20	81	101	79	43	122	79	43	122	164	8	6	14	8	6	14
	(Hollywood Cherokee)		Apartment	196 du											1,252	51	51	102	51	51	102
			Total Related Projects Trips		**71,782**	**1,289**	**2,725**	**4,014**	**3,191**	**2,165**	**5,356**	**3,191**	**2,165**	**5,356**	**77,936**	**3,571**	**3,789**	**7,360**	**3,481**	**3,787**	**7,268**

TABLE 5
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2020)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No	Intersection	Peak Hour	Future Without Project	
			Delay or V/C	LOS
1.	Cahuenga Boulevard West & Barham Boulevard	Weekday AM	1.062	F
		Weekday PM	1.031	F
		Weekday Event	1.064	F
		Saturday Midday Event	0.841	D
		Saturday Evening Event	0.851	D
2.	Cahuenga Boulevard East & Barham Boulevard	Weekday AM	1.123	F
		Weekday PM	0.959	E
		Weekday Event	1.007	F
		Saturday Midday Event	0.544	A
		Saturday Evening Event	0.604	B
4.	Cahuenga Boulevard East & Pilgrimage Bridge	Weekday AM	0.679	B
		Weekday PM	0.720	C
		Weekday Event	0.783	C
		Saturday Midday Event	0.386	A
		Saturday Evening Event	0.733	C
5.	Highland Avenue & Hollywood Bowl Rd/US-101 SB On-Ramp	Weekday AM	1.123	F
		Weekday PM	1.211	F
		Weekday Event	1.081	F
		Saturday Midday Event	0.983	E
		Saturday Evening Event	1.081	F
6.	US-101 Northbound Off-Ramp & North Cahuenga Boulevard	Weekday AM	0.583	A
		Weekday PM	0.996	E
		Weekday Event	0.857	D
		Saturday Midday Event	0.586	A
		Saturday Evening Event	0.679	B
7.	Highland Avenue & Odin Avenue	Weekday AM	0.768	C
		Weekday PM	0.804	D
		Weekday Event	0.711	C
		Saturday Midday Event	0.789	C
		Saturday Evening Event	0.739	C
8.	North Cahuenga Boulevard & Odin Avenue	Weekday AM	0.487	A
		Weekday PM	0.845	D
		Weekday Event	0.725	C
		Saturday Midday Event	0.491	A
		Saturday Evening Event	0.545	A

Chapter 5
Project Trip Generation and Distribution

Trip generation estimates, trip distribution patterns and trip assignments were prepared for the proposed Project. These components form the basis of the Project's traffic impact analysis.

PROJECT TRAFFIC VOLUMES

The first step of the forecasting process is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis by applying the appropriate vehicle trip generation equations or rates to the amount of Project development.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound Project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the Study Area. Localized routes of travel through the Study Area are developed based on existing traffic patterns and relative travel times on various corridors.

The third step of the forecasting process is traffic assignment. This involves applying the traffic generated by the Project (the trip generation) to the intersections and street segments in the Study Area according to the projected trip distribution patterns. These traffic volumes can then be added to existing or future background conditions to represent traffic volumes once the Project is complete.

With the forecasting process complete and Project traffic assignments developed, the impact of the proposed Project is isolated by comparing operational (i.e., LOS) conditions at the selected key intersections using existing and expected future traffic volumes without and with forecast Project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the Project's impacts identified.

Project Trip Generation

The typical resource utilized in determining the number of trips generated by a project is *Trip Generation, 9th Edition*, which provides trip generation rates for a wide variety of land uses based on surveys across the nation. However, the use and operational characteristics of the Project are not similar to the available land use categories provided in *Trip Generation, 9th Edition.* Therefore, trips generated by the Project were conservatively estimated based on the anticipated unique operational characteristics of The Ford Theatres (i.e., attendance levels, anticipated visitor arrival and departure patterns during weekdays and weekends, events, educational, and other programming, employees, etc.) The number of trips expected to be generated by the typical land use components of the Project (e.g., restaurant use) was estimated using rates published in *Trip Generation, 9th Edition.* Trip generation for the office uses is based on the number of existing and proposed employees and conservatively assumes an average vehicle ridership (AVR) of 1.0 per employee vehicle. Trip generation for the Theatre spaces was calculated based on site-specific empirical data, which is summarized in Appendix D. The trip generation associated with the Theatres also reflects the Project condition that start times of simultaneous events in the Amphitheatre and 299-seat theatre on weekday evenings (e.g., after 6:00 PM) will be staggered by a minimum of 45 minutes in order to separate the arrival patterns of each theatre's patrons. Table 6 summarizes the trip generation rates for the proposed Project components.

Trip Generation Assumptions

The trip generation forecasts associated with the Project is based on information provided by The Ford Theatres, and County staff (i.e., the Project's land use components, attendance figures, anticipated visitor arrival and departure patterns, events, and other programming, etc.) The trip generation associated with the Project is based on the following assumptions and calculations found in Appendix D, as well as the following considerations:

- It is recognized that subsequent to the commencement of this traffic study, the old seats in the Amphitheatre were replaced, which resulted in a loss of four seats. Thus, the existing Amphitheatre provides 1,196 seats. However, for purposes of this traffic analysis, approximately 1,200 seats were assumed, which results in a conservative analysis.

- The number of seats in the Amphitheatre will be maintained as part of the Project. The maximum capacity is 1,598 attendees, which represents sold out seats in all three Theatres (1,200 seat Amphitheatre, 299-seat theatre and Flex Space with up to 99 seats).

- The start times of simultaneous events to be held in the Amphitheatre and 299-seat theatre on weekday evenings (e.g., after 6:00 PM) will be staggered by a minimum of 45 minutes in order to separate the arrival patterns of each theatre's patrons.

- Theatre trip generation rates and in/out distribution based on traffic counts and attendance levels at The Ford Theatres on Friday, September 6, 2013 and Saturday, September 7, 2013.

- Peak hours used for analysis are as follows:

    - AM Peak Hour – busiest one hour between 7:00 AM and 10:00 AM (the commuter peak period)

    - PM Peak Hour – busiest one hour between 4:00 PM and 6:00 PM (the commuter peak period)

    - Weekday Event Peak Hour – one hour preceding the event (7:00 PM to 8:00 PM for an 8:00 PM event)

    - Saturday Midday Event Peak Hour – one hour preceding the event (11:00 AM to 12:00 PM for a 12:00 PM event)

    - Saturday Evening Event Peak Hour – one hour preceding the event (7:00 PM to 8:00 PM for an 8:00 PM event)

- A Theatre event will generally start around 8:00 PM for evening shows and 12:00 PM for midday shows, with attendees generally arriving within the one hour prior to the event (i.e., 7:00 PM or 11:00 AM).

- Shuttle service connecting The Ford Theatres with the Universal City/Studio City Metro Red Line Station will be continued and enhanced with the Transit Center as part of the Project. Although the Project will continue to provide shuttle service, no additional reductions to account for attendees arriving via transit were assumed.

- Event staff (e.g., security, event, public relations, etc.) are anticipated to arrive several hours prior to the event. For the purposes of this analysis, event staff were assumed to arrive one hour prior to the event start time and are included in the peak hour trip rate calculated in Appendix D.

- To provide a conservative analysis, employees are anticipated to travel to the site via a single occupant vehicle (AVR of 1.0 person/per car). Accordingly, no additional reductions for employee carpooling, transit, or travel by non-automobile means (e.g., bicycle, walk, etc.) were considered in the trip generation forecast.

- Based on information provided by the County, 85 employees will be on site, including 50 Ford Theatre employees (on site 8:00 AM to 5:00 PM) and 35 County Parks & Recreation

employees who arrive and depart outside of the weekday commuter peak periods (arrive by 6:00 AM, depart before 4:00 PM).

- Up to 140 employees may be relocated to the Project Site in place of the existing 140 Los Angeles Philharmonic employees that will be removed as part of the Project. Although the number of employees from other County Departments (e.g., Arts Commission) that are envisioned be relocated to the site is anticipated to be less, the traffic study assumes 140 employees will remain on site so as to provide a conservative analysis.

- Based on information provided in the CARS Report, it is envisioned that the hiking trail will accommodate approximately 100 hikers per day, with approximately 5% weekday commuter peak hours usage and 10% Saturday midday peak hour usage.

- The restaurant uses will primarily support The Ford Theatres during events, but will be open to the public at other times. Thus, a 50% internal capture reduction was applied to account for the patrons also attending an event at The Ford Theatres, as well as a 15% transit reduction to account for visitors and employees that may use transit, based on the improved Transit Center and continued presence of a shuttle to/from the Universal City/Studio City Metro Red Line Station.

TRIP GENERATION SUMMARY

As described, the Project proposes to add 311 Theatre seats, a 5,400 sf restaurant, and approximately 30 new regular shift employees in 13,660 sf of additional office space to the existing development. Table 7 provides a summary of the trip generation estimates for the Project.

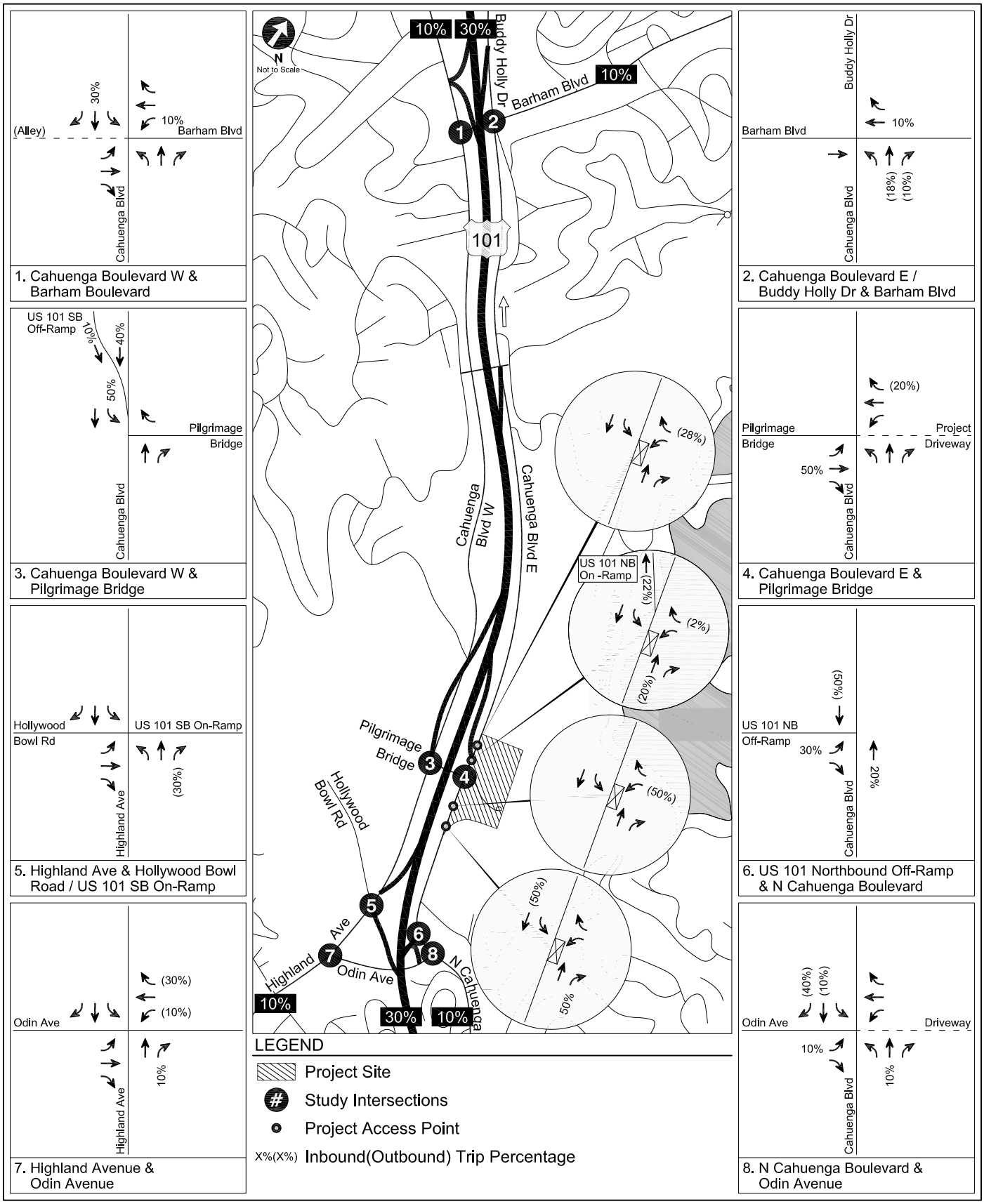
As shown in Table 7, the Project is anticipated to generate 35 net new trips during the weekday AM peak hour, 60 net new trips during the weekday PM peak hour, 18 net new trips during the weekday event peak hour, 92 net new trips during the Saturday midday event peak hour, and 92 net new trips during the Saturday evening event peak hour.

Project Trip Distribution

Project traffic volumes both entering and exiting the Project site have been distributed and assigned to the local street system based on the location of nearby residential, entertainment and employment centers and characteristics of the street system. The Project has access to/from Cahuenga Boulevard East via four existing driveways and one proposed driveway.

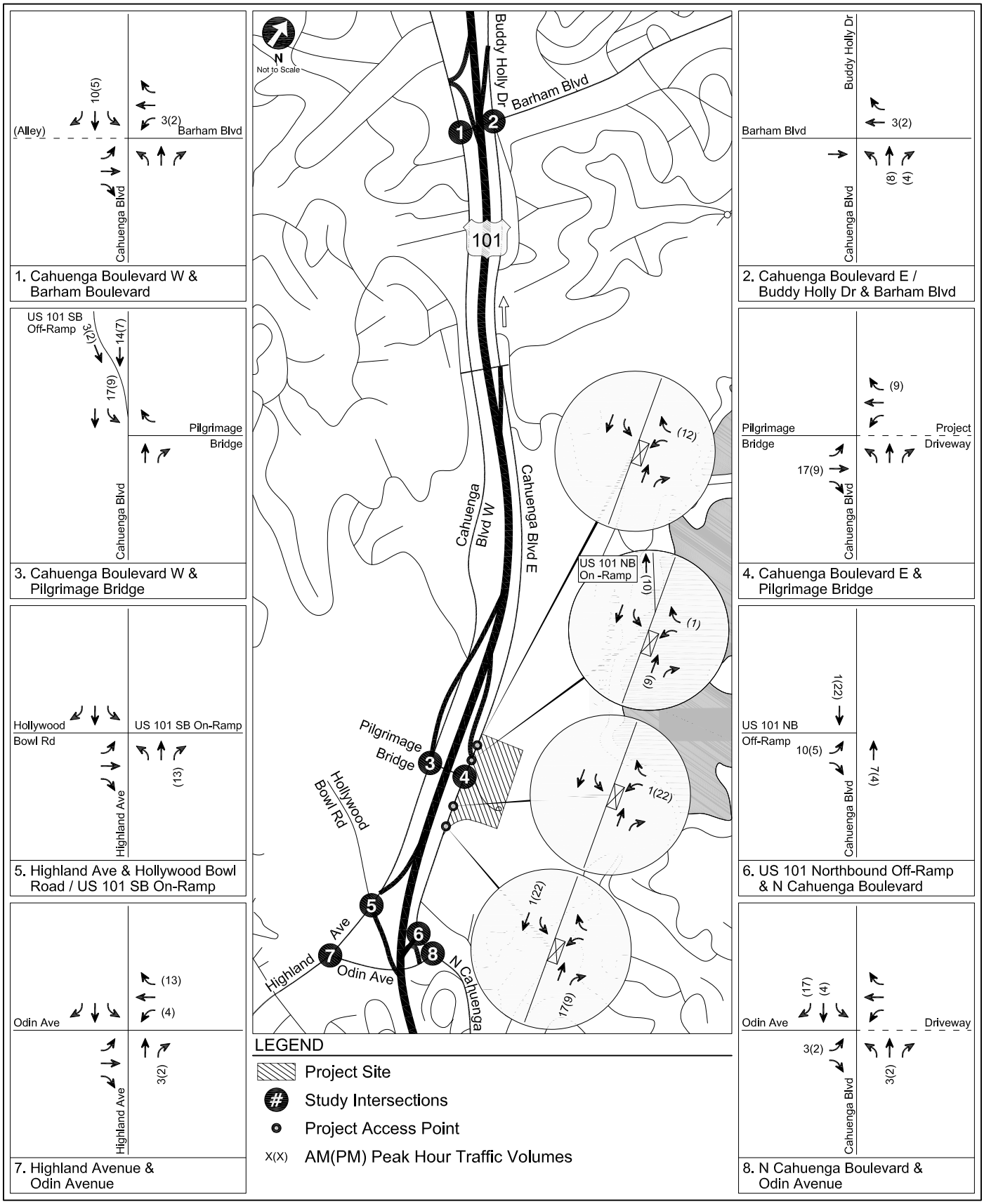
Project Trip Assignment

Project traffic was assigned to the surrounding street system based on splits found in the traffic counts resulting in the following external distribution patterns: approximately 50% of the traffic was assigned to/from the north and 50% was assigned to/from the south. Approximately 60% of the traffic will utilize US-101 to/from the Project Site. The distribution of Project traffic through the study intersections is illustrated in Figure 9 for both weekdays and Saturdays. The trip distribution pattern was applied to the trip generation to develop the Project-only traffic assignments, as illustrated in Figures 10A, 10B, and 10C for weekdays, weekday events, and Saturdays, respectively.



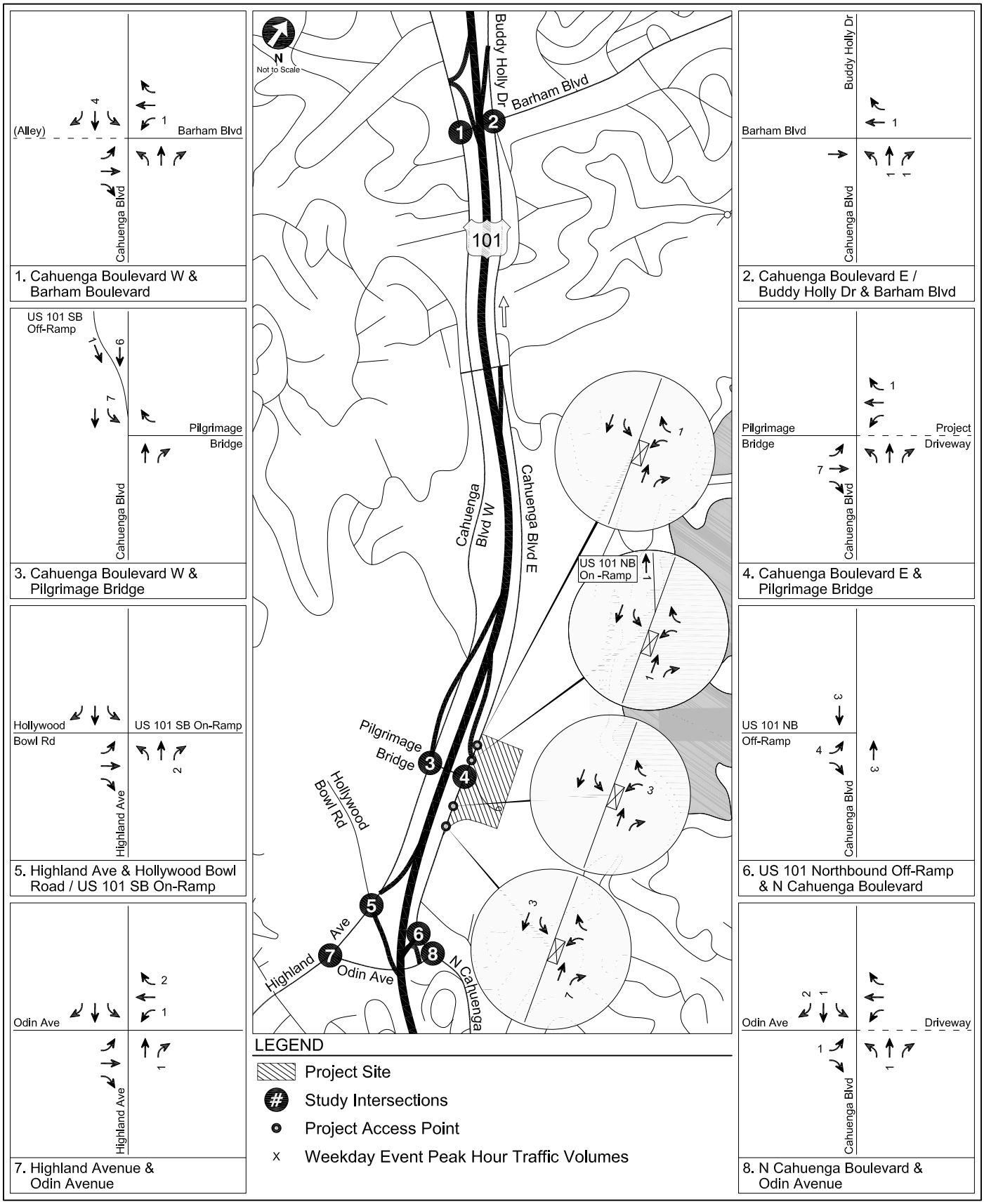
PROJECT TRIP DISTRIBUTION

FIGURE 9



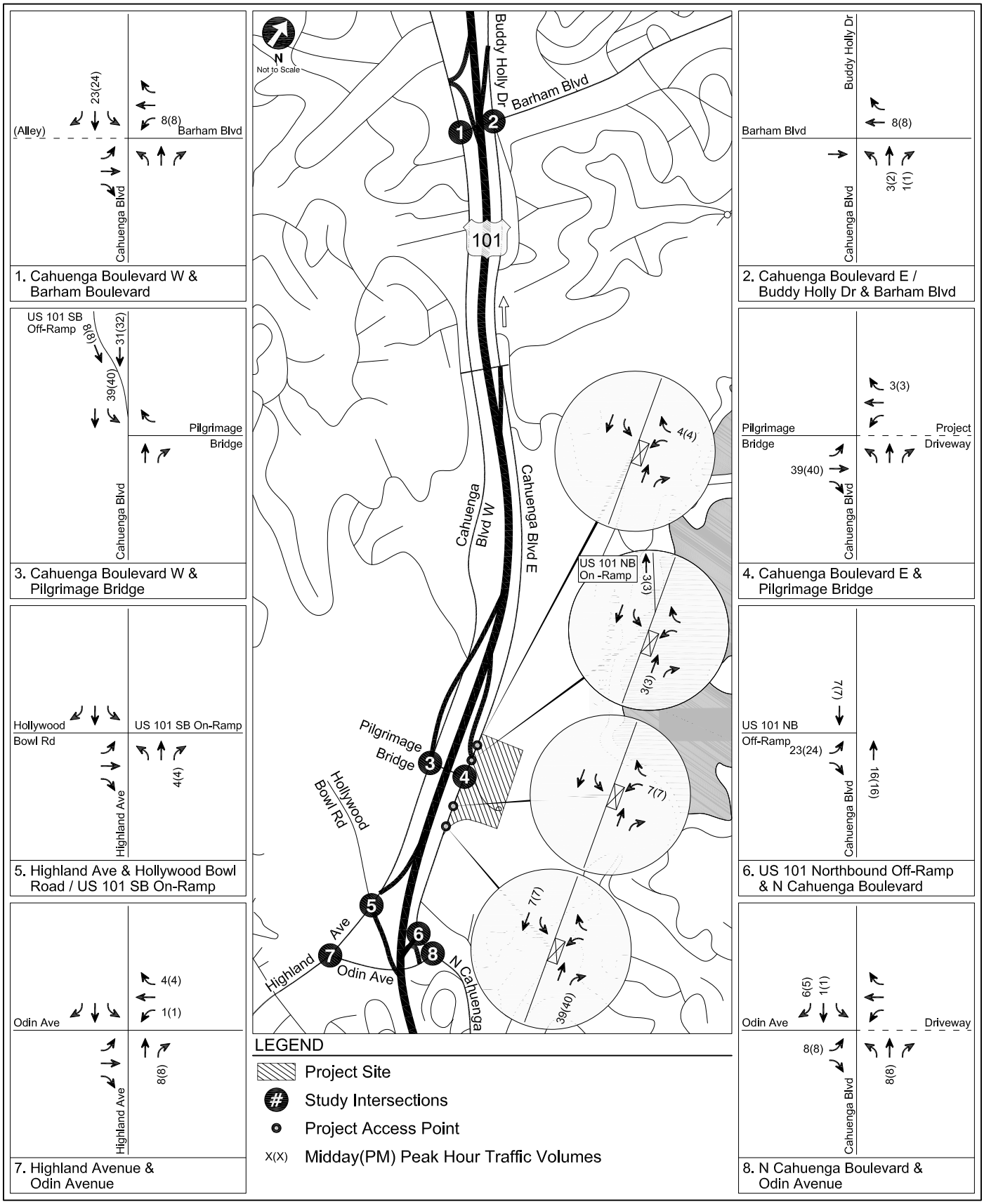
PROJECT-ONLY
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
10A



PROJECT-ONLY
WEEKDAY EVENT PEAK HOUR TRAFFIC VOLUMES

FIGURE 10B



PROJECT-ONLY
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
10C

TABLE 6
TRIP GENERATION RATES SUMMARY

Land Use	Period	Rates	In	Out
Ford Theatres[1]	PM[2]	0.04 /per seat	61%	39%
	Weekday Event Peak[3]	0.33 /per seat	85%	15%
	Saturday Event Peak[4]	0.23 /per seat	93%	7%
Quality Restaurant (ITE Land Use Code 931)	PM	7.49 /per 1,000 sf	67%	33%
	Weekday Event Peak	7.49 /per 1,000 sf	67%	33%
	Saturday Midday[5]	5.41 /per 1,000 sf	59%	41%
	Saturday Evening Peak	10.82 /per 1,000 sf	59%	41%
Ford Theatre Employees[6]	AM[7]	1.00 /per employee[8]	100%	0%
	PM	1.00 /per employee[8]	0%	100%
Hiking Trail[9]	AM	0.05 /per daily hiker	75%	25%
	PM	0.05 /per daily hiker	25%	75%
	Saturday Midday	0.10 /per daiily hiker	50%	50%

Notes:

sf = square feet

Rates per *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012) except where noted

[1]Trip generation rates and in/out distribution based on traffic counts and attendance levels on Friday, September 6, 2013 and Saturday, September 7, 2013. The Amphitheatre currently provides 1,196 seats. Previously the Amphitheatre provided approximately 1,200 seats, however, replacement of the old seats in the Amphitheatre by the Ford Theatres resulted in a loss of 4 seats. For purposes of providing a conservative analysis, the Amphitheater was assumed to have a total of approximately 1,200 seats.

[2]PM peak hour generally represents the busiest one hour between 4:00 PM and 6:00 PM (i.e. the commuter peak period)

[3]Weekday Event peak hour generally represents the one hour preceding the start of the event (e.g. 7:00-8:00 PM for an 8:00 PM event)

[4]Saturday Event peak hour generally represents the one hour preceding the start of the event.

[5]Saturday midday trip generation rates estimated based on 1/2 Saturday evening trip generation rates

[6]Based on information provided by Ford Theatre as part of the Project a total of 85 employees will be on-site, including 50 Ford Theatre employees (8:00 AM to 5:00 PM) and 35 Parks & Recreation employees that arrive and depart outside of the commuter peak periods (arrive by 6:00 AM, depart before 4:00 PM). It should be noted that the employee numbers are overly conservative as they do not account for the existing 140 LA Phil employees that will be replaced with other County employees relocated to the site with the Project.

[7]AM peak hour generally represents the busiest one hour between 7:00 AM and 10:00 AM (i.e., the commuter peak period)

[8]Assumes a conservative employee AVR of 1.00 employees per vehicle, which does not account for reductions for carpooling, transit or travel by non-automobile means (e.g., bicycle, walk, etc.).

[9]Based on *The Ford, Transformed: Realizing the Potential of Ford Theatres County Regional Park* (Community Arts Resources, Inc., October 2012) that projects 100 hikers per day and an estimated 5% weekday peak and 10% Saturday midday peak hour usage

TABLE 7
TRIP GENERATION SUMMARY

John Anson Ford Theatre Project																	
		Weekday AM Peak Hour			Weekday PM Peak Hour[1]			Weekday Evening Event Peak Hour[2]			Saturday Midday Peak Hour			Saturday Evening Peak Hour		
Land Use	Size	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Ford Theatres	1,598 seats	0	0	0	35	22	57	364	64	428	343	26	368	343	26	368
Quality Restaurant	5,400 sf	0	0	0	27	13	40	27	13	40	17	12	29	34	24	58
Less Internal Capture[3]	50%	0	0	0	(14)	(7)	(20)	(14)	(7)	(20)	(9)	(6)	(15)	(17)	(12)	(29)
Less Transit Use[4]	15%	0	0	0	(4)	(2)	(6)	(4)	(2)	(6)	(3)	(2)	(4)	(5)	(4)	(9)
Total		0	0	0	9	5	14	9	5	14	6	4	10	12	8	20
Office[5]	50 employees	50	0	50	0	50	50	0	0	0	0	0	0	0	0	0
Hiking Trail	100 daily hikers	4	1	5	1	4	5	0	0	0	5	5	10	0	0	0
Subtotal Project Trips		**54**	**1**	**55**	**45**	**81**	**126**	**373**	**69**	**442**	**354**	**35**	**389**	**355**	**34**	**389**
Existing Uses																
		Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Evening Event Peak Hour			Saturday Midday Peak Hour			Saturday Evening Event Peak Hour		
Land Use	Size	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Ford Theatres	1,287 seats	0	0	0	28	18	46	360	64	424	276	21	297	276	21	297
Office[5]	20 employees	20	0	20	0	20	20	0	0	0	0	0	0	0	0	0
Subtotal Existing Trips		**20**	**0**	**20**	**28**	**38**	**66**	**360**	**64**	**424**	**276**	**21**	**297**	**276**	**21**	**297**
Net New Trips (Project Trips - Existing Trips)		**34**	**1**	**35**	**17**	**43**	**60**	**13**	**5**	**18**	**78**	**14**	**92**	**79**	**13**	**92**

Notes:

[1]Ford Theatre traffic volumes during the Weekday PM Peak Hour includes staff (e.g., employees, setup crews, production managers, etc.) trips associated with operations of the theatres (Amphitheatre, 299-seat theatre, & multi-purpose flex space)

[2]Weekday Evening Event Peak Hour reflects the Project Design Feature staggering of event start times between Amphitheatre and 299-seat theatre by a minimum of 45 minutes. Thus, a total of 1,299 seats is included for the weekday evening event peak hour analysis representing full occupancy of Amphitheatre and multi-purpose flex space (1,200 + 99 seats)

[3]The restaurant uses will primarily support the Ford Theatres, but will be open to the public. Thus, an internal capture credit was applied to account for patrons also attending an event at the Ford Theatres.

[4]Transit reduction to account for patrons and emplyees that may use transit, based on the improved Transit Plaza and continued presence of a shuttle to/from the Universal City/Studio City Metro Red Line Station.

[5]Based on information provided by Ford Theatre as part of the Project a total of 85 employees will be on-site, including 50 Ford Theatre employees (8:00 AM to 5:00 PM) and 35 Parks & Recreation employees that arrive and depart outside of the commuter peak periods (arrive by 6:00 AM, depart before 4:00 PM). It should be noted that the employee numbers are overly conservative as they do not account for the existing 140 LA Phil employees that will be replaced by other County employees relocated onsite with the Project.

Chapter 6
Existing Plus Project Conditions

This chapter describes the results of the analysis measuring the impact of Project traffic on the existing environment.

TRAFFIC VOLUMES

Existing Plus Project Traffic Volumes

The combined Existing plus Project traffic volumes illustrated in Figures 11A, 11B, and 11C for weekdays, weekday events, and Saturdays, respectively, were compared against the Existing conditions analysis to identify any potential traffic impacts as a result of the Project. These volumes are the result of the Project being constructed, to full buildout, without any ambient or related project traffic growth.

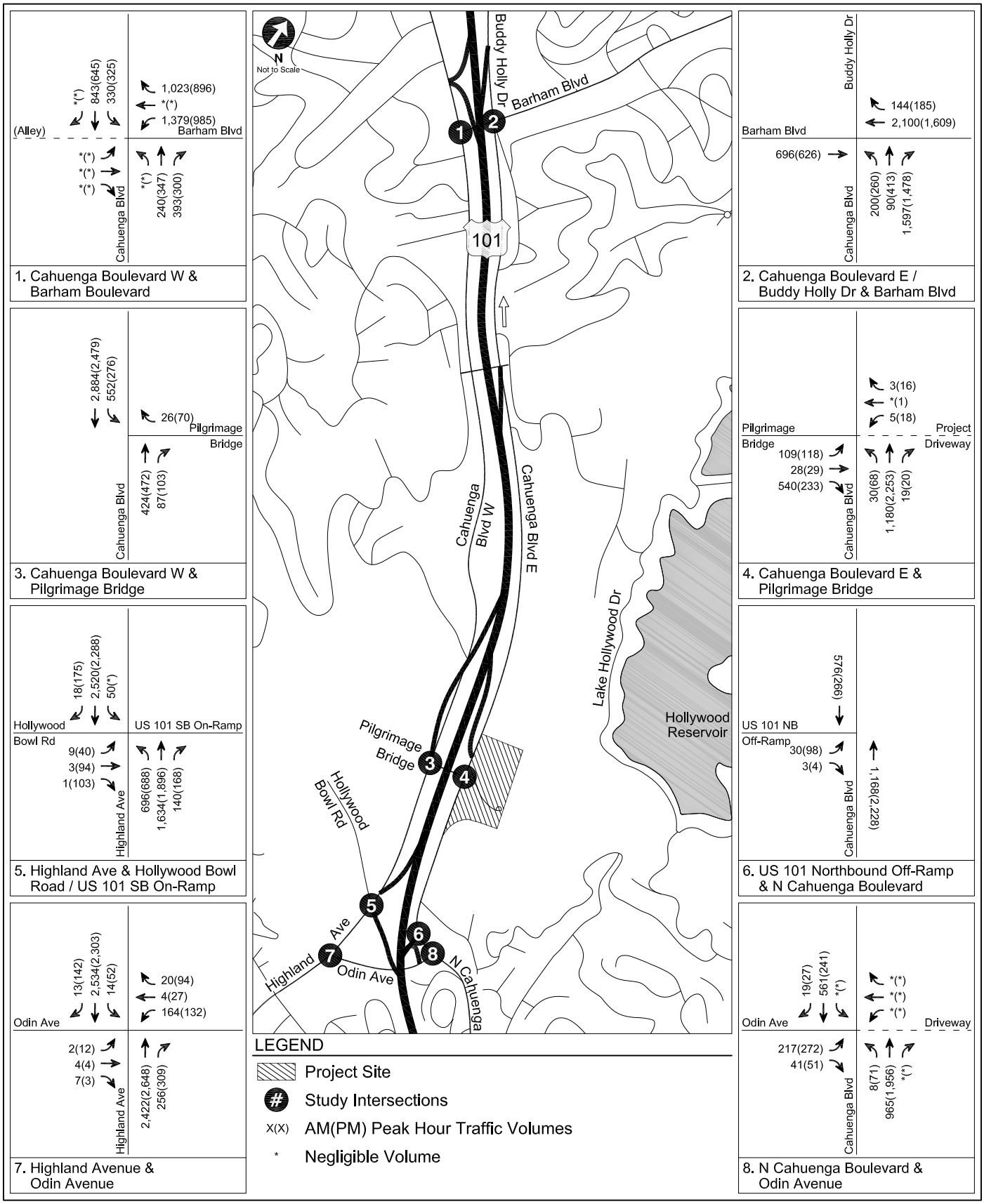
INTERSECTION OPERATIONS

Existing Plus Project Intersection Levels of Service

Table 8 shows the results of the Existing plus Project analysis at the study intersections. As shown in Table 8, the following intersections operate at LOS E or LOS F during at least one of the analyzed peak hours:

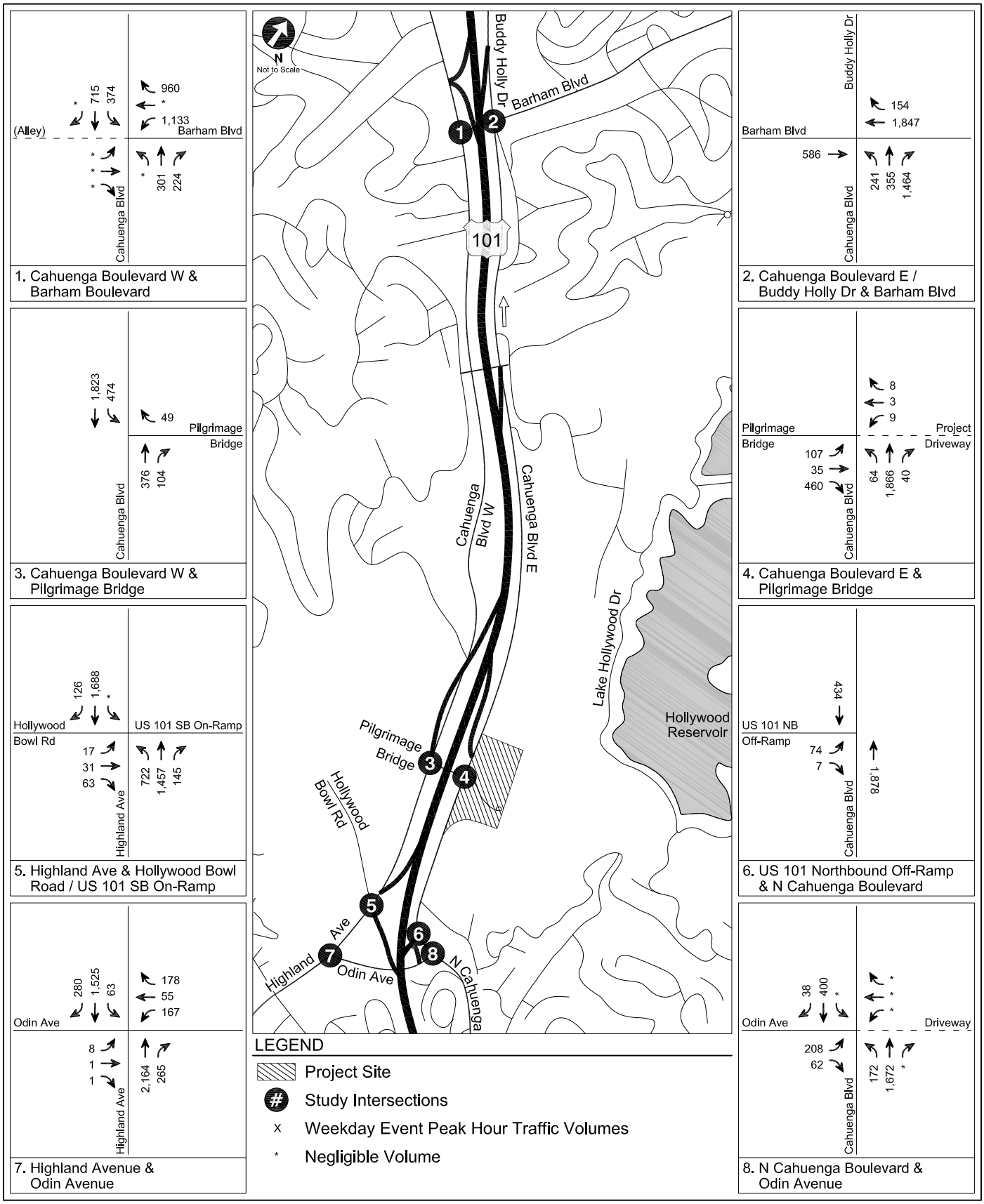
- Int. 1: Cahuenga Boulevard West & Barham Boulevard (LOS E – Weekday AM/Weekday Event)
- Int. 2: Cahuenga Boulevard East & Barham Boulevard (LOS F – Weekday AM, LOS E – Weekday Event)
- Int. 5: Highland Avenue & Hollywood Bowl Road/US-101 Southbound On-Ramp (LOS E – Weekday AM/Weekday PM/Weekday Event)

The LOS calculation worksheets are provided in Appendix C.



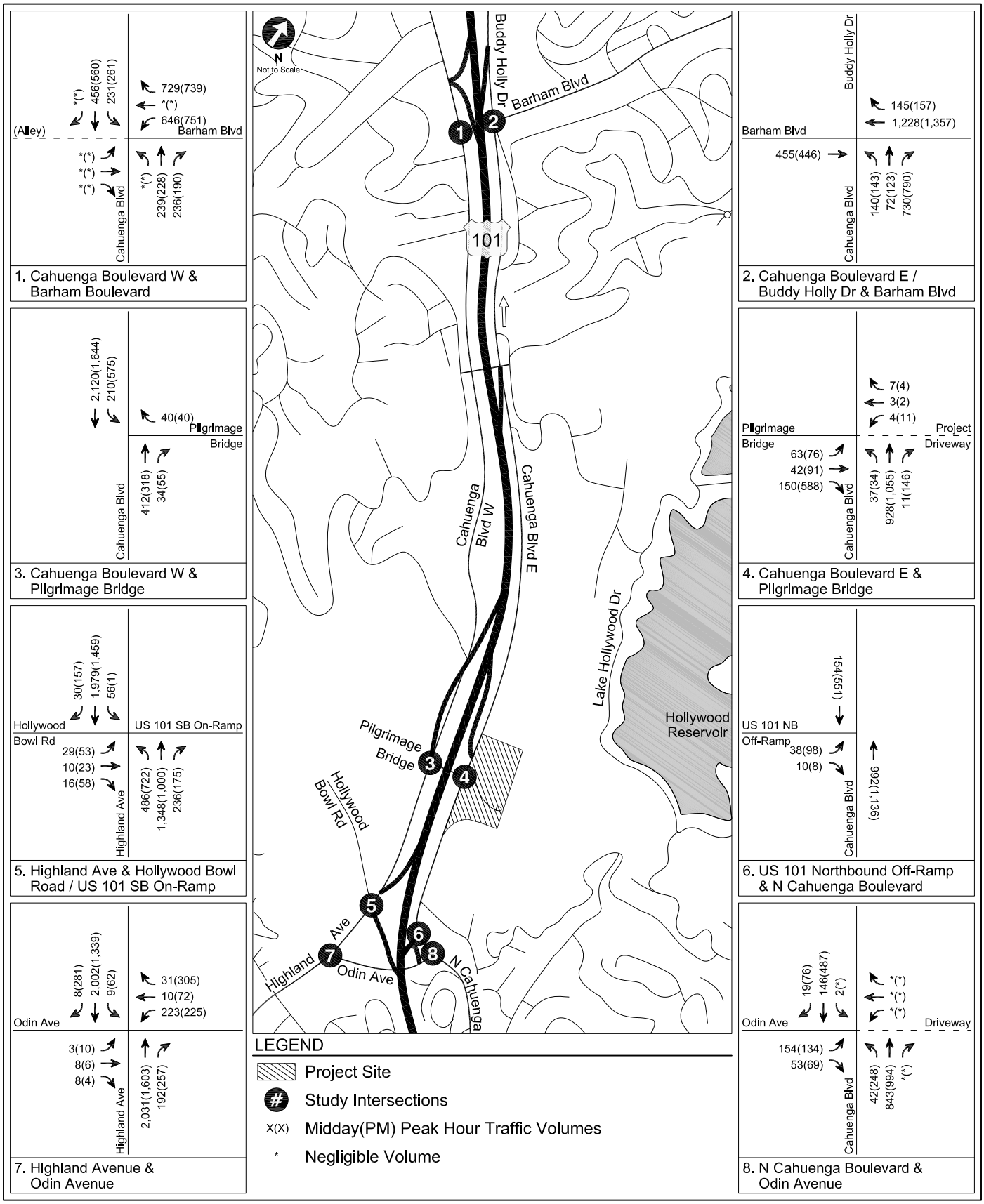
EXISTING PLUS PROJECT CONDITIONS
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 11A



EXISTING PLUS PROJECT CONDITIONS
WEEKDAY EVENT PEAK HOUR TRAFFIC VOLUMES

FIGURE 11B



EXISTING PLUS PROJECT CONDITIONS
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 11C

TABLE 8
EXISTING PLUS PROJECT CONDITIONS
SIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No	Intersection	Peak Hour	Existing		Existing Plus Project			
			V/C	LOS	V/C	LOS	Δ in V/C	Significant Impact?
1.	Cahuenga Boulevard West & Barham Boulevard	Weekday AM	0.902	E	0.902	E	0.000	NO
		Weekday PM	0.887	D	0.887	D	0.000	NO
		Weekday Event	0.916	E	0.916	E	0.000	NO
		Saturday Midday Event	0.661	B	0.661	B	0.000	NO
		Saturday Evening Event	0.671	B	0.671	B	0.000	NO
2.	Cahuenga Boulevard East & Barham Boulevard	Weekday AM	1.040	F	1.041	F	0.001	NO
		Weekday PM	0.888	D	0.890	D	0.002	NO
		Weekday Event	0.933	E	0.933	E	0.000	NO
		Saturday Midday Event	0.501	A	0.504	A	0.003	NO
		Saturday Evening Event	0.557	A	0.560	A	0.003	NO
4.	Cahuenga Boulevard East & Pilgrimage Bridge	Weekday AM	0.532	A	0.532	A	0.000	NO
		Weekday PM	0.583	A	0.583	A	0.000	NO
		Weekday Event	0.641	B	0.641	B	0.000	NO
		Saturday Midday Event	0.217	A	0.217	A	0.000	NO
		Saturday Evening Event	0.541	A	0.541	A	0.000	NO
5.	Highland Avenue & Hollywood Bowl Rd/US-101 SB On-Ramp	Weekday AM	0.931	E	0.931	E	0.000	NO
		Weekday PM	0.975	E	0.977	E	0.002	NO
		Weekday Event	0.912	E	0.913	E	0.001	NO
		Saturday Midday Event	0.706	C	0.707	C	0.001	NO
		Saturday Evening Event	0.853	D	0.854	D	0.001	NO
6.	US-101 Northbound Off-Ramp & North Cahuenga Boulevard	Weekday AM	0.403	A	0.411	A	0.009	NO
		Weekday PM	0.806	D	0.811	D	0.005	NO
		Weekday Event	0.677	B	0.680	B	0.003	NO
		Saturday Midday Event	0.342	A	0.363	A	0.021	NO
		Saturday Evening Event	0.428	A	0.449	A	0.021	NO
7.	Highland Avenue & Odin Avenue	Weekday AM	0.580	A	0.580	A	0.000	NO
		Weekday PM	0.611	B	0.614	B	0.003	NO
		Weekday Event	0.534	A	0.535	A	0.001	NO
		Saturday Midday Event	0.511	A	0.511	A	0.001	NO
		Saturday Evening Event	0.484	A	0.487	A	0.003	NO
8.	North Cahuenga Boulevard & Odin Avenue	Weekday AM	0.377	A	0.378	A	0.001	NO
		Weekday PM	0.659	B	0.660	B	0.001	NO
		Weekday Event	0.547	A	0.547	A	0.000	NO
		Saturday Midday Event	0.247	A	0.252	A	0.005	NO
		Saturday Evening Event	0.502	A	0.509	A	0.007	NO

Chapter 7
Future with Project Conditions

This chapter describes the results of the analysis measuring the impact of Project traffic on the future environment. The planning horizon for this analysis is the year 2020, corresponding with the anticipated buildout year of the Project, and all future background traffic growth (i.e., ambient growth and related project traffic) is assumed in this analysis.

TRAFFIC VOLUMES

Future Plus Project Traffic Volumes

The Project-only traffic volumes described in Chapter 5 and shown in Figures 10A, 10B, and 10C were added to the Future without Project traffic volumes shown in Figures 8A, 8B, and 8C. The resulting Future with Project peak hour traffic volumes are illustrated in Figures 12A, 12B, and 12C for weekdays, weekday events, and Saturdays, respectively. These volumes are the sum of the existing traffic volumes, ambient growth, related project traffic, and Project-only traffic. They represent Future with Project conditions, i.e., future conditions after the development of the Project in the year 2020.

INTERSECTION OPERATIONS

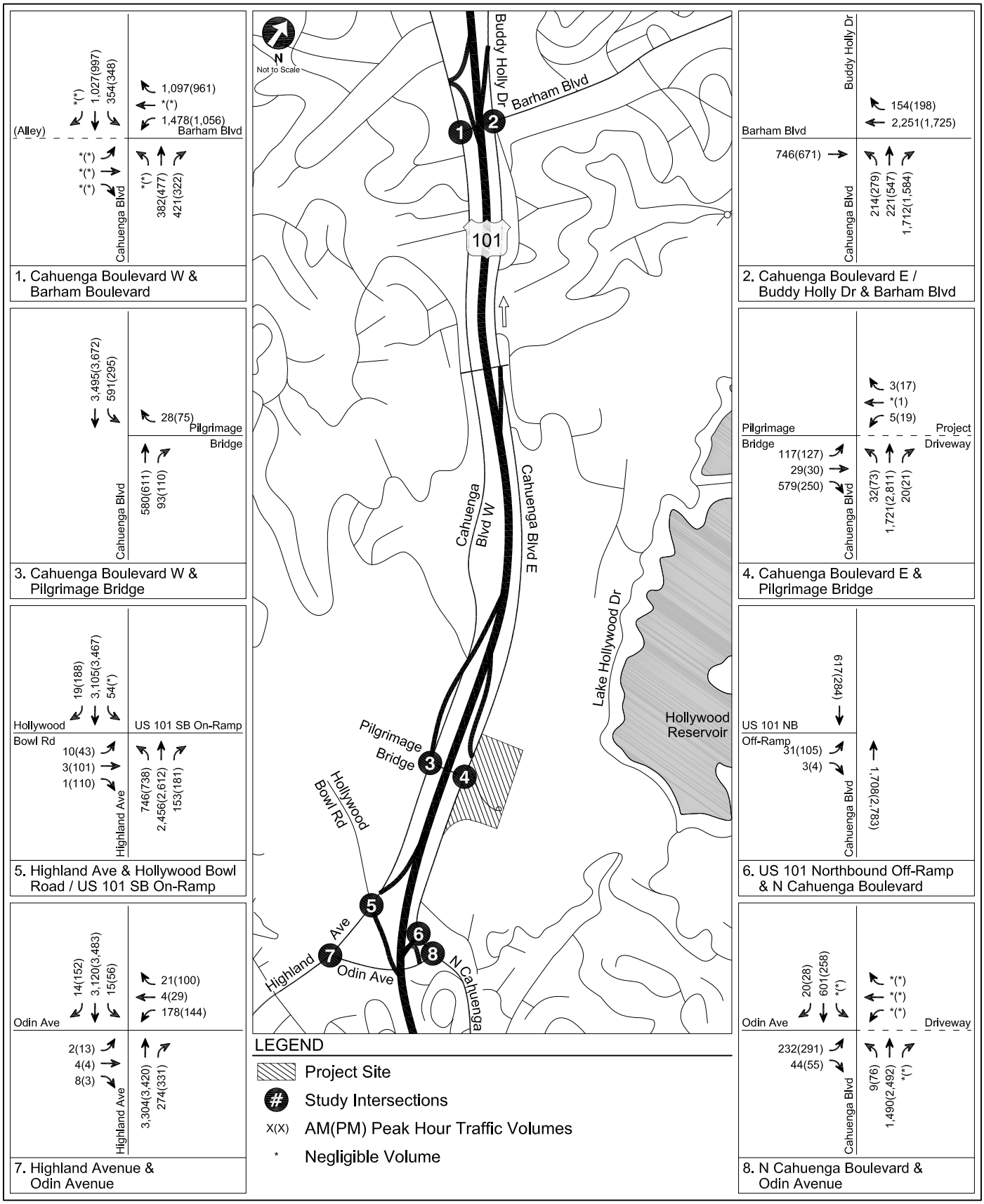
Future Plus Project (2020) Intersection LOS

The addition of Project traffic to the Future without Project traffic volumes result in the Future plus Project traffic volumes illustrated in Figures 12A, 12B, and 12C. These volumes were analyzed at each intersection and the results are summarized in Table 9.

As shown in Table 9, the following intersections operate at LOS E or LOS F during one of the peak hours analyzed:

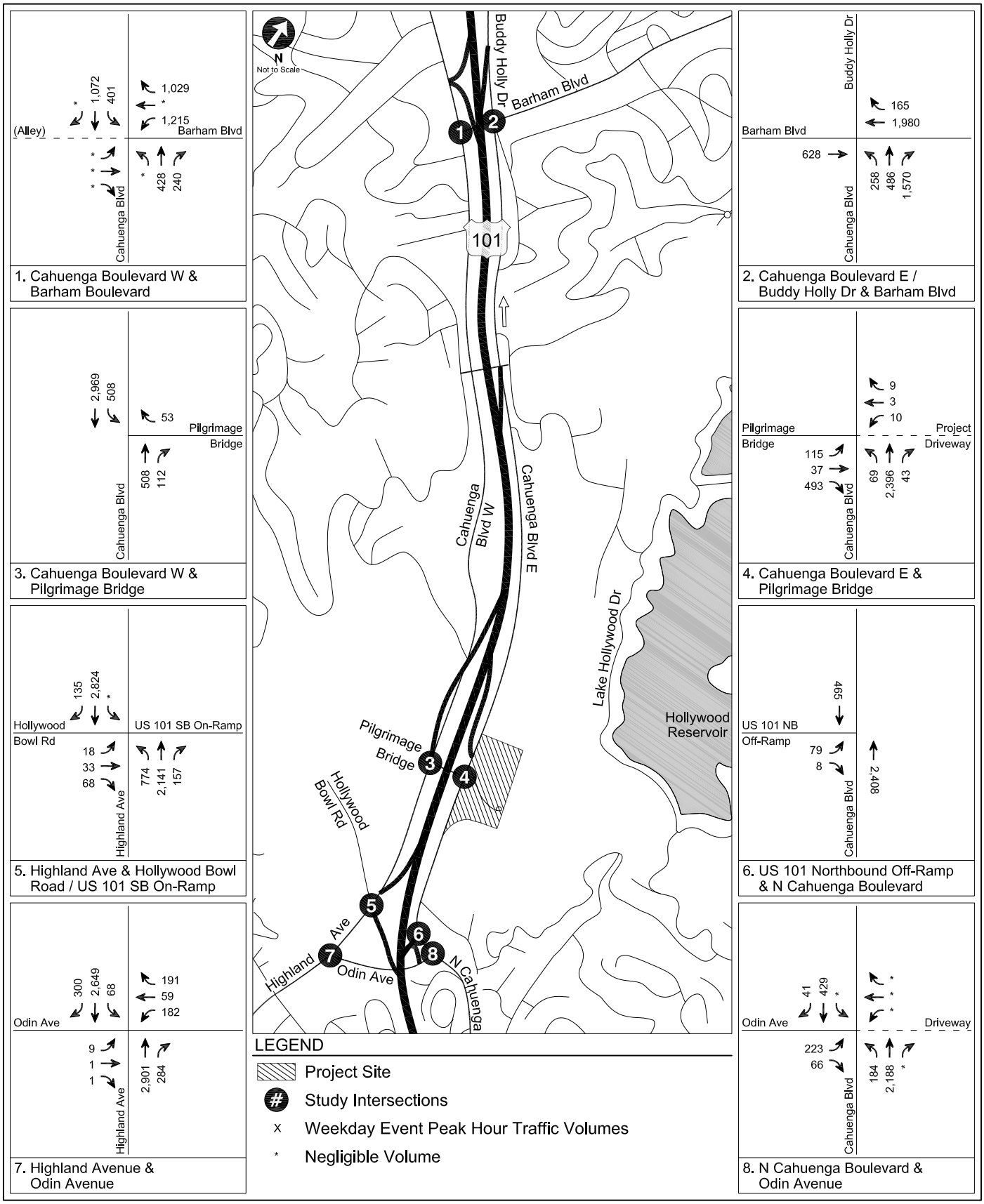
- Int 1: Cahuenga Boulevard West & Barham Boulevard (LOS F – Weekday AM/Weekday PM/Weekday Event)
- Int. 2: Cahuenga Boulevard East & Barham Boulevard (LOS F – Weekday AM/Weekday Event, LOS E – Weekday PM)
- Int. 5: Highland Avenue & Hollywood Bowl Road/US-101 Southbound On-Ramp (LOS F – Weekday AM/Weekday PM/Weekday Event/Saturday Evening Event, LOS E – Saturday Midday Event)
- Int. 6: US-101 Northbound Off-Ramp & North Cahuenga Boulevard (LOS F – Weekday PM)

The LOS calculation worksheets are provided in Appendix C.



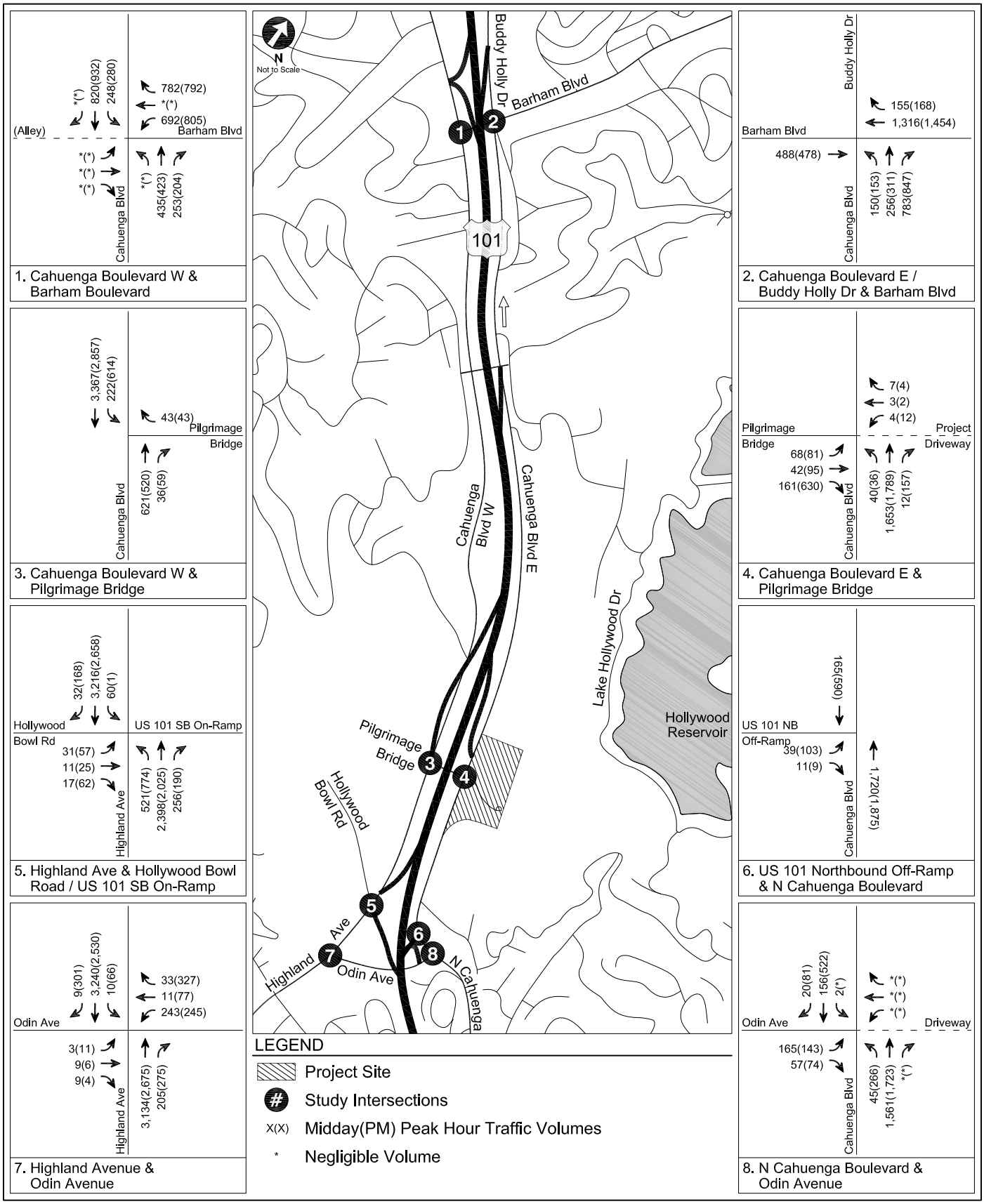
FUTURE WITH PROJECT CONDITIONS (YEAR 2020)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 12A



FUTURE WITH PROJECT CONDITIONS (YEAR 2020)
WEEKDAY EVENT PEAK HOUR TRAFFIC VOLUMES

FIGURE 12B



FUTURE WITH PROJECT CONDITIONS (YEAR 2020)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 12C

TABLE 9
FUTURE WITH PROJECT CONDITIONS (YEAR 2020)
SIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No	Intersection	Peak Hour	Future without Project		Future With Project			
			V/C	LOS	V/C	LOS	Δ in V/C	Significant Impact?
1.	Cahuenga Boulevard West & Barham Boulevard	Weekday AM	1.062	F	1.062	F	0.000	NO
		Weekday PM	1.031	F	1.031	F	0.000	NO
		Weekday Event	1.064	F	1.064	F	0.000	NO
		Saturday Midday Event	0.841	D	0.841	D	0.000	NO
		Saturday Evening Event	0.851	D	0.851	D	0.000	NO
2.	Cahuenga Boulevard East & Barham Boulevard	Weekday AM	1.123	F	1.124	F	0.001	NO
		Weekday PM	0.959	E	0.961	E	0.002	NO
		Weekday Event	1.007	F	1.008	F	0.001	NO
		Saturday Midday Event	0.544	A	0.546	A	0.002	NO
		Saturday Evening Event	0.604	B	0.607	B	0.003	NO
4.	Cahuenga Boulevard East & Pilgrimage Bridge	Weekday AM	0.679	B	0.679	B	0.000	NO
		Weekday PM	0.720	C	0.720	C	0.000	NO
		Weekday Event	0.783	C	0.783	C	0.000	NO
		Saturday Midday Event	0.386	A	0.386	A	0.000	NO
		Saturday Evening Event	0.733	C	0.733	C	0.000	NO
5.	Highland Avenue & Hollywood Bowl Rd/US-101 SB On-Ramp	Weekday AM	1.123	F	1.123	F	0.000	NO
		Weekday PM	1.211	F	1.211	F	0.000	NO
		Weekday Event	1.081	F	1.082	F	0.001	NO
		Saturday Midday Event	0.983	E	0.983	E	0.000	NO
		Saturday Evening Event	1.081	F	1.082	F	0.001	NO
6.	US-101 Northbound Off-Ramp & North Cahuenga Boulevard North	Weekday AM	0.583	A	0.592	A	0.009	NO
		Weekday PM	0.996	E	1.001	F	0.005	NO
		Weekday Event	0.857	D	0.861	D	0.004	NO
		Saturday Midday Event	0.586	A	0.607	B	0.021	NO
		Saturday Evening Event	0.679	B	0.700	B	0.021	NO
7.	Highland Avenue & Odin Avenue	Weekday AM	0.768	C	0.768	C	0.000	NO
		Weekday PM	0.804	D	0.807	D	0.003	NO
		Weekday Event	0.711	C	0.712	C	0.001	NO
		Saturday Midday Event	0.789	C	0.790	C	0.001	NO
		Saturday Evening Event	0.739	C	0.742	C	0.003	NO
8.	North Cahuenga Boulevard & Odin Avenue	Weekday AM	0.487	A	0.489	A	0.001	NO
		Weekday PM	0.845	D	0.846	D	0.001	NO
		Weekday Event	0.725	C	0.726	C	0.001	NO
		Saturday Midday Event	0.491	A	0.496	A	0.005	NO
		Saturday Evening Event	0.545	A	0.552	A	0.007	NO

Chapter 8
Traffic Impact Analysis

The relative impact of the added Project traffic volumes during the peak hours was evaluated based on analysis of both existing and future operating conditions at the study intersections without and with the Project. The previously discussed significance criteria and thresholds outlined in Chapter 2 were used to determine the significance of a traffic impact caused by the Project on the study intersections. An evaluation of the unsignalized intersection is provided in Appendix E. A detailed analysis of facilities under Caltrans jurisdiction is provided in Appendix F.

EXISTING PLUS PROJECT CONDITIONS

LOS summaries under Existing plus Project conditions for the study intersections during the weekday AM and PM commuter and event peak hours, as well as the Saturday midday event and evening event peak hours are shown in Table 8. As shown, application of the City's significant impact criteria to the Existing plus Project scenario indicates that although minor increases in the V/C ratio are the result of Project traffic, no significant impacts result from Project traffic at signalized intersections and no mitigation is required.

FUTURE WITH PROJECT CONDITIONS

LOS summaries under Future plus Project conditions for the study intersections during the weekday AM, PM, and event peak hours as well as the Saturday midday event and evening event peak hours are shown in Table 9. As shown, application of the City's significant impact criteria to the Future plus Project scenario indicates that although minor increases in the V/C ratio are the result of Project traffic, no significant impacts result from Project traffic at signalized intersections and no mitigation is required.

Chapter 9
Parking and Traffic Management

As a Project design feature, the start times of simultaneous events to be held in the Amphitheatre and 299-seat theatre on weekday evenings (e.g., after 6:00 PM) will be staggered by a minimum of 45 minutes in order to separate the arrival patterns of each theatre's patrons. This condition has been reflected in the traffic analysis of weekday evening conditions included in this study. With implementation of this condition, the Project's impacts on the study intersections are anticipated to be less than significant. Thus, no mitigation measures are required.

The Project also includes preparation and implementation of a PTMP to minimize the effect of parking and traffic on the surrounding street system. The PTMP includes parking and traffic management measures, operational measures, transportation demand management (TDM) measures, etc., to further reduce and manage parking and traffic at The Ford Theatres for both event days and non-event days, to the extent feasible.

PARKING AND TRAFFIC MANAGEMENT PLAN

A PTMP would be implemented to minimize potential parking and traffic related-impacts on the surrounding street system to the extent feasible. Components of the plan include parking and traffic event management measures such as directional signage, operational/scheduling measures, identification of additional parking supplies, etc. The PTMP would also include a selection of parking and traffic management strategies, which are intended to effectively manage and direct event related parking and traffic associated with a Theatre event on weekdays and weekends. The PTMP strategies may include, but not necessarily be limited to, the following:

- Provide directions and location maps with the parking options available for visitors in website postings, real time mobile applications, marketing, notification and media materials, etc.

- Post directions and maps showing truck routes for deliveries, construction vehicles, and other trucks.

- Encourage alternate travel options (transit and shuttle service) in event-related marketing/media information.

- Manage the use of all parking spaces in the on-site parking garages to maximize parking efficiency and avoid underutilization of parking spaces.

- Identify locations for bus drop-off/pick-up and staging.

- Provide valet assist parking in the parking garages to maximize parking circulation and capacity where possible during large events.

- Require employees and staff to park within designated areas.

The PTMP would also encompass TDM strategies that would encourage visitors and employees to reduce vehicular traffic on the adjacent streets during the peak hours and parking demand by promoting carpooling and non-auto travel through pedestrian-friendly designs and orientation that facilitates transit use. Although Project traffic could be further reduced with implementation of TDM strategies, no additional trip reductions were assumed for the purposes of this analysis.

The TDM strategies may include the following:

- Carpool promotions and support
- Bicycle amenities (bicycle racks, lockers, etc.)
- Flexible or alternative work schedules and programs
- Transit incentives (e.g., discounted transit passes)
- Parking incentives for carpools and vanpools

Chapter 10

Congestion Management Program Analysis

CMP ANALYSIS

The CMP requires that, when a TIA is prepared for a project, traffic and transit impact analyses be conducted for select regional facilities based on the amount of project traffic expected to use these facilities. The analyses were conducted in accordance with the procedures outlined in the CMP Appendix D, "Guidelines for CMP Transportation Impact Analysis."

CMP SIGNIFICANT TRAFFIC IMPACT CRITERIA

The CMP guidelines state that a CMP freeway analysis must be conducted if 150 or more trips attributable to the proposed development are added to a mainline freeway monitoring location in either direction during the weekday morning or afternoon commuter peak hours. Similarly, a CMP arterial monitoring station analysis must be conducted if 50 or more peak hour project trips are added to a CMP arterial monitoring station during the weekday morning or afternoon commuter peak hours.

A significant project-related CMP impact would be identified if the CMP facility is projected to operate at LOS F (V/C > 1.00) and if the project traffic causes an incremental change in the V/C ratio of 0.02 or greater. The proposed development would not be considered to have a regionally significant impact, regardless of the increase in V/C ratio, if the analyzed facility is projected to operate at LOS E or better after the addition of the Project traffic.

CMP FREEWAY ANALYSIS

Based on the Project trip generation estimates shown in Table 7, the Project is expected to generate approximately 35 trips in the weekday AM peak hour, approximately 60 trips in the weekday PM peak hour, approximately 18 trips in the weekday event peak hour, approximately 92 trips in the Saturday midday event peak hour, and approximately 92 trips in the Saturday evening event peak hour. According to the Project trip distribution illustrated in Figures 10A, 10B, and 10C, there would be fewer than 150 AM or PM peak hour trips distributed to the freeways in the Project area; therefore, the Project's CMP freeway impacts are considered to be less than significant and no further analysis is required.

CMP ARTERIAL MONITORING STATION ANALYSIS

The CMP arterial monitoring stations closest to the Project site include the intersections of:

- Santa Monica Boulevard & Highland Avenue, approximately one and one-half miles south of the Project site
- Cahuenga Boulevard & Lankershim Boulevard, approximately two and one-quarter miles northwest of the Project site

According to the Project trip distribution illustrated in Figures 10A, 10B, and 10C, there would be nominal Project trips traveling past the monitoring stations at Santa Monica Boulevard & Highland Avenue and Cahuenga Boulevard & Lankershim Boulevard. It is estimated that there would be fewer than five trips added to each of these arterial monitoring stations during both the weekday morning and afternoon peak hours. Therefore, the Project's CMP arterial impacts are considered to be less than significant, and no further analysis is required on these arterial monitoring stations.

REGIONAL TRANSIT IMPACT ANALYSIS

Section B.8.4 of the CMP provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the number of vehicle trips. This methodology assumes AVR factor of 1.4 in order to estimate the number of person trips to and

from the project and then provides guidance regarding the percentage of person trips assigned to public transit based on the type of land use and the proximity to transit service. The CMP guidelines estimate that approximately 3.5% of total Project person trips may use public transit to travel to and from the Project Site based on the type of use of the Project.

As shown in Table 7, prior to mitigation, the Project is anticipated to generate approximately 35 weekday morning peak hour trips and 60 weekday afternoon peak hour trips. Assuming an AVR of 1.4, the Project's vehicle trips result in an estimated increase of 49 person trips during the weekday morning peak hour and 84 person trips during the afternoon peak hour. Using the 3.5% mode split suggested in the CMP, the Project would generate approximately three net new transit trips in the weekday morning peak hour and two net new transit trips in the weekday afternoon peak hour.

As detailed in Chapter 3, the Study Area is served by numerous established transit routes. Distribution of the transit trips to these lines would result in less than one new transit user for each transit line during the peak hours. The total available capacity of the transit lines within the Study Area during the morning and afternoon peak hours is anticipated to more than accommodate the few net additional trips during morning and afternoon peak hours. Therefore, impacts on existing or future transit services in the Study Area are anticipated to be minimal and less than significant.

Chapter 11

Project Site Access and Internal Circulation

This Chapter summarizes the site access and internal circulation of the Project.

EXISTING SITE ACCESS AND INTERNAL CIRCULATION

As mentioned, access to the Project Site is provided via four driveways along the east side of Cahuenga Boulevard East. The driveway at Cahuenga Boulevard East & Pilgrimage Bridge 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. This driveway is signalized and accommodates full access (i.e., both left-turn and right-turn ingress and egress turning movements).

The northernmost driveway, located approximately 550 feet north of the intersection of Cahuenga Boulevard East & Pilgrimage Bridge, is primarily used for egress after events and is occasionally used for overflow stacked parking. At this driveway, Cahuenga Boulevard East is a one-way northbound street; therefore, this driveway accommodates right-turn ingress and egress turning movements only (left turns are prohibited).

The two southern driveways, located approximately 300 feet and 650 feet south of the intersection of Cahuenga Boulevard East & Pilgrimage Bridge, are primarily used for access to and from the southern surface parking lot during events. These driveways are generally closed during on non-event days/periods.

During events, the surface parking areas operate in a stacked parking configuration. Further description of traffic and parking conditions observed during an event is provided in Appendix A.

PROPOSED SITE ACCESS AND CIRCULATION

Vehicles

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.

To facilitate access and circulation within the Transit Center, the Project proposes to add a fifth driveway on Cahuenga Boulevard East, to be located 150 feet north of Pilgrimage Bridge, that would serve as an exit-only driveway for the Transit Center. The proposed driveway would provide right-turn-only egress from the Transit Center and Parking Structure 2.

The driveway at Cahuenga Boulevard East & Pilgrimage Bridge, which currently provides primary access to the Project Site, would be maintained in its existing location and configuration. This driveway would provide access for the parking structures, internal roadways, and Transit Center, and will continue to accommodate both left-turn and right-turn ingress and egress turning movements.

The northernmost driveway, which is currently used primarily for egress after events, would be reconfigured internally to provide direct access to the proposed maintenance facility and allow egress from Parking Structure 2. This driveway would continue to accommodate right turns in and out only.

The southern driveways would be maintained in their existing locations with the southernmost driveway providing ingress to Parking Structure 1 and the other driveway providing egress. Ingress and egress to Parking Structure 1 would also be provided from the main entrance.

The internal roadway that leads from Pilgrimage Bridge to the upper gate area would serve as the performer entrance to the lower level Amphitheatre support spaces, as well as providing access for shuttle and vehicular loading and unloading, trash pickup, media truck parking, and fire truck access.

Pedestrians and Bicycles

Sidewalks are currently provided on the east side (Project side) of Cahuenga Boulevard East between the north end of the Project Site and the Study Area limit to the south. Within the Project Site, pedestrian 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. The upper gate area would be modified to 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.

Visitors arriving by bicycle would have the same access opportunities as pedestrian visitors. The Project would also include bicycle amenities (e.g., bicycle parking and bicycle-friendly amenities) located throughout.

Transit Center

The Ford Theatre-sponsored shuttles, providing service between the Project Site and the Universal City/Studio City Metro Red Line Station, would continue to be provided as part of the Project. The Transit Center includes a designated area for bus and valet drop-off. Circulation through the Transit Center would operate in a counterclockwise pattern, with ingress via the primary access at Cahuenga Boulevard East & Pilgrimage Bridge and egress via the new driveway located to the north.

Chapter 12
Parking Analysis

This chapter summarizes the assessment of parking, including the existing and future parking supply, parking demand characteristics, and parking management measures.

EXISTING PARKING SUPPLY AND OPERATIONS

Surface parking areas comprised of both asphalt and dirt are located along Cahuenga Boulevard East (the north parking lot and the south parking lot), as well as near the upper gate. On non-event days and times, parking for employees is accommodated within the surface parking areas. During events, the Project Site currently provides parking for approximately 350-380 vehicles in a stacked parking configuration to support the existing Amphitheatre and [Inside] The Ford Theatre. During events, a shuttle is provided to and from the Ford Theatres from the Universal City/Studio City Metro Red Line Station. The stacked parking configuration on site is very inefficient from both a patron experience and operational standpoint. For example, patrons must wait for vehicles parked in front of them to move in order to exit the parking areas. A detailed description of the observed pre-event loading and parking operations is provided in Appendix A.

FUTURE PARKING SUPPLY

The Project is designed to improve existing services and facilities on the Project Site and is envisioned to update and enhance the overall experiences at The Ford for visitors, patrons, staff and others. As such, the parking demand characteristics and usage of on-site parking spaces at The Ford during non-event and event days will be similar with the development of the Project. In total, the Project will have approximately 311 additional theatre seats as compared to existing conditions. The Project includes 13,660 sf of additional office space, for a total of 24,160 sf, and

a 5,400 sf quality restaurant. Parking will primarily be provided in two new parking garages, Parking Structure 1 (south) and Parking Structure 2 (north), which provide approximately 500 striped parking spaces in a self-park configuration. Additional vehicles can be accommodated on site with use of attendant/valet stacked parking operations. The proposed parking garages, including self-park configurations, will improve parking efficiencies, as well as patron experience, by reducing the need for stacked parking throughout the Project Site for every event.

Generally, the following types of parking spaces will be accommodated depending on the time of day and anticipated operating conditions (e.g., event attendance):

- Patron Self-Parking
- Employee Self-Parking
- Employee/Patron Attendant/Valet Stacked Parking

Patron Self-Parking consists of sections of the on-site parking lot and garages that will be available for patrons of the Theatres to park their own vehicles without assistance from valets or parking attendants. The proposed parking garages will provide approximately 500 spaces in an on-site self-park configuration that can be used by patrons or employees with completion of the Project.

Employee Self-Parking consists of sections of the on-site parking lot and garages that will be available for employees (both the Theatres and restaurant) to park their own vehicles without assistance from valets or parking attendants. The proposed parking garages will provide approximately 500 spaces in an on-site self-park configuration that can be used by patrons or employees with completion of the Project.

Employee/Patron Attendant/Valet Stacked Parking consists of sections of the on-site parking lots and garages that will be utilized for stacked parking spaces. With the assistance of parking lot attendants, employees and patrons may stack park their vehicles in the least desirable portion of the on-site parking areas, so as to maximize utilization of the available on-site parking spaces. It is conservatively estimated that a net increase of 75 vehicles (representing approximately 15% increase in supply) may be accommodated on site with attendant/valet stacked parking.

PARKING DEMAND

Attendance levels and parking demands of the Project will fluctuate depending on the activities, programs and events held, as well as by time of the year (e.g., holidays), day of the week (weekday and weekend), and time of day. Therefore, an assessment of parking demand was prepared for several potential Project operational conditions, including variation in attendance levels. The peak parking demand for the Project was evaluated based on a combination of the unique operational characteristics, including attendance levels, anticipated visitor arrival and departure patterns, events, and other programming, etc., empirical data from the existing Ford Theatre operations, industry-wide parking demand rates, AVR rates, mode split, and internal capture, as well as attendance and employee data, etc. Parking demands were based on attendance and number of employees. The parking demand reflects the time in the season when total attendance is at its highest levels, when the Amphitheatre is in operation. Parking demand during other times of the year when the Amphitheatre is not in use would be less.

For purposes of this parking analysis, adjustments consistent with the trip generation forecast and traffic analysis were considered to account for mode split (e.g., arriving by transit, walk, bicycle, etc.), as well as internal capture (e.g., between the restaurant and Theatres). So as to provide a conservative analysis, and consistent with the trip generation forecast, other employees (e.g., Ford, Arts Commission, Parks and Recreation, etc.) were assumed to arrive in a single-occupant vehicle.

Table 10 presents the peak parking demand for operations on non-event days when the office employees (e.g., Arts Commission, Parks and Recreation, etc.) and restaurant patrons and employees, as well as hikers, are expected to be on site. It is assumed that all restaurant patrons would be on site simultaneously. This results in a peak parking demand of 291 spaces on a non-event day.

Table 11 presents the peak parking demand for event conditions with an attendance level of up to 1,100 patrons/seats in a combination of the Theatres, along with the associated employees and restaurant use. Consistent with the trip generation forecast, adjustments were considered to account for mode split, as well as internal capture between the restaurant and Theatres. This results in a peak parking demand of 427 spaces.

Table 12 presents peak parking demand for event conditions based on an attendance of 1,101 to 1,300 patrons in a combination of the Theatres, along with associated employees and restaurant use. Consistent with the trip generation forecast, adjustments were considered to account for mode split, as well as internal capture between the restaurant and Theatres. This results in a peak parking demand of 484 parking spaces.

Table 13 presents peak parking demand for event conditions based on an attendance of 1,301 or more patrons, which represents a sold out condition (Amphitheatre + 299-seat Theatre + 99 seat multi-purpose flex space), along with associated employees and restaurant use. Consistent with the trip generation forecast, adjustments were considered to account for mode split, as well as internal capture between the restaurant and Theatres. This results in a peak parking demand of 568 parking spaces.

Parking demand for the different operational conditions of the Project will be accommodated through the use of the on-site parking facilities, operational measures to increase parking supply within the existing site (i.e., attendant/stacked parking), employee parking management, and continued use of the shuttles from the Universal City/Studio City Metro Red Line Station for patrons and employees. As described in the following section, a PTMP will be implemented to manage peak parking demands for operations on non-event and event conditions.

The strategies to satisfy on-site parking demand of the Project for the various operational scenarios are detailed in Table 14. As shown, parking for non-event conditions can be accommodated within the on-site parking supply in a self-park configuration. For event conditions with attendance up to 1,300 patrons, parking can be accommodated within the on-site parking supply in a self-park configuration. Attendant/stacked on-site parking will be required on event days with attendance of 1,301 or more patrons in the Theatres.

Table 14 summarizes how the parking demand of each operational scenario could be accommodated within the on-site parking supply with the strategies outlined as part of the PTMP. These strategies may include self-park spaces, use of attendant/stacked parking on site as required, as well as continued use of shuttle service from Universal City/Studio City Metro Red Line Station for patrons and employees. The total parking supply will be managed through the PTMP so that the parking demands are met throughout the day for weekday and weekend conditions for various event attendance levels and operations. The PTMP reflects the use of

the available parking supply for both non-event and event conditions. Thus, the parking demand is fully accommodated for each of the operational scenarios. As such, with implementation of the PTMP, parking impacts are determined to be less than significant.

PTMP

Parking management measures are recommended and incorporated as part of the Project to minimize parking-related impacts on the surrounding neighborhood, manage parking demands, and improve parking efficiencies at The Ford for both non-event and event conditions. These measures are included in the PTMP, outlined in Chapter 9.

As previously described, parking demand is highly influenced by weather and the programming and scheduling of events, as well as the anticipated attendance levels on any given day. One or more parking demand management measures will be implemented based on the type of day (i.e., event days, non-event days, etc.), anticipated attendance levels and the nature of the events (e.g., attendance, scheduling, arrival and departure patterns, parking demand, etc.) The parking demand management measures would be structured so as to maximize the use of the on-site parking areas, and continued use of the shuttle to the Universal City/Studio City Metro Red Line Station.

The PTMP management strategies also include employee transportation demand management measures (e.g., transit incentives, employee carpooling programs, etc.), attendant/valet parking, employee parking programs (e.g., designated employee parking areas), parking guide signs, updated parking technological measures, patron ticketing controls, etc. The total parking supply will be managed so that the parking demands are met throughout the day for various operational conditions that may occur on either weekdays or weekends. The strategies to accommodate the peak parking demands for the various operational scenarios include self-park spaces, use of attendant/stacked parking on site, and continued use of shuttle services from Universal City/Studio City Metro Red Line Station for patrons and employees.

TABLE 10
PEAK PARKING DEMAND
Non-Event Conditions[1]

Land Use	Attendance/Employees		Parking Demand Rate		Peak Parking Demand
Employees[2]	225	employees	1	per employee[3]	225
Restaurant					
Employees	16	employees	1	per employee[4]	16
Patrons	150	exclusive patrons[5]	1	per 3 patrons[4]	50
				Less Shuttle/Transit Usage (15%)[6]	*(10)*
Hikers	10	hikers[7]	1	per hiker[7]	10
				Total Parking Demand	**291**

Notes:

[1]Non-Event conditions refers to periods when the office and restaurant uses are in operation, with no events in the Theatres

[2]Based on information provided by the County, number of employees include 85 employees (Ford Theatre, Parks and Recreation, etc.) and up to 140 employees that may be relocated to the site in place of the existing LA Philharmonic employees.

[3]To provide a conservative analysis, a parking demand rate of one space per employee is assumed (AVR of 1.0) which does not account for employee carpooling, transit, or travel by non-automobile means (e.g., bicycle, walk, etc).

[4]Based on *Shared Parking, 2nd Edition* (ULI/ICSC, 2005) rates for employee and patron parking demand and a 5,400 sf restuarant

[5]Number of restaurant patrons without an event in the Theatres based on information provided in *The Ford, Transformed: Realizing the Potential of Ford Theatres County Regional Park* (Community Arts Resources, Inc., October 2012) and the assumption that the restaurant uses will be open to the public.

[6]Transit credit to account for restaurant patrons and employees that may use transit, based on the improved Transit Center and adjacent transit service.

[7]Peak parking based on 10 hikers during peak hour consistent with the trip generation forecast. Assumes 100 hikers per day based on information provided in *The Ford, Transformed: Realizing the Potential of Ford Theatres County Regional Park* (Community Arts Resources, Inc., October 2012). To provide a conservative analysis, a parking demand rate of one space per hiker is assumed. (AVR of 1.0) which does not account for hiker carpooling, transit, or travel by non-automobile means (e.g., bicycle, walk, etc).

TABLE 11
PEAK PARKING DEMAND
Event Conditions (with Up To 1,100 Patrons)[1]

Land Use	Attendance/Employees	Parking Demand Rate	Peak Parking Demand
Theatres	1,100 seats	1 per 3 seats[2]	367
Employees[3]	95 employees	1 per employee[4]	95
Restaurant			
Employees	16 employees	1 per employee[5]	16
Restaurant	75 exclusive patrons[6]	1 per 3 patrons[7]	25
		Less Shuttle/Transit Usage (15%)[8]	*(75)*
		Total Peak Parking Demand	**427**

Notes:

[1]Includes event conditions that have combined use of up to 1,100 seats in the Theatres (Amphitheatre, 299-seat Theatre and 99-Seat Flex Space).

[2]Based on an AVR of 3.0 patrons per vehicle, which is consistent with the trip generation rates confirmed through traffic counts at The Ford. This parking rate assumes the continuation of the shuttle to/from the Universal City/Studio City Metro Red Line Station.

[3]Employees reflect event staff (e.g., security, event, ushers, public relations, etc.)

[4]To provide a conservative analysis, a parking demand rate of one space per employee is assumed (AVR of 1.0) which does not account for employee carpooling, transit, or travel by non-automobile means (e.g., bicycle, walk, etc).

[5]Based on *Shared Parking, 2nd Edition* (ULI/ICSC, 2005) rates for employee and patron parking demand and a 5,400 sf restuarant

[6] Based on information provided in *The Ford, Transformed: Realizing the Potential of Ford Theatres County Regional Park* (Community Arts Resources, Inc., October 2012).

[7]The restaurant use will primarily support the Ford Theatres, but will be open to the public. Thus, the number of patrons reflect a 50% internal capture reduction to account for the restaurant patrons also attending an event in the Theatres.

[8]Shuttle/Transit reduction to account for patrons and employees that are ainticipated use the shuttle service to and from the Metro Red Line Station, as well as adjacent tranist service, both of which will be enhanced with the proposed Transit Center.

TABLE 12
PEAK PARKING DEMAND
Event Conditions (1,101 To 1,300 Patrons)[1]

Land Use	Attendance/Employees	Parking Demand Rate	Peak Parking Demand
Theatres	1,300 seats	1 per 3 seats[2]	433
Employees[3]	95 employees	1 per employee[4]	95
Restaurant			
Employees	16 employees	1 per employee[5]	16
Restaurant	75 exclusive patrons[6]	1 per 3 patrons[7]	25
		Less Shuttle/Transit Usage (15%)[8]	*(85)*
		Total Peak Parking Demand	**484**

Notes:

[1]Includes event conditions that have combined use of up to 1,100 seats in the Theatres (Amphitheatre, 299-seat Theatre and 99-Seat Flex Space).

[2]Based on an AVR of 3.0 patrons per vehicle, which is consistent with the trip generation rates confirmed through traffic counts at The Ford. This parking rate assumes the continuation of the shuttle to/from the Universal City/Studio City Metro Red Line Station.

[3]Employees reflect event staff (e.g., security, event, ushers, public relations, etc.)

[4]To provide a conservative analysis, a parking demand rate of one space per employee is assumed (AVR of 1.0) which does not account for employee carpooling, transit, or travel by non-automobile means (e.g., bicycle, walk, etc).

[5]Based on *Shared Parking, 2nd Edition* (ULI/ICSC, 2005) rates for employee and patron parking demand and a 5,400 sf restuarant

[6] Based on information provided in *The Ford, Transformed: Realizing the Potential of Ford Theatres County Regional Park* (Community Arts Resources, Inc., October 2012).

[7]The restaurant use will primarily support the Ford Theatres, but will be open to the public. Thus, the number of patrons reflect a 50% internal capture reduction to account for the restaurant patrons also attending an event in the Theatres.

[8]Shuttle/Transit reduction to account for patrons and employees that are ainticipated use the shuttle service to and from the Metro Red Line Station, as well as adjacent tranist service, both of which will be enhanced with the proposed Transit Center.

TABLE 13
PEAK PARKING DEMAND
Event Conditions (1,301)[1]

Land Use	Attendance Employees	Parking Demand Rate	Peak Parking Demand
Theatres	1598 seats	1 per 3 seats[2]	533
Employees[3]	95 employees	1 per employee[4]	95
Restaurant			
Employees	16 employees	1 per employee[5]	16
Restaurant	75 exclusive patrons[6]	1 per 3 patrons[7]	25
		Less Shuttle/Transit Usage (15%)[8]	*(100)*
		Total Peak Parking Demand	**568**

Notes:

[1]Includes event conditions that have combined use of 1,301 or more seats in the Theatres (Amphitheatre, 299-seat Theatre and 99-Seat Flex Space). This represents a sold-out condition, with all of the seats in the Theatres occupied. The number of seats reflects approximately 1,200 seats in the Amphitheatre so as to provide a conservative analysis.

[2]Based on an AVR of 3.0 patrons per vehicle, which is consistent with the trip generation rates confirmed through traffic counts at The Ford. This parking rate assumes the continuation of the shuttle to/from the Universal City/Studio City Metro Red Line Station.

[3]Employees reflect event staff (e.g., security, event, ushers, public relations, etc.)

[4]To provide a conservative analysis, a parking demand rate of one space per employee is assumed (AVR of 1.0) which does not account for employee carpooling, transit, or travel by non-automobile means (e.g., bicycle, walk, etc).

[5]Based on *Shared Parking, 2nd Edition* (ULI/ICSC, 2005) rates for employee and patron parking demand and a 5,400 sf restuarant

[6] Based on information provided in *The Ford, Transformed: Realizing the Potential of Ford Theatres County Regional Park* (Community Arts Resources, Inc., October 2012).

[7]The restaurant use will primarily support the Ford Theatres, but will be open to the public. Thus, the number of patrons reflect a 50% internal capture reduction to account for the restaurant patrons also attending an event in the Theatres.

[8]Shuttle/Transit reduction to account for patrons and employees that are ainticipated use the shuttle service to and from the Metro Red Line Station, as well as adjacent tranist service, both of which will be enhanced with the proposed Transit Center.

TABLE 14
PEAK PARKING DEMAND STRATEGIES

Operational Conditions	Peak On-Site Parking Demand	Parking Strategies - Spaces Available		Parking Demand Met
		Patron□Employee On-Site Self-Park	On-Site Stacked Parking[1]	
Non-Event	291	500		Yes
Event (Up to 1,100 Patrons)	427	500		Yes
Event (1,101 to 1,300 Patrons)	484	500		Yes
Event (1,301 - 1,598 Patrons)	568	500	75	Yes

Notes:
Event conditions include the continued operation of a shuttle for employees and patrons to/from the Universal City/Studio City Metro Red Line Station to The Ford.
[1]It is estimated that the Project Site can accommodate appproximately 75 additional vehicles through the use of attendant/valet operated stacked parking both within the parking garages (e.g., in the parking aisles) or other designated areas within the site.

Chapter 13

Construction Impact Analysis

This chapter summarizes the construction schedule and construction impact analysis for the Project. The analysis relates to the temporary impacts that may result from the construction activities of the Project, which may include safety, operational, or capacity impacts.

TYPES OF CONSTRUCTION IMPACTS

The factors used to determine the significance of a project's impacts involve the likelihood and extent to which an impact might occur, the potential inconvenience caused to a population, and consideration for public safety. Potential traffic impacts from construction activities could be expected to occur as a result of the following types of activities:

- Increases in truck traffic associated with export of fill materials and delivery of construction materials
- Increases in automobile traffic associated with construction workers traveling to and from the site
- Reductions in existing street capacity or on-street parking from temporary lane closures necessary for the construction of roadway improvements, utility relocation, and drainage facilities
- Blocking existing vehicle or pedestrian access to other parcels fronting street

The impact of construction truck traffic (including haul trucks) would be a lessening of the capacities of access streets and haul routes due to the slower movements and larger turning radii of trucks.

PROPOSED CONSTRUCTION SCHEDULE

For purposes of analyzing the worst case scenario associated with construction, the Project was assumed to be completed in one phase. However, it is recognized that the Project is likely to be constructed over time, as funding allows and to keep The Ford Theatres operating during the event season. Construction of the Project is anticipated to be completed as early as 2020. The anticipated construction phases include site clearing, grading and excavation, and construction of new buildings, plaza, and landscape areas.

CONSTRUCTION WORKERS

Construction worker traffic impacts depends on the number of construction workers employed during various construction phases, as well as the travel mode and travel time of the workers. In general, the hours of construction typically require workers to be on site before the weekday morning commuter peak period and allow them to leave before or after the afternoon commuter peak period (i.e., arrive at the site prior to 7:00 AM and depart before 4:00 PM or after 6:00 PM). Therefore, most, if not all, of the construction worker trips would occur outside of the typical weekday commuter or weekend midday peak periods.

The estimated number of construction workers each day depending on the phase of construction (e.g., demolition, grading, building construction, etc.) is anticipated to range between approximately 10 and 100 workers. Assuming some level of carpooling among the construction workers, an AVR of 1.135 persons per vehicle was applied, as provided in *CEQA Air Quality Handbook* (South Coast Air Quality Management District, 1993). Thus, during the construction phase with the largest number of workers (e.g., building construction), the estimated number of daily trips due to 100 construction workers is approximately 176 (88 inbound and 88 outbound trips), with all of these trips occurring outside of the peak hours.

During construction, adequate parking for construction workers would be provided within the boundaries of the Project Site. Restrictions against workers parking in the public right-of-way in the vicinity of (or adjacent to) the Project Site will be identified as part of the Construction Management Plan. Construction parking may require use of on-site parking areas for materials storage and truck staging. However, construction schedules, storage and staging, and the

provisions for parking spaces for construction workers will be planned so as to minimize the reduction in parking to The Ford Theatres staff and patrons. Therefore, Project construction would result in a less than significant impact with regard to the availability of parking spaces.

PROPOSED TRUCK ACTIVITY

Haul Trucks

During the course of the combined excavation, demolition, and other construction activities, it is estimated that a total of approximately 107,094 cubic yards (CY) of material would be exported to various landfills likely located in the Cities of Irwindale, Whittier, and Santa Maria. It is anticipated that 12-14 CY dirt trucks would be used to export the soil. With approximately 720 CY of export per day, a total of 64 truck trips per day is anticipated associated with excavation and demolition. Thus, up to 64 daily haul trips (32 inbound, 32 outbound) are forecast to occur during the excavation and demolition periods, with approximately 14 trips per hour (seven inbound, seven outbound), assuming haul truck trips would occur uniformly over an five-hour period.

A Haul Truck Route program will be required as part of the County's permitting process. The truck haul routes would comply with the approved truck routes designated within the City and County of Los Angeles. Outbound traffic would travel northbound on Cahuenga Boulevard East to US-101 and inbound traffic would travel northbound on Cahuenga Boulevard East from US-101.

Delivery Trucks

Project construction would also require delivery of construction materials. An average of between less than 10 and 30 daily delivery truck trips to the Project Site are envisioned depending on the construction phase. The phase with the largest number of deliveries is anticipated to occur during the building construction phase, with approximately 30 daily delivery trips (15 inbound, 15 outbound) are envisioned, which corresponds to approximately six trips

per hour (three inbound, three outbound), assuming delivery truck trips would occur uniformly over a five-hour period.

Passenger Car Equivalent Trips

Assuming a passenger car equivalency (PCE) factor of 2.0, the 64 off-site haul trucks and 30 delivery trucks would be equivalent to 94 passenger car trips per day. *Transportation Research Circular No. 212, Interim Materials on Highway Capacity* (Transportation Research Board, 1980) defines PCE for a vehicle as the number of through moving passenger cars to which it is equivalent based on the vehicle's headway and delay-creating effects. Table 8 of *Transportation Research Circular No. 212* and Exhibit 16.7 of the *2000 Highway Capacity Manual* (Transportation Research Board, 2000) suggest a PCE of 2.0 for trucks.

POTENTIAL IMPACTS OF CONSTRUCTION TRAFFIC

As described above, Project construction at its most intense phases is expected to generate approximately 176 daily worker trips and 94 PCE daily truck trips, which account for off-site hauling and deliveries, most of which are anticipated to occur during off-peak hours. Because a majority of construction traffic would occur during off-peak hours, Project construction is not expected to cause a significant traffic impact at any of the analyzed intersections. In order to minimize the effect of construction-related traffic on the surrounding street system, all construction workers, haul trucks and delivery trucks would be prohibited from parking, staging, or queuing along the adjacent public streets. With implementation of a Construction Management Plan, construction traffic impacts at study intersections would be less than significant.

POTENTIAL IMPACTS ON ACCESS, TRANSIT, AND PARKING

Construction activities are expected to be primarily contained within the Project Site boundaries and would generally not affect the adjacent street access, transit or parking in the area. The adjacent bus stop and route along Cahuenga Boulevard East will be maintained during

construction to the extent feasible. Thus, temporary loss of bus stops or rerouting of bus lines is not anticipated. Project construction is not expected to create hazards for roadway travelers, bus riders, or parkers, so long as commonly practiced safety procedures for construction are followed. Such procedures and other measures (e.g., to address temporary traffic control, lane closures, sidewalk closures, relocation of bus stops, etc.) have been incorporated into the Construction Management Plan. With implementation of the Construction Management Plan, construction-related impacts are anticipated to be less than significant.

CONSTRUCTION MANAGEMENT PLAN

A detailed Construction Management Plan, including street closure information, detour plans, haul routes, and staging plans, would be prepared and submitted to the County for review and approval. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and should include the following elements as appropriate:

- Prohibition of construction worker parking on adjacent residential streets
- Prohibition of construction equipment or material deliveries within the public right-of-way
- Provisions for temporary traffic control during all construction activities adjacent to public right-of-way to improve traffic flow on public roadways (e.g., flag person)
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets
- Construction-related vehicles shall not park on surrounding public streets
- Provisions of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers as appropriate
- Provisions to accommodate the equipment storage and truck staging on site
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours to the extent feasible
- Obtaining the required permits for truck haul routes from the City prior to issuance of any permit for the Project

References

2000 Highway Capacity Manual, Transportation Research Board, 2000.

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Traffic Impact Analysis Report Guidelines, County of Los Angeles Department of Public Works, January 1997).

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Trip Generation, 9th Edition, Institute of Transportation Engineers, 2012.

Appendix A

Summary of Events, Attendance and Observations

Table A
Summary of Events and Attendance

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

Source: Community Arts Resources, Inc., October 2012.

Event Observations

Observations were conducted at the Ford Theatre on a weekday and weekend to document the traffic and parking operations, management, circulation patterns, etc. for an event. The following provides a summary of the observations conducted on Friday and Saturday, September 6 and 7, 2013. It should be noted that both the Ford Theatre and Hollywood Bowl were holding events on these days.

PARKING LAYOUT

The Ford Theatre consists of several surface parking areas throughout the site. For purposes of documenting observations conducted at the site, the site was separated into seven parking areas and four driveways, numbered 1-7 and 1-4, respectively, in Figure A-1. Parking Lots 1, 3, 4, and 5 are used for general stacked parking, Parking Lot 2 is used for short-term parking, Parking Lot 6 is used for disabled parking, and Parking Lot 7 is used for producer/performer parking. The main driveway at Cahuenga Boulevard East & Pilgrimage Bridge (Driveway 1) is open for entry before events; all driveways are open for exit after events.

STACKED PARKING OPERATIONS

General Parking

Parking Lot 1 is the first lot filled during an event. As vehicles enter from Driveway 1, there are two to four attendants who are able to collect payment from two vehicles at a time, side-by-side, as shown in Exhibits 1-2. After payment, the vehicles are directed toward Parking Lot 1 and park in a stacked parking configuration until full.

Exhibit 1

Exhibit 2

PARKING LAYOUT

FIGURE
A-1

After Parking Lot 1 is full, the attendants direct vehicles north toward Parking Lots 4 and 5. There are two to four attendants who are able to collect payment from two vehicles at a time, side-by-side, as shown in Exhibit 3. After payment, the vehicles are directed to Parking Lot 5 and, when Parking Lot 5 is full, to Parking Lot 4.

Exhibit 3

Disabled Parking

Disabled parking is provided in Parking Lots 3 and 6. Initially, vehicles needing disabled parking are directed toward the six parking spaces in Parking Lot 6. Once those spaces are filled, vehicles are directed to Parking Lot 3.

PARKING LOT OPERATIONS

General parking is provided in Parking Lots 1, 2, 4, 5, and 7, all of which accommodate vehicles in a stacked parking configuration. Disabled parking is accommodated in Parking Lots 3 and 6. Parking lots are carefully and specifically loaded until the site reaches capacity. For general patron parking, vehicles are stacked beginning in Parking Lot 1, then Parking Lot 5, then Parking Lot 4. For disabled parking, vehicles are parked beginning in parking Lot 6, then in

Parking Lot 3. Producer and performer parking is accommodated in Parking Lot 7. Further description of the vehicular circulation and parking operations for the parking lots is provided in the following paragraphs.

Parking Lot 1

Vehicles are loaded into Parking Lot 1 beginning from the north end of the lot to the south end, until the final row of vehicles is parked. As vehicles enter Parking Lot 1, the attendants direct them to toward the north end of the lot (with the vehicles facing north) along the west side of the parking lot first (Exhibit 4). The space immediately in front of Driveway 3 is left open to allow for circulation upon exiting.

Exhibit 4

Once the main portion of the parking lot is filled, the attendants start directing the vehicles to the south end of the lot to accommodate a final row of vehicles facing toward Driveway 3 (Exhibit 5).

Exhibit 5

At the end of the event, the vehicles are able to drive straight out of Driveways 2 and 3 to exit onto Cahuenga Boulevard East. Once the southern portion of Parking Lot 1 is full, attendants direct the vehicles to the north end of the lot, in front of the main Theatre entrance, with vehicles parked facing west (Exhibit 6). The area directly in front of Driveway 2 is left open to allow enough space for the Ford Theatre shuttle to exit.

Exhibit 6

Parking Lot 2

Parking Lot 2 provides very limited parking in an unpaved and unmarked area. Vehicles are parked in the dirt areas under the trees on the sides of the driveway leading up to the main theatre entrance and Parking Lot 1 (Exhibit 7).

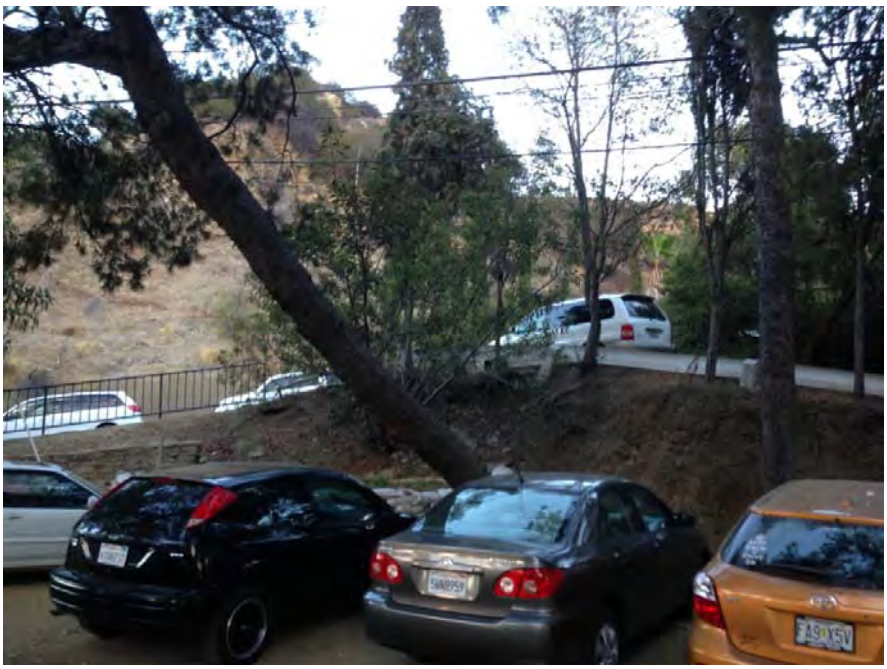


Exhibit 7

Parking Lot 3

Parking Lot 3 accommodates disabled parking and is accessed directly from Driveway 1 throughout the night. This lot also accommodates some employee parking in a stacked configuration at the north end of the lot, as well as in front of the office building.

When Parking Lot 6 is full, attendants direct vehicles needing disabled parking to park in Parking Lot 3, in a stacked parking configuration. Vehicles are parked beginning along the west side of the parking lot (Cahuenga Boulevard East side) facing Driveway 1 (Exhibit 8).

Exhibit 8

There is stacked parking for employees/show producers at the north end of the lot (Exhibit 9).

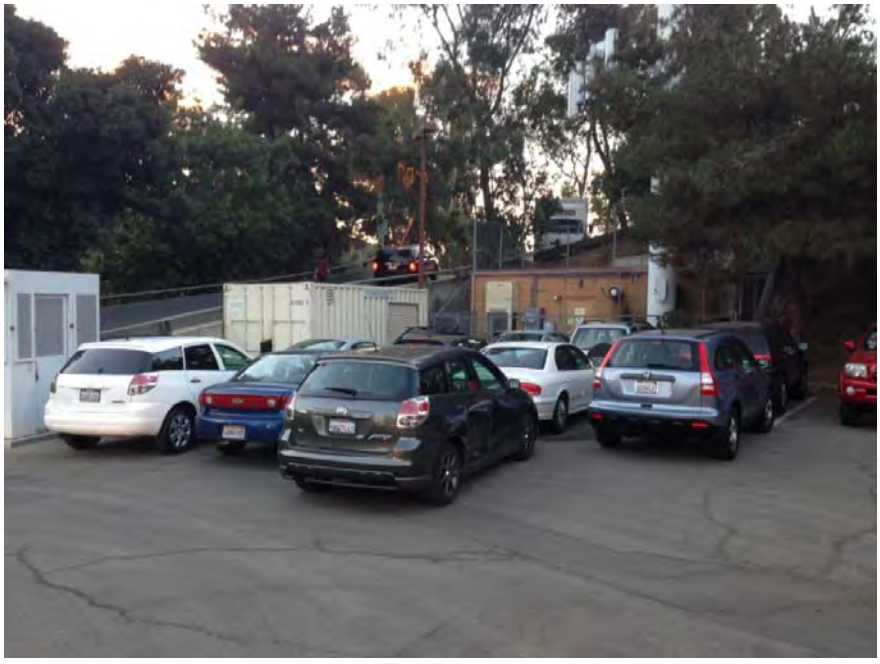


Exhibit 9

The area located immediately south of the Driveway 1 is also used to park a limited number of vehicles (Exhibit 10).

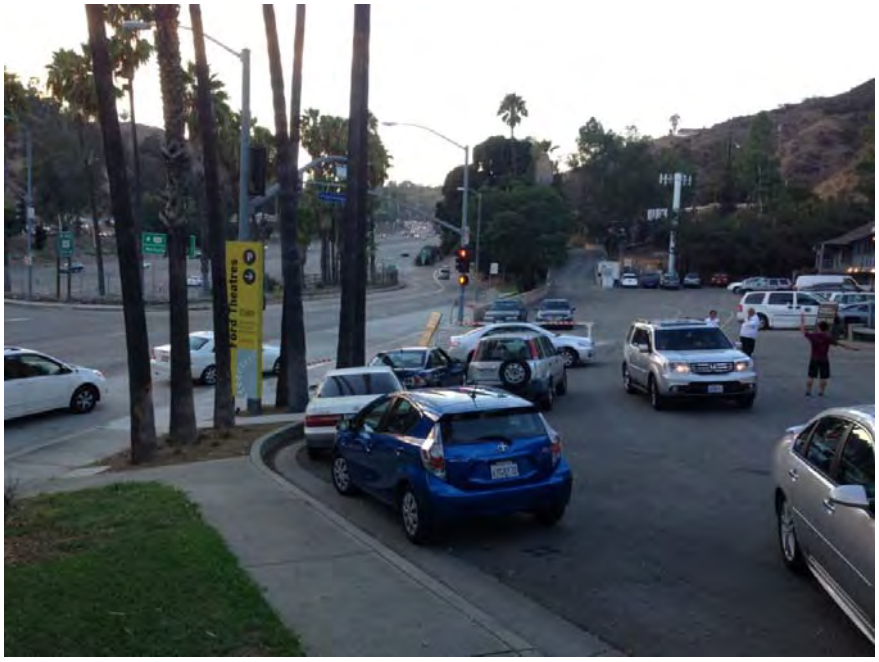


Exhibit 10

Parking Lots 4 and 5

After Parking Lot 1 is full, Parking Lots 4 and 5 are filled. Vehicles are loaded into Parking Lot 5 beginning from the south end of the lot to the north end, until full. Vehicles are directed to circulate toward the north end of the lot then turn around toward the south such that vehicles are facing south. The last row of vehicles entering Parking Lot 5 park facing north (Exhibit 11).

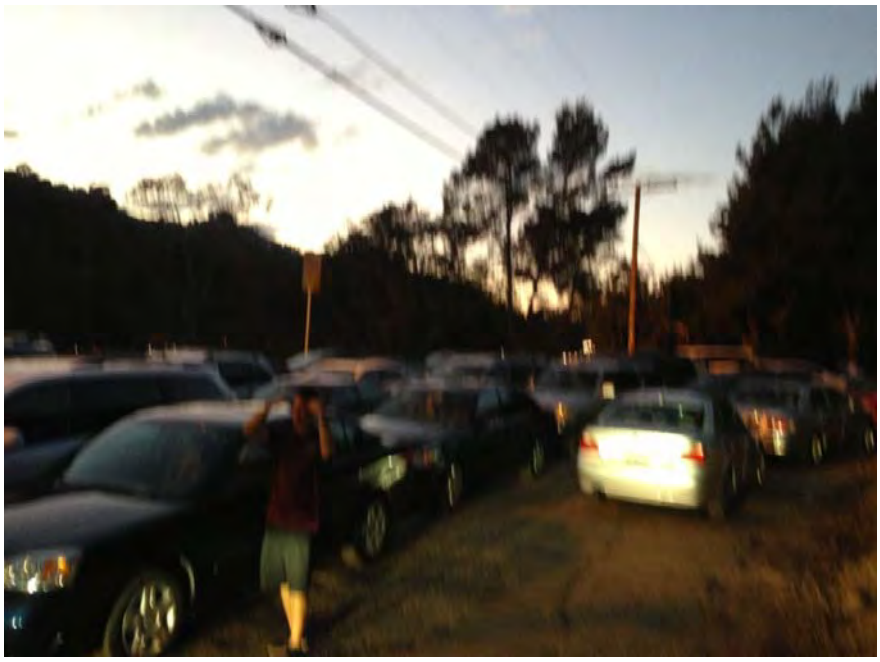


Exhibit 11

Once Parking Lot 5 is full, vehicles are directed to Parking Lot 4, where they park facing south (Exhibits 12 and 13).

Exhibit 12

Exhibit 13

The last vehicles are parked along Driveway 4 facing west and are able to proceed straight onto Cahuenga Boulevard East after the show (Exhibit 14).

Exhibit 14

Parking Lot 6

The first vehicles to arrive that need disabled parking are directed to Parking Lot 6, which is located at the top of the hill north of the Amphitheatre and contains six disabled parking spaces. The cul-de-sac at the easterly terminus, provides a turn-around area for vehicles (Exhibit 15).

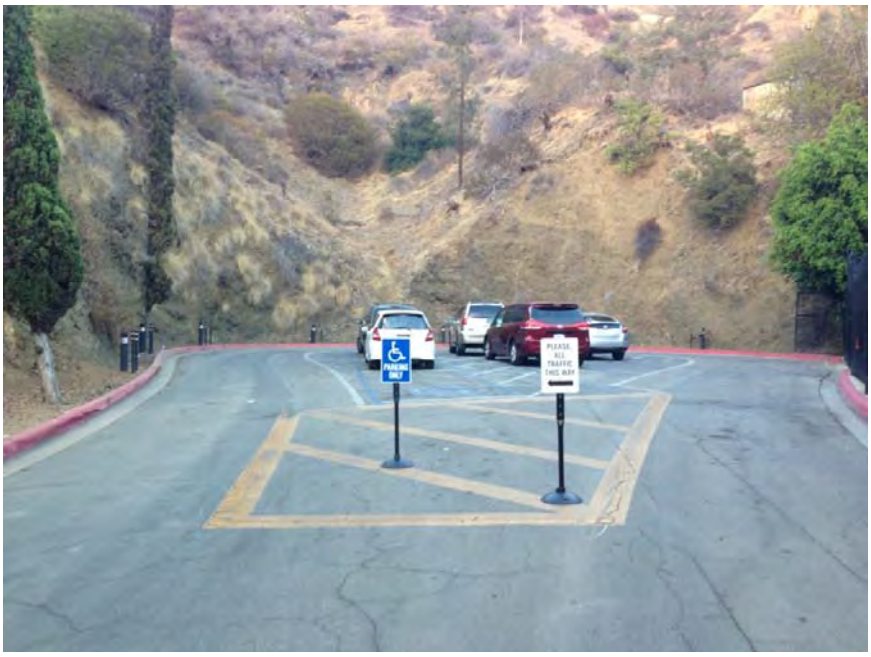


Exhibit 15

Parking Lot 7

Performers and producers park within Parking Lot 7, which is the parking area along the north side of the internal roadway that extends between Driveway 1 and Parking Lot 6. Vehicles travel east along the internal roadway, turn around at the cul-de-sac around Parking Lot 6, then travel west to parallel park along the curb (Exhibit 16).

Exhibit 16

SHUTTLE

Shuttle service is provided between the Ford Theatre and the Universal City/Studio City Metro Red Line Station. The shuttle enters through Driveway 1. If there are disabled passengers, the shuttle drives to Parking Lot 6 for unloading of those passengers. If no disabled entry is required, the shuttle drives to the theatre main entrance for drop-off (Exhibit 17). After drop-off, the shuttle exits from Driveway 2 onto Cahuenga Boulevard East.

Exhibit 17

OTHER OBSERVATIONS

During the observations, some vehicles attempted to stop at the main theatre entrance to drop-off passengers. Due to the limited space at the entrance, this resulted in some queuing for the vehicles traveling to Parking Lot 1 (Exhibit 18).

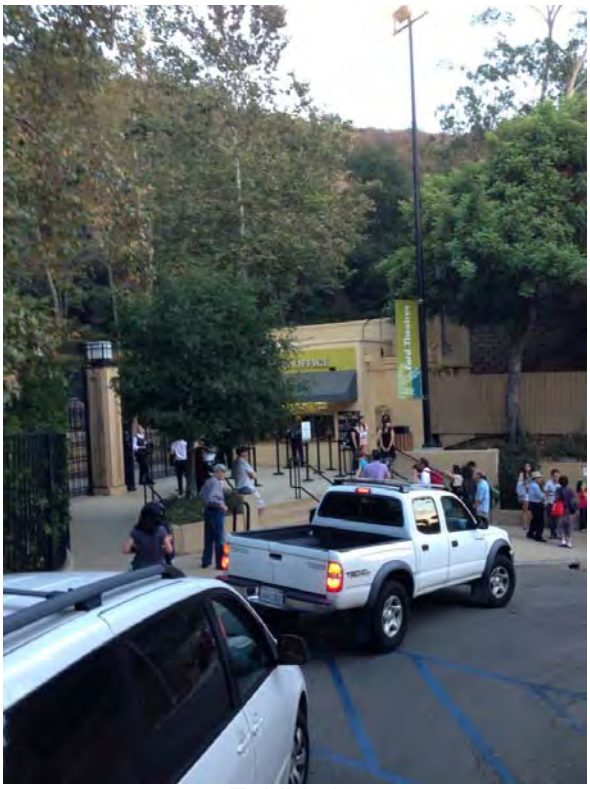


Exhibit 18

School bus drop-off was accommodated at the existing Metro bus stop on Cahuenga Boulevard East just north of Driveway 1 (Exhibit 19).

Exhibit 19

There are no pedestrian walkways or sidewalks that connect Parking Lots 4 and 5 to the Amphitheater. As such patrons were observed maneuvering around entering vehicles entering to make their way to the theatre (Exhibit 20).

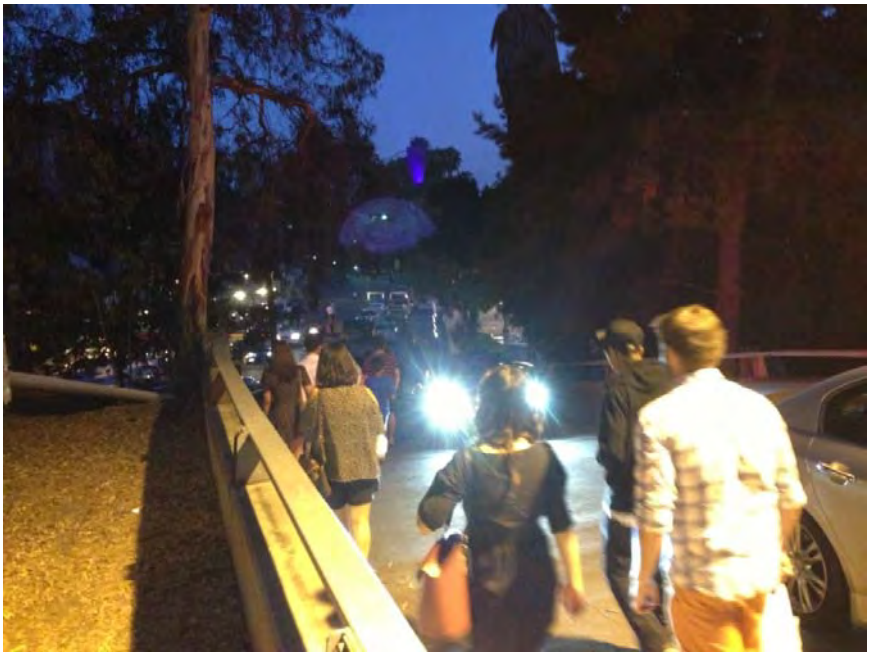


Exhibit 20

Appendix B

Turning Movement Counts

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

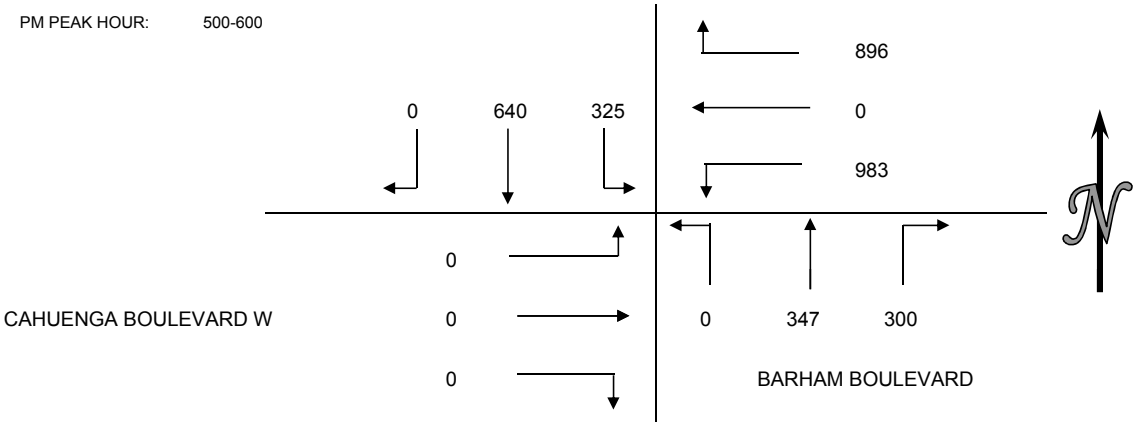
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		FRIDAY SEPTEMBER 6, 2013
PERIOD:		5:00 PM TO 6:00 PM
INTERSECTION:	N/S	BARHAM BOULEVARD
	E/W	CAHUENGA BOULEVARD W
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-515	0	160	67	213	0	242	68	94	0	0	0	0	844
515-530	0	174	89	234	0	245	85	95	0	0	0	0	922
530-545	0	153	80	228	0	243	81	86	0	0	0	0	871
545-600	0	153	89	221	0	253	66	72	0	0	0	0	854
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-600	0	640	325	896	0	983	300	347	0	0	0	0	3491

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	5	0	0	0	5
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	3	0	0	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	8	0	0	0	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	0	0	0	0	0

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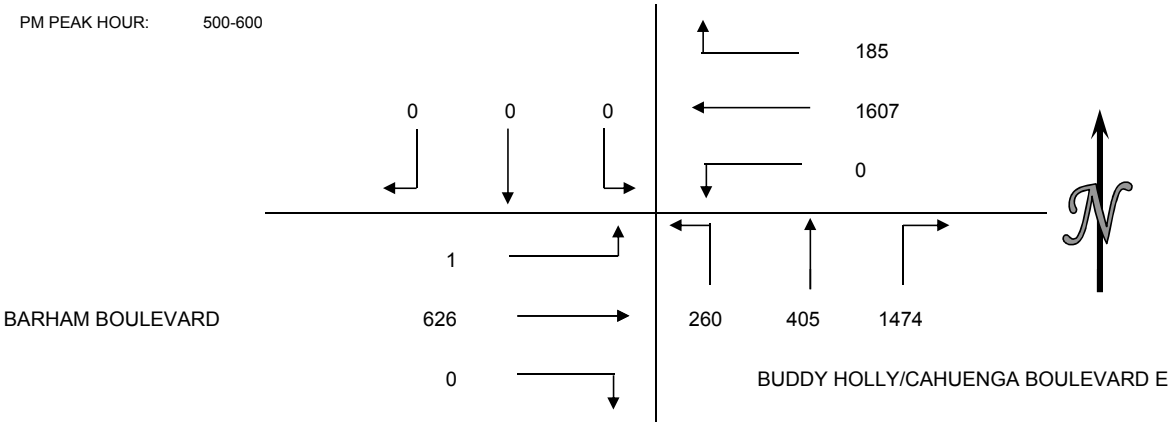
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		FRIDAY SEPTEMBER 6, 2013
PERIOD:		5:00 PM TO 6:00 PM
INTERSECTION:	N/S	BUDDY HOLLY/CAHUENGA BOULEVARD E
	E/W	BARHAM BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-515	0	0	0	42	370	0	334	112	71	0	152	1	1082
515-530	0	0	0	44	382	0	405	102	63	0	138	0	1134
530-545	0	0	0	47	420	0	373	107	60	0	171	0	1178
545-600	0	0	0	52	435	0	362	84	66	0	165	0	1164
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-600	0	0	0	185	1607	0	1474	405	260	0	626	1	4558

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	0	1	1	2
515-530	0	0	2	2	4
530-545	0	0	1	1	2
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	0	0	4	4	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	0	0	0	0
515-530	0	0	2	2	4
530-545	0	0	0	0	0
545-600	1	0	1	1	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	1	0	3	3	7

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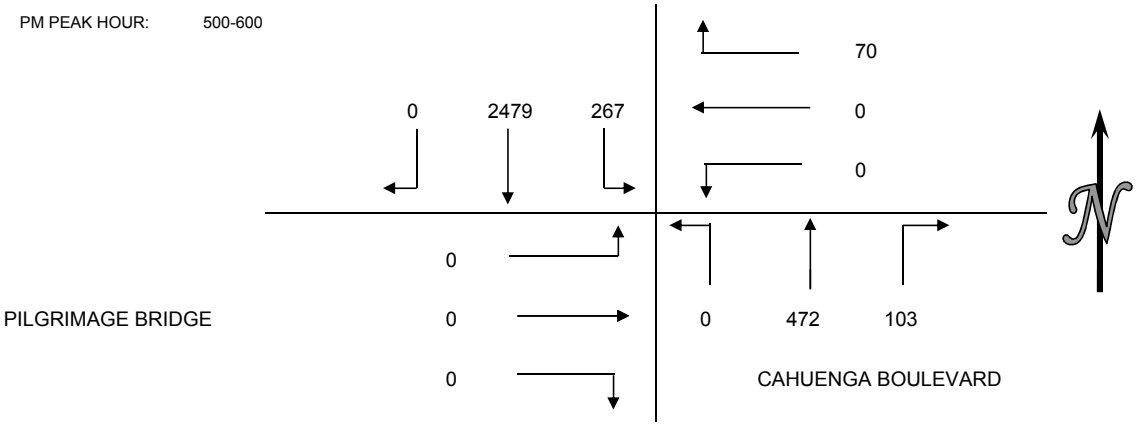
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD: 5:00 PM TO 6:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W PILGRIMAGE BRIDGE
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-515	0	598	61	26	0	0	30	126	0	0	0	0	841
515-530	0	629	53	12	0	0	28	137	0	0	0	0	859
530-545	0	640	72	12	0	0	20	120	0	0	0	0	864
545-600	0	612	81	20	0	0	25	89	0	0	0	0	827
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-600	0	2479	267	70	0	0	103	472	0	0	0	0	3391

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	1	0	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	0	0	1	0	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	0	0	0	0	0

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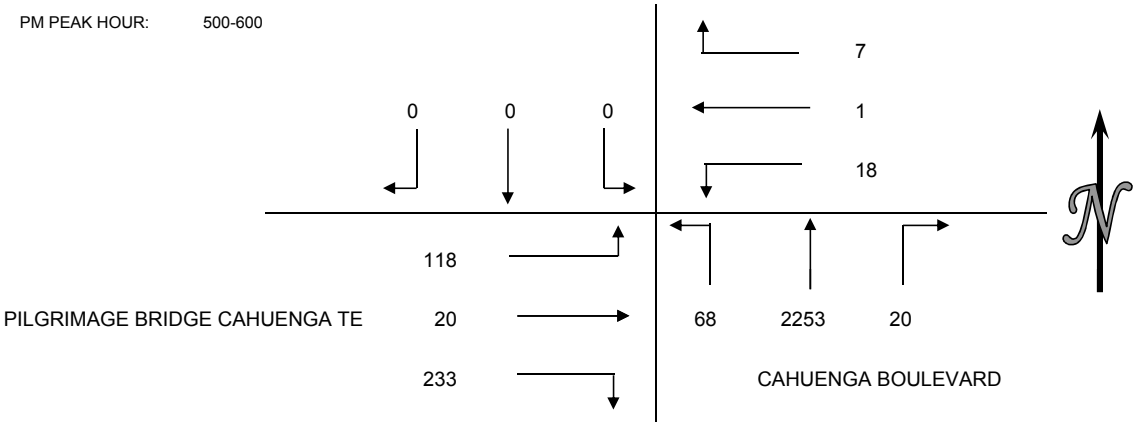
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD: 5:00 PM TO 6:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W PILGRIMAGE BRIDGE/CAHUENGA TERRACE
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-515	0	0	0	4	1	7	8	538	25	46	4	30	663
515-530	0	0	0	1	0	4	3	593	12	57	5	36	711
530-545	0	0	0	1	0	5	5	578	11	59	6	22	687
545-600	0	0	0	1	0	2	4	544	20	71	5	30	677
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-600	0	0	0	7	1	18	20	2253	68	233	20	118	2738

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	3	0	0	3
515-530	0	0	0	0	0
530-545	1	0	0	0	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	1	3	0	0	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	1	2	0	0	3
515-530	0	0	0	0	0
530-545	0	1	0	0	1
545-600	0	2	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	1	5	0	0	6

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5-LEG INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD: 5:00 PM TO 6:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W HIGHLAND AVENUE
CITY: LOS ANGELES

15 MIN COUNTS

	SB HIGHLAND BLVD			NB HIGHLAND/CAHUENGA						NBLT HIGHLAND/CA	EB SOUTH DRIVEWAY					EB HOLLYWOOD BOWL DR				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	TOTALS
500-515	43	0	592	0	0	0	53	572	138	23	0	11	4	0	0	0	22	29	6	16	1509
515-530	45	0	588	0	0	0	31	461	128	21	0	13	3	0	0	0	19	30	1	6	1346
530-545	40	0	587	0	0	0	34	463	155	20	0	16	5	0	0	0	24	21	2	8	1375
545-600	47	0	521	0	0	0	37	400	122	29	0	12	4	0	0	0	22	14	1	0	1209

HOUR TOTALS

	SB HIGHLAND BLVD			NB HIGHLAND/CAHUENGA						NBLT HIGHLAND/CA	EB SOUTH DRIVEWAY					EB HOLLYWOOD BOWL DR				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	2	O	P	Q	R	S	T	TOTALS
500-600	175	0	2288	0	0	0	155	1896	543	93	0	52	16	0	0	0	87	94	10	30	5439

1	2	3	4	5	6	7	8	9	10	11	12
SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
175	2288	0	0	0	0	155	1896	688	103	94	40

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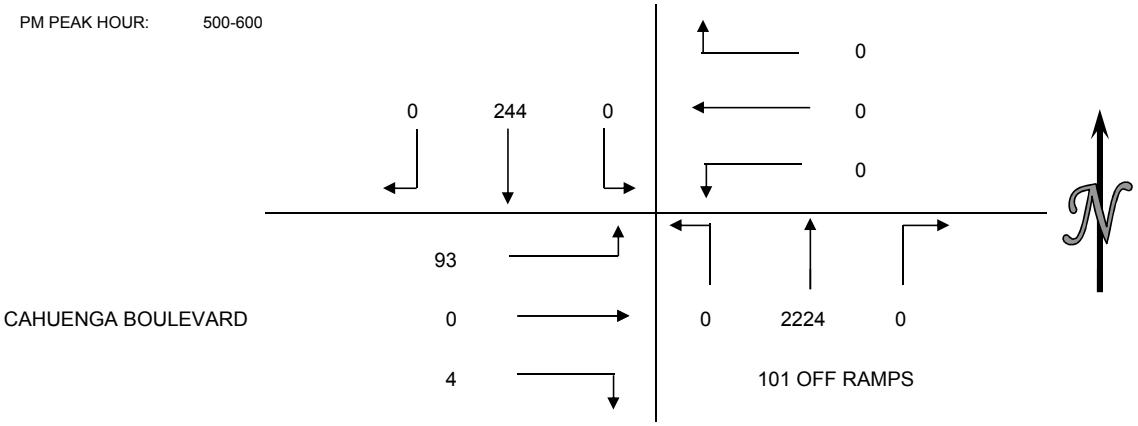
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		FRIDAY SEPTEMBER 6, 2013
PERIOD:		5:00 PM TO 6:00 PM
INTERSECTION:	N/S	101 OFF RAMPS
	E/W	CAHUENGA BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-515	0	53	0	0	0	0	0	532	0	3	0	28	616
515-530	0	55	0	0	0	0	0	593	0	0	0	20	668
530-545	0	61	0	0	0	0	0	545	0	1	0	25	632
545-600	0	75	0	0	0	0	0	554	0	0	0	20	649
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-600	0	244	0	0	0	0	0	2224	0	4	0	93	2565

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	0	5	0	5
515-530	0	0	1	0	1
530-545	0	0	2	0	2
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	0	0	8	0	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	0	0	0	0
515-530	0	0	1	0	1
530-545	0	0	1	0	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	0	0	2	0	2

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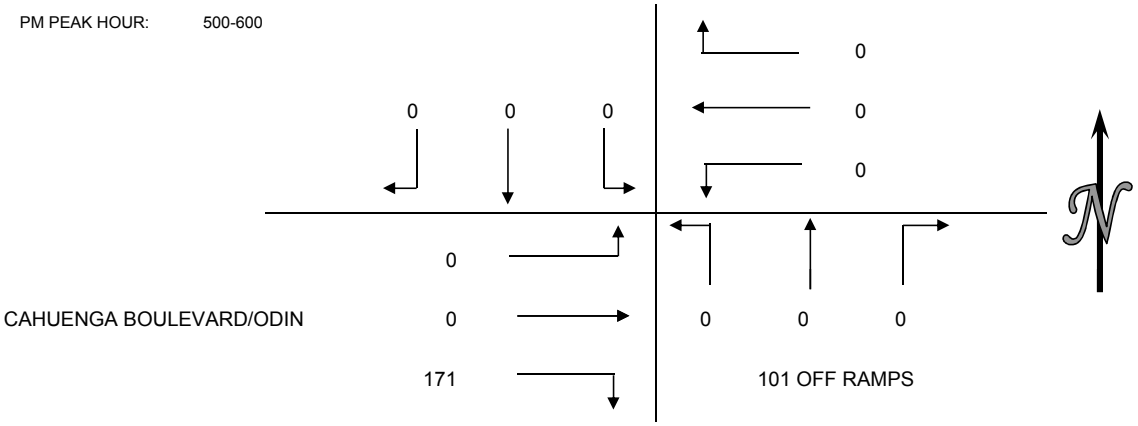
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD: 5:00 PM TO 6:00 PM
INTERSECTION: N/S 101 OFF RAMPS
E/W CAHUENGA BOULEVARD/ODIN
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-515	0	0	0	0	0	0	0	0	0	43	0	0	43
515-530	0	0	0	0	0	0	0	0	0	42	0	0	42
530-545	0	0	0	0	0	0	0	0	0	37	0	0	37
545-600	0	0	0	0	0	0	0	0	0	49	0	0	49
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-600	0	0	0	0	0	0	0	0	0	171	0	0	171

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	0	0	0	0	0

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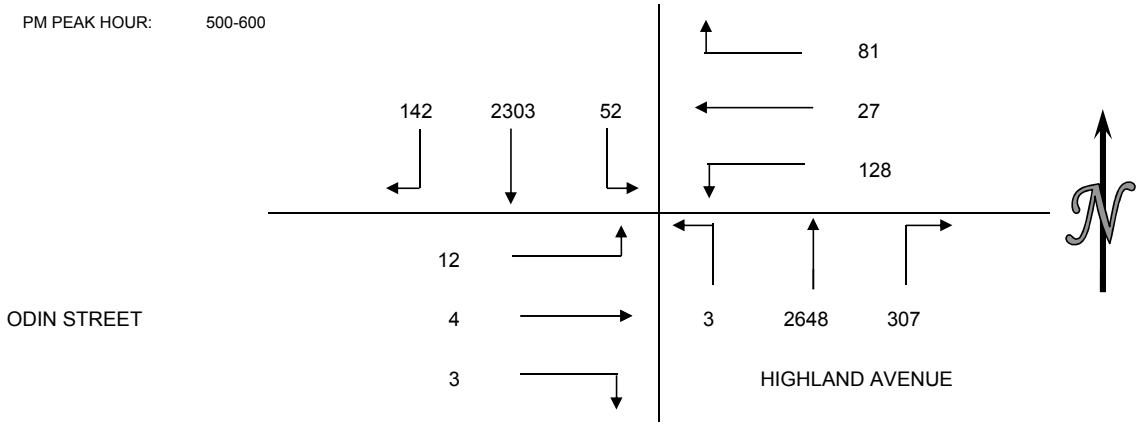
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		FRIDAY SEPTEMBER 6, 2013
PERIOD:		5:00 PM TO 6:00 PM
INTERSECTION:	N/S	HIGHLAND AVENUE
	E/W	ODIN STREET
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-515	18	566	7	14	4	38	82	705	0	1	2	7	1444
515-530	21	590	11	19	2	31	68	696	0	2	1	2	1443
530-545	51	598	10	23	6	32	88	653	1	0	0	3	1465
545-600	52	549	24	25	15	27	69	594	2	0	1	0	1358
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-600	142	2303	52	81	27	128	307	2648	3	3	4	12	5710

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	2	10	0	10	22
515-530	0	20	0	8	28
530-545	0	9	0	7	16
545-600	0	33	1	43	77
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	2	72	1	68	143

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	0	0	2	2
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	0	0	0	2	2

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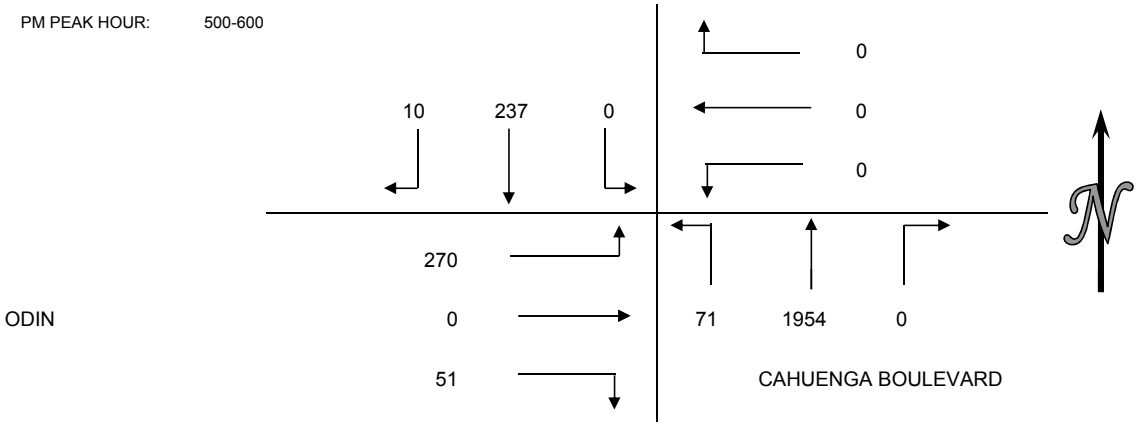
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		FRIDAY SEPTEMBER 6, 2013
PERIOD:		5:00 PM TO 6:00 PM
INTERSECTION:	N/S	CAHUENGA BOULEVARD
	E/W	ODIN STREET
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-515	1	55	0	0	0	0	0	459	18	14	0	73	620
515-530	6	49	0	0	0	0	0	544	14	15	0	59	687
530-545	1	61	0	0	0	0	0	458	20	11	0	77	628
545-600	2	72	0	0	0	0	0	493	19	11	0	61	658
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-600	10	237	0	0	0	0	0	1954	71	51	0	270	2593

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	0	5	0	5
515-530	0	0	1	0	1
530-545	0	0	2	1	3
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	0	0	8	1	9

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	0	0	0	0
515-530	0	0	1	0	1
530-545	0	0	1	0	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	0	0	2	0	2

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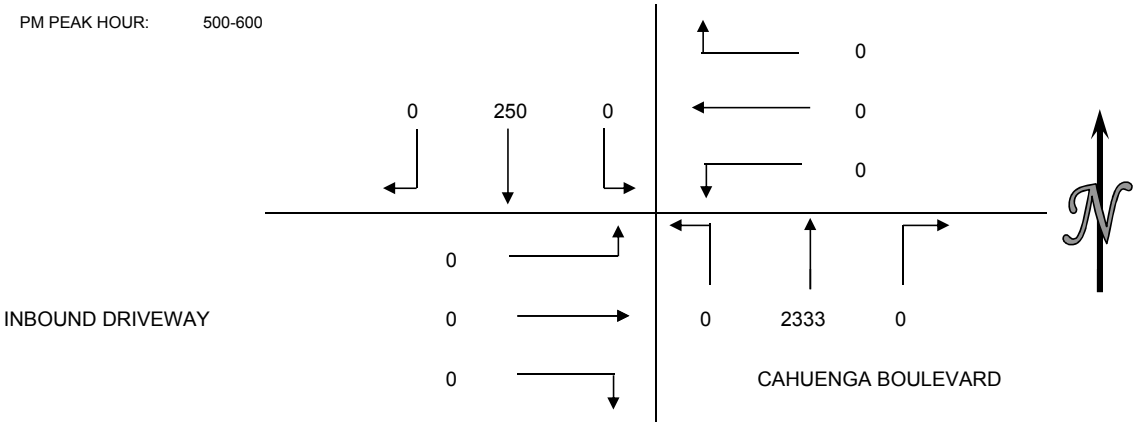
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD: 5:00 PM TO 6:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W INBOUND DRIVEWAY
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-515	0	53	0	0	0	0	0	574	0	0	0	0	627
515-530	0	60	0	0	0	0	0	586	0	0	0	0	646
530-545	0	56	0	0	0	0	0	586	0	0	0	0	642
545-600	0	81	0	0	0	0	0	587	0	0	0	0	668
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-600	0	250	0	0	0	0	0	2333	0	0	0	0	2583

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	5	0	0	5
515-530	0	1	0	0	1
530-545	0	0	0	0	0
545-600	0	2	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	0	8	0	0	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-515	0	1	0	0	1
515-530	0	1	0	0	1
530-545	0	1	0	0	1
545-600	0	2	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
500-600	0	5	0	0	5

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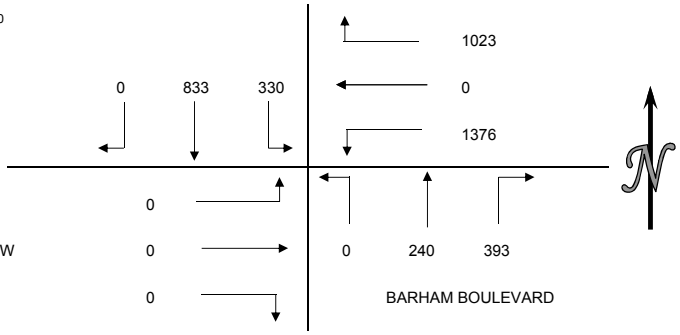
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD" 7:00 AM TO 10:00 AM
INTERSECTION: N/S BARHAM BOULEVARD
E/W CAHUENGA BOULEVARD W
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	121	31	210	0	348	64	29	0	0	0	0	803
715-730	0	186	38	225	0	372	66	38	0	0	0	0	925
730-745	0	216	52	250	0	392	79	45	0	0	0	0	1034
745-800	0	210	62	291	0	377	79	89	0	0	0	0	1108
800-815	0	160	61	204	0	312	83	69	0	0	0	0	889
815-830	0	169	48	205	0	216	91	39	0	0	0	0	768
830-845	0	249	97	246	0	348	110	50	0	0	0	0	1100
845-900	0	221	68	252	0	326	106	61	0	0	0	0	1034
900-915	0	178	90	260	0	384	88	75	0	0	0	0	1075
915-930	0	185	75	265	0	318	89	54	0	0	0	0	986
930-945	0	157	52	233	0	325	83	54	0	0	0	0	904
945-1000	0	130	70	202	0	234	75	42	0	0	0	0	753
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	733	183	976	0	1489	288	201	0	0	0	0	3870
715-815	0	772	213	970	0	1453	307	241	0	0	0	0	3956
730-830	0	755	223	950	0	1297	332	242	0	0	0	0	3799
745-845	0	788	268	946	0	1253	363	247	0	0	0	0	3865
800-900	0	799	274	907	0	1202	390	219	0	0	0	0	3791
815-915	0	817	303	963	0	1274	395	225	0	0	0	0	3977
830-930	0	833	330	1023	0	1376	393	240	0	0	0	0	4195
845-945	0	741	285	1010	0	1353	366	244	0	0	0	0	3999
900-1000	0	650	287	960	0	1261	335	225	0	0	0	0	3718

AM PEAK HOUR: 830-930



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	0	0	1
715-730	5	1	0	0	6
730-745	6	0	0	0	6
745-800	2	0	0	0	2
800-815	2	0	0	0	2
815-830	0	0	0	0	0
830-845	3	0	0	0	3
854-900	1	0	0	0	1
900-915	0	0	0	0	0
915-930	1	0	0	0	1
930-945	0	0	0	0	0
945-1000	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	13	2	0	0	15
715-815	15	1	0	0	16
730-830	10	0	0	0	10
745-845	7	0	0	0	7
800-900	6	0	0	0	6
815-915	4	0	0	0	4
830-930	5	0	0	0	5
845-945	2	0	0	0	2
900-1000	2	0	0	0	2

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

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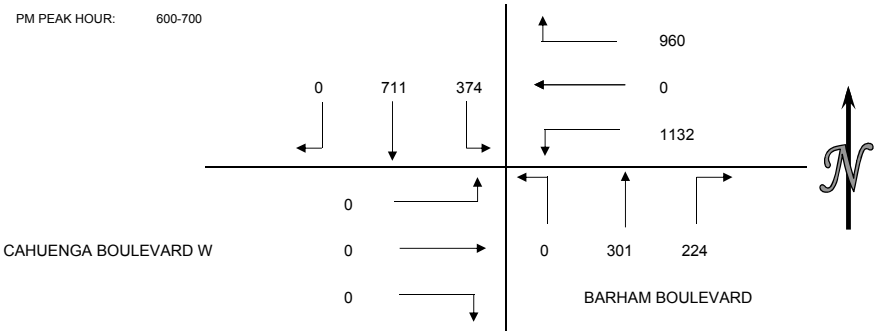
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S BARHAM BOULEVARD
E/W CAHUENGA BOULEVARD W
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	185	86	240	0	291	61	86	0	0	0	0	949
615-630	0	197	94	249	0	288	66	75	0	0	0	0	969
630-645	0	174	112	245	0	280	64	72	0	0	0	0	947
645-700	0	155	82	226	0	273	33	68	0	0	0	0	837
700-715	0	124	95	219	0	251	50	81	0	0	0	0	820
715-730	0	139	71	227	0	252	55	69	0	0	0	0	813
730-745	0	118	75	227	0	258	55	74	0	0	0	0	807
745-800	0	91	69	181	0	233	57	68	0	0	0	0	699
800-815	0	89	63	170	0	195	57	56	0	0	0	0	630
815-830	0	102	69	170	0	192	62	55	0	0	0	0	650
830-845	0	81	49	151	0	169	48	45	0	0	0	0	543
845-900	0	84	44	134	0	116	30	25	0	0	0	0	433
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	711	374	960	0	1132	224	301	0	0	0	0	3702
615-715	0	650	383	939	0	1092	213	296	0	0	0	0	3573
630-730	0	592	360	917	0	1056	202	290	0	0	0	0	3417
645-745	0	536	323	899	0	1034	193	292	0	0	0	0	3277
700-800	0	472	310	854	0	994	217	292	0	0	0	0	3139
715-815	0	437	278	805	0	938	224	267	0	0	0	0	2949
730-830	0	400	276	748	0	878	231	253	0	0	0	0	2786
745-845	0	363	250	672	0	789	224	224	0	0	0	0	2522
800-900	0	356	225	625	0	672	197	181	0	0	0	0	2256

PM PEAK HOUR: 600-700



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	2	0	0	2
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	2	1	0	0	3
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	1	0	0	0	1
800-815	1	0	0	0	1
815-830	2	0	0	0	2
830-845	2	0	0	0	2
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	2	0	0	2
615-715	2	3	0	0	5
630-730	2	1	0	0	3
645-745	2	1	0	0	3
700-800	3	1	0	0	4
715-815	2	0	0	0	2
730-830	4	0	0	0	4
745-845	6	0	0	0	6
800-900	5	0	0	0	5

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	1	0	0	0	1
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	1	0	0	0	1
700-800	1	0	0	0	1
715-815	1	0	0	0	1
730-830	1	0	0	0	1
745-845	0	0	0	0	0
800-900	0	0	0	0	0

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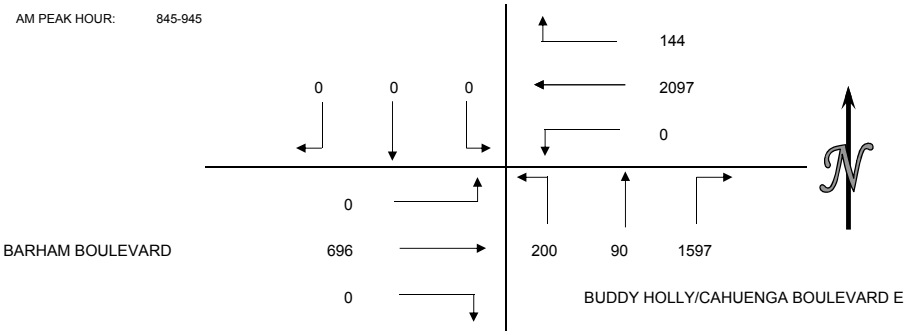
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD" 7:00 AM TO 10:00 AM
INTERSECTION: N/S BUDDY HOLLY/CAHUENGA BOULEVARD E
E/W BARHAM BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	0	0	25	558	0	140	17	22	0	88	1	851
715-730	0	0	0	23	583	0	156	19	28	0	117	0	926
730-745	0	0	0	23	609	0	244	21	32	0	116	0	1045
745-800	0	0	0	24	580	0	318	22	40	0	141	0	1125
800-815	0	0	0	25	580	0	324	22	47	0	149	1	1148
815-830	0	0	0	35	462	0	394	27	40	0	150	2	1110
830-845	0	0	0	30	318	0	448	19	42	0	166	0	1023
845-900	0	0	0	31	558	0	438	33	51	0	205	0	1316
900-915	0	0	0	28	504	0	436	19	51	0	182	0	1220
915-930	0	0	0	29	519	0	369	14	49	0	155	0	1135
930-945	0	0	0	56	516	0	354	24	49	0	154	0	1153
945-1000	0	0	0	52	482	0	346	18	44	0	135	0	1077
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	0	0	95	2330	0	858	79	122	0	462	1	3947
715-815	0	0	0	95	2352	0	1042	84	147	0	523	1	4244
730-830	0	0	0	107	2231	0	1280	92	159	0	556	3	4428
745-845	0	0	0	114	1940	0	1484	90	169	0	606	3	4406
800-900	0	0	0	121	1918	0	1604	101	180	0	670	3	4597
815-915	0	0	0	124	1842	0	1716	98	184	0	703	2	4669
830-930	0	0	0	118	1899	0	1691	85	193	0	708	0	4694
845-945	0	0	0	144	2097	0	1597	90	200	0	696	0	4824
900-1000	0	0	0	165	2021	0	1505	75	193	0	626	0	4585

AM PEAK HOUR: 845-945



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	3	4
715-730	0	0	0	0	0
730-745	0	0	6	5	11
745-800	0	0	4	1	5
800-815	0	0	2	1	3
815-830	0	0	3	2	5
830-845	2	0	1	0	3
854-900	2	0	1	1	4
900-915	0	0	1	1	2
915-930	0	0	1	1	2
930-945	0	0	1	1	2
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	11	9	20
715-815	0	0	12	7	19
730-830	0	0	15	9	24
745-845	2	0	10	4	16
800-900	4	0	7	4	15
815-915	4	0	6	4	14
830-930	4	0	4	3	11
845-945	2	0	4	4	10
900-1000	0	0	3	3	6

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	1	1
730-745	0	0	3	1	4
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	3	2	5
715-815	0	0	3	2	5
730-830	0	0	3	1	4
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

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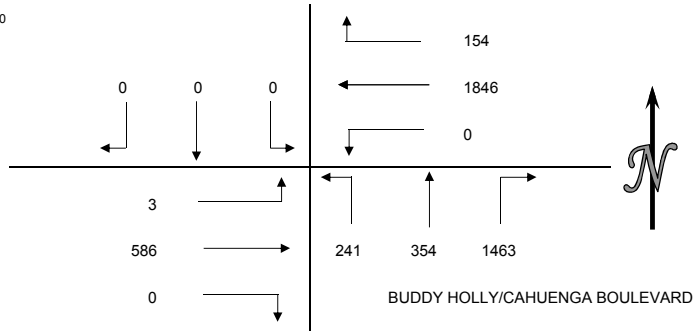
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S BUDDY HOLLY/CAHUENGA BOULEVARD E
E/W BARHAM BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	0	0	41	439	0	372	105	73	0	141	1	1172
615-630	0	0	0	32	476	0	350	94	58	0	138	0	1148
630-645	0	0	0	41	473	0	364	81	56	0	153	1	1169
645-700	0	0	0	40	458	0	377	74	54	0	154	1	1158
700-715	0	0	0	41	432	0	296	61	68	0	135	1	1034
715-730	0	0	0	53	408	0	335	57	42	0	135	1	1031
730-745	0	0	0	53	419	0	293	35	45	0	121	1	967
745-800	0	0	0	48	403	0	261	51	46	0	127	0	936
800-815	0	0	0	56	305	0	276	48	38	0	105	0	828
815-830	0	0	0	31	284	0	197	37	47	0	107	2	705
830-845	0	0	0	35	274	0	235	10	39	0	111	1	705
845-900	0	0	0	34	280	0	163	17	34	0	98	0	626
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	0	0	154	1846	0	1463	354	241	0	586	3	4647
615-715	0	0	0	154	1839	0	1387	310	236	0	580	3	4509
630-730	0	0	0	175	1771	0	1372	273	220	0	577	4	4392
645-745	0	0	0	187	1717	0	1301	227	209	0	545	4	4190
700-800	0	0	0	195	1662	0	1185	204	201	0	518	3	3968
715-815	0	0	0	210	1535	0	1165	191	171	0	488	2	3762
730-830	0	0	0	188	1411	0	1027	171	176	0	460	3	3436
745-845	0	0	0	170	1266	0	969	146	170	0	450	3	3174
800-900	0	0	0	156	1143	0	871	112	158	0	421	3	2864

PM PEAK HOUR: 600-700



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	1	0	1	1	3
615-630	0	0	0	0	0
630-645	0	0	2	0	2
645-700	0	0	0	0	0
700-715	0	0	1	1	2
715-730	0	0	2	1	3
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	1	1	2
815-830	0	0	2	0	2
830-845	0	0	6	6	12
845-900	0	0	4	2	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	1	0	3	1	5
615-715	0	0	3	1	4
630-730	0	0	5	2	7
645-745	0	0	3	2	5
700-800	0	0	3	2	5
715-815	0	0	3	2	5
730-830	0	0	3	1	4
745-845	0	0	9	7	16
800-900	0	0	13	9	22

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	1	0	1
630-645	0	0	1	0	1
645-700	0	0	0	1	1
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	2	1	3
615-715	0	0	2	1	3
630-730	0	0	1	1	2
645-745	0	0	0	1	1
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

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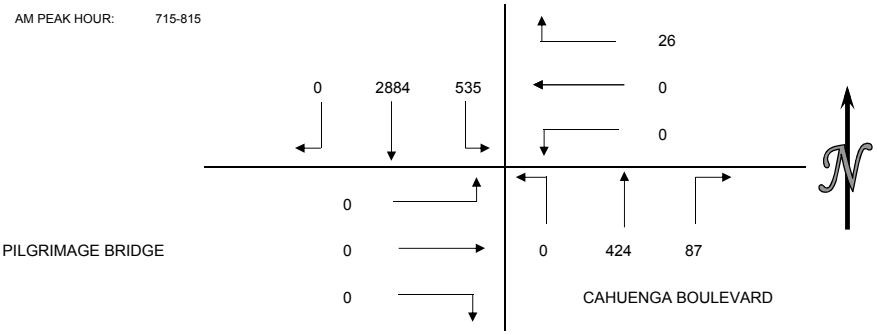
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD" 7:00 AM TO 10:00 AM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W PILGRIMAGE BRIDGE
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	709	74	7	0	0	7	61	0	0	0	0	858
715-730	0	764	92	6	0	0	10	99	0	0	0	0	971
730-745	0	733	144	5	0	0	20	85	0	0	0	0	987
745-800	0	690	149	9	0	0	24	126	0	0	0	0	998
800-815	0	697	150	6	0	0	33	114	0	0	0	0	1000
815-830	0	570	112	6	0	0	22	126	0	0	0	0	836
830-845	0	663	84	6	0	0	29	167	0	0	0	0	949
845-900	0	668	149	7	0	0	26	160	0	0	0	0	1010
900-915	0	569	128	9	0	0	21	141	0	0	0	0	868
915-930	0	557	179	7	0	0	16	109	0	0	0	0	868
930-945	0	556	129	11	0	0	18	124	0	0	0	0	838
945-1000	0	531	140	6	0	0	21	120	0	0	0	0	818
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	2896	459	27	0	0	61	371	0	0	0	0	3814
715-815	0	2884	535	26	0	0	87	424	0	0	0	0	3956
730-830	0	2690	555	26	0	0	99	451	0	0	0	0	3821
745-845	0	2620	495	27	0	0	108	533	0	0	0	0	3783
800-900	0	2598	495	25	0	0	110	567	0	0	0	0	3795
815-915	0	2470	473	28	0	0	98	594	0	0	0	0	3663
830-930	0	2457	540	29	0	0	92	577	0	0	0	0	3695
845-945	0	2350	585	34	0	0	81	534	0	0	0	0	3584
900-1000	0	2213	576	33	0	0	76	494	0	0	0	0	3392

AM PEAK HOUR: 715-815



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
854-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

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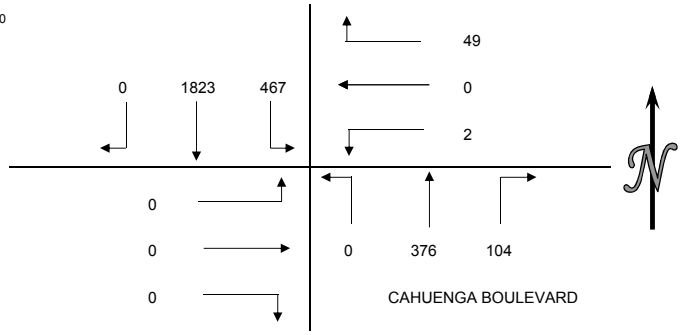
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W PILGRIMAGE BRIDGE
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	508	97	12	0	0	27	92	0	0	0	0	736
615-630	0	525	128	11	0	0	31	95	0	0	0	0	790
630-645	0	437	121	16	0	1	26	98	0	0	0	0	699
645-700	0	353	121	10	0	1	20	91	0	0	0	0	596
700-715	0	286	114	21	0	2	11	78	0	0	0	0	512
715-730	0	302	140	10	0	0	16	86	0	0	0	0	554
730-745	0	366	121	7	0	0	19	78	0	0	0	0	591
745-800	0	303	152	12	0	1	16	71	0	0	0	0	555
800-815	0	418	94	13	0	1	22	84	0	0	0	0	632
815-830	0	454	85	12	0	1	17	67	0	0	0	0	636
830-845	0	448	44	10	0	1	5	92	0	0	0	0	600
845-900	0	419	41	4	0	0	8	59	0	0	0	0	531
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	1823	467	49	0	2	104	376	0	0	0	0	2821
615-715	0	1601	484	58	0	4	88	362	0	0	0	0	2597
630-730	0	1378	496	57	0	4	73	353	0	0	0	0	2361
645-745	0	1307	496	48	0	3	66	333	0	0	0	0	2253
700-800	0	1257	527	50	0	3	62	313	0	0	0	0	2212
715-815	0	1389	507	42	0	2	73	319	0	0	0	0	2332
730-830	0	1541	452	44	0	3	74	300	0	0	0	0	2414
745-845	0	1623	375	47	0	4	60	314	0	0	0	0	2423
800-900	0	1739	264	39	0	3	52	302	0	0	0	0	2399

PM PEAK HOUR: 600-700



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	2	0	0	2
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	2	0	0	2
800-900	0	2	0	0	2

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

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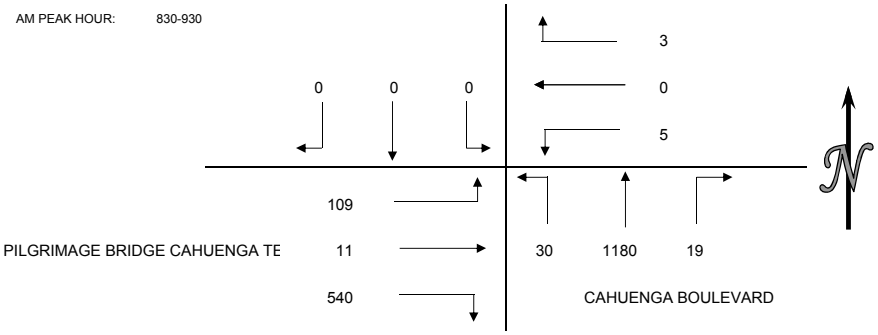
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD" 7:00 AM TO 10:00 AM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W PILGRIMAGE BRIDGE CAHUENGA TERRACE
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	0	0	0	0	0	0	123	6	79	0	10	218
715-730	0	0	0	0	0	0	1	138	6	90	0	12	247
730-745	0	0	0	0	0	0	0	170	6	126	0	33	335
745-800	0	0	0	0	0	0	0	212	9	141	0	23	385
800-815	0	0	0	0	0	1	0	211	4	133	1	25	375
815-830	0	0	0	0	0	1	1	266	6	104	2	33	413
830-845	0	0	0	0	0	1	2	336	8	110	0	39	496
845-900	0	0	0	0	0	1	6	308	6	124	4	25	474
900-915	0	0	0	3	0	2	7	260	9	119	3	20	423
915-930	0	0	0	0	0	1	4	276	7	187	4	25	504
930-945	0	0	0	1	0	0	6	260	9	132	1	20	429
945-1000	0	0	0	0	0	1	4	251	8	129	2	19	414
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	0	0	0	0	0	1	643	27	436	0	78	1185
715-815	0	0	0	0	0	1	1	731	25	490	1	93	1342
730-830	0	0	0	0	0	2	1	859	25	504	3	114	1508
745-845	0	0	0	0	0	3	3	1025	27	488	3	120	1669
800-900	0	0	0	0	0	4	9	1121	24	471	7	122	1758
815-915	0	0	0	3	0	5	16	1170	29	457	9	117	1806
830-930	0	0	0	3	0	5	19	1180	30	540	11	109	1897
845-945	0	0	0	4	0	4	23	1104	31	562	12	90	1830
900-1000	0	0	0	4	0	4	21	1047	33	567	10	84	1770

AM PEAK HOUR: 830-930



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	2	0	0	2
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
854-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	1	0	0	1
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	2	0	0	2
715-815	0	2	0	0	2
730-830	0	2	0	0	2
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	1	0	0	1
900-1000	0	1	0	0	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	2	0	0	2
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	1	0	0	1
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	2	0	0	2
715-815	0	2	0	0	2
730-830	0	2	0	0	2
745-845	0	1	0	0	1
800-900	0	1	0	0	1
815-915	0	1	0	0	1
830-930	0	1	0	0	1
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

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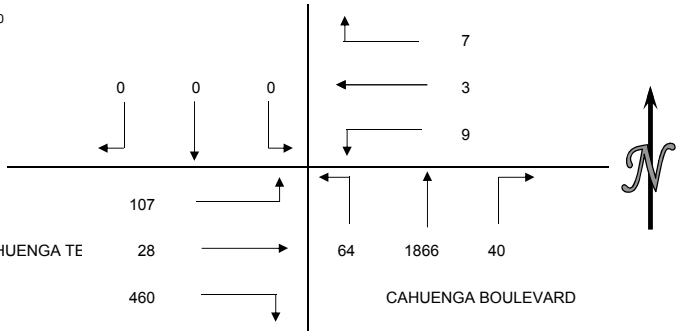
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W PILGRIMAGE BRIDGE CAHUENGA TERRACE
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	0	0	1	0	2	4	398	8	81	3	52	549
615-630	0	0	0	1	0	6	3	436	11	86	2	35	580
630-645	0	0	0	1	1	2	7	530	15	111	9	27	703
645-700	0	0	0	3	1	1	8	501	14	123	5	48	704
700-715	0	0	0	1	0	2	13	405	24	101	8	18	572
715-730	0	0	0	2	1	4	12	430	11	125	6	14	605
730-745	0	0	0	1	0	0	19	353	6	111	9	20	519
745-800	0	0	0	2	1	1	23	365	14	144	5	21	576
800-815	0	0	0	2	1	3	21	322	13	74	14	12	462
815-830	0	0	0	4	1	4	22	306	11	98	4	18	468
830-845	0	0	0	3	1	1	13	292	9	23	6	9	357
845-900	0	0	0	1	0	4	3	269	3	41	5	9	335
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	0	0	6	2	11	22	1865	48	401	19	162	2536
615-715	0	0	0	6	2	11	31	1872	64	421	24	128	2559
630-730	0	0	0	7	3	9	40	1866	64	460	28	107	2584
645-745	0	0	0	7	2	7	52	1689	55	460	28	100	2400
700-800	0	0	0	6	2	7	67	1553	55	481	28	73	2272
715-815	0	0	0	7	3	8	75	1470	44	454	34	67	2162
730-830	0	0	0	9	3	8	85	1346	44	427	32	71	2025
745-845	0	0	0	11	4	9	79	1285	47	339	29	60	1863
800-900	0	0	0	10	3	12	59	1189	36	236	29	48	1622

PM PEAK HOUR: 630-730



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	2	0	0	2
630-645	0	2	0	0	2
645-700	0	0	0	0	0
700-715	0	1	0	0	1
715-730	0	0	1	0	1
730-745	0	0	3	0	3
745-800	0	2	2	0	4
800-815	0	2	0	0	2
815-830	4	6	0	0	10
830-845	0	2	0	0	2
845-900	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	4	0	0	4
615-715	0	5	0	0	5
630-730	0	3	1	0	4
645-745	0	1	4	0	5
700-800	0	3	6	0	9
715-815	0	4	6	0	10
730-830	4	10	5	0	19
745-845	4	12	2	0	18
800-900	4	11	0	0	15

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	1	0	0	1
645-700	0	0	0	0	0
700-715	0	2	0	0	2
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	1	0	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	1	0	0	1
615-715	0	3	0	0	3
630-730	0	3	0	0	3
645-745	0	2	0	0	2
700-800	0	2	0	0	2
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	1	0	0	1
800-900	0	1	0	0	1

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

5-LEG INTERSECTION TURNING MOVEMENT COUNT SUMMARY

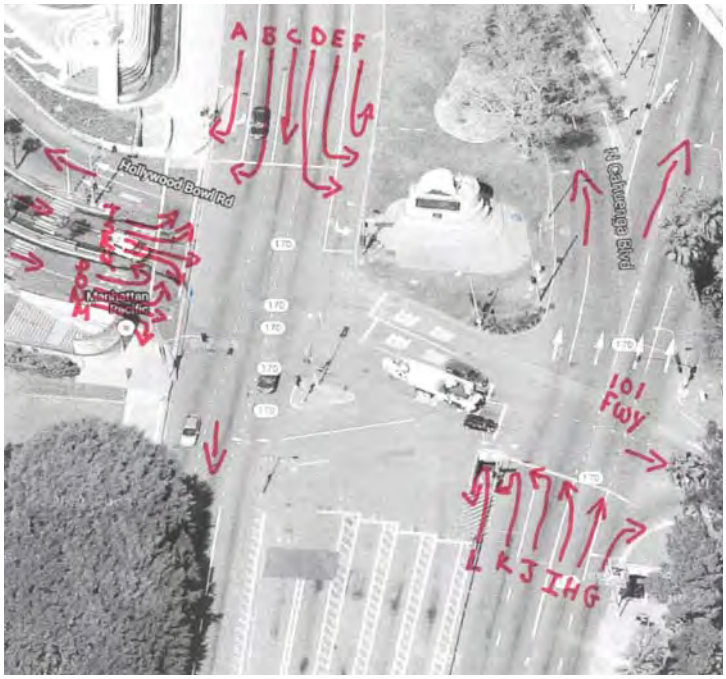
CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W HIGHLAND AVENUE
CITY: LOS ANGELES

15 MIN COUNTS

	SB HIGHLAND BLVD			NB HIGHLAND/CAHUENGA						NBLT HIGHLAND/CA	EB SOUTH DRIVEWAY						EB HOLLYWOOD BOWL DR				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	TOTALS
700-715	8	0	774	12	0	1	45	256	68	6	0	0	0	0	0	0	0	0	0	0	1170
715-730	12	0	730	7	0	0	37	304	102	5	0	0	0	0	0	0	0	1	0	0	1198
730-745	21	0	673	10	0	0	35	308	110	6	0	1	0	0	0	0	1	1	0	0	1166
745-800	14	0	649	3	0	1	32	343	151	11	0	1	0	0	0	0	2	1	1	1	1210
800-815	3	0	659	17	0	1	44	389	152	6	0	2	0	0	0	0	0	1	0	2	1276
815-830	3	0	624	8	1	0	39	375	142	0	0	2	0	0	0	0	0	0	0	2	1196
830-845	6	0	531	5	1	0	34	438	203	5	0	2	0	0	0	0	0	2	0	1	1228
845-900	6	0	706	15	1	1	23	432	179	3	0	0	0	0	0	0	1	0	4	0	1371
900-915	6	1	521	13	0	1	40	384	165	5	0	1	0	0	0	0	2	0	0	0	1139
915-930	2	1	530	14	0	1	36	370	136	7	0	1	0	0	0	0	7	2	0	2	1109
930-945	5	0	549	18	1	1	43	390	145	2	0	4	0	0	0	0	2	2	0	1	1163
945-1000	4	0	506	18	1	0	48	350	124	5	0	1	0	0	0	0	3	3	1	1	1065

HOUR TOTALS

	SB HIGHLAND BLVD			NB HIGHLAND/CAHUENGA						NBLT HIGHLAND/CA	EB SOUTH DRIVEWAY						EB HOLLYWOOD BOWL DR				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	TOTALS
700-800	55	0	2826	32	0	2	149	1211	431	28	0	2	0	0	0	0	3	3	1	1	4744
715-815	50	0	2711	37	0	2	148	1344	515	28	0	4	0	0	0	0	3	4	1	3	4850
730-830	41	0	2605	38	1	2	150	1415	555	23	0	6	0	0	0	0	3	3	1	5	4848
745-845	26	0	2463	33	2	2	149	1545	648	22	0	7	0	0	0	0	2	4	1	6	4910
800-900	18	0	2520	45	3	2	140	1634	676	14	0	6	0	0	0	0	1	3	4	5	5071
815-915	21	1	2382	41	3	2	136	1629	689	13	0	5	0	0	0	0	3	2	4	3	4934
830-930	20	2	2288	47	2	3	133	1624	683	20	0	4	0	0	0	0	10	4	4	3	4847
845-945	19	2	2306	60	2	4	142	1576	625	17	0	6	0	0	0	0	12	4	4	3	4782
900-1000	17	2	2106	63	2	3	167	1494	570	19	0	7	0	0	0	0	14	7	1	4	4476



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

5-LEG INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W HIGHLAND AVENUE
CITY: LOS ANGELES

15 MIN COUNTS

	SB HIGHLAND BLVD			SB HIGHLAND/CAHUENGA						NBLT HIGHLAND/C	EB SOUTH DRIVEWAY						EB HOLLYWOOD BOWL DR				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	TOTALS
600-616	38	0	441	0	0	0	33	406	117	32	0	19	5	0	0	0	20	7	1	2	1121
615-630	36	0	492	0	0	0	45	425	121	49	0	23	4	0	0	0	14	5	5	3	1222
630-645	30	0	386	0	0	0	39	336	103	60	0	36	5	0	0	0	6	5	1	2	1009
645-700	22	0	369	0	0	0	26	290	95	44	5	18	5	0	0	0	4	14	0	3	895
700-715	28	0	291	0	0	0	27	250	82	54	6	22	4	3	2	4	5	3	0	3	784
715-730	33	0	284	0	0	0	33	270	82	49	7	34	6	0	1	4	3	9	2	4	821
730-745	15	0	309	0	0	0	37	308	85	45	0	34	6	1	1	4	5	4	3	0	857
745-800	9	0	278	0	0	0	39	328	82	26	2	47	6	0	0	0	9	10	3	3	842
800-815	7	0	393	0	0	0	41	317	91	19	2	55	1	0	1	0	4	1	4	1	937
815-830	4	0	487	0	1	0	39	361	82	11	1	35	1	0	0	0	5	2	4	0	1033
830-845	5	2	475	5	6	1	44	354	85	9	2	8	4	2	0	0	2	2	4	0	1010
845-900	3	4	352	5	1	4	42	270	72	5	0	8	1	2	0	0	2	0	11	0	782

HOUR TOTALS

	SB HIGHLAND BLVD			SB HIGHLAND/CAHUENGA						NBLT HIGHLAND/C	EB SOUTH DRIVEWAY						EB HOLLYWOOD BOWL DR				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	2	O	P	Q	R	S	T	TOTALS
600-700	126	0	1688	0	0	0	143	1457	436	185	5	96	19	0	0	0	44	31	7	10	4247
615-715	116	0	1538	0	0	0	137	1301	401	207	11	99	18	3	2	4	29	27	6	11	3910
630-730	113	0	1330	0	0	0	125	1146	362	207	18	110	20	3	3	8	18	31	3	12	3509
645-745	98	0	1253	0	0	0	123	1118	344	192	18	108	21	4	4	12	17	30	5	10	3357
700-800	85	0	1162	0	0	0	136	1156	331	174	15	137	22	4	4	12	22	26	8	10	3304
715-815	64	0	1264	0	0	0	150	1223	340	139	11	170	19	1	3	8	21	24	12	8	3457
730-830	35	0	1467	0	1	0	156	1314	340	101	5	171	14	1	2	4	23	17	14	4	3669
745-845	25	2	1633	5	7	1	163	1360	340	65	7	145	12	2	1	0	20	15	15	4	3822
800-900	19	6	1707	10	8	5	166	1302	330	44	5	106	7	4	1	0	13	5	23	1	3762

WILTEC

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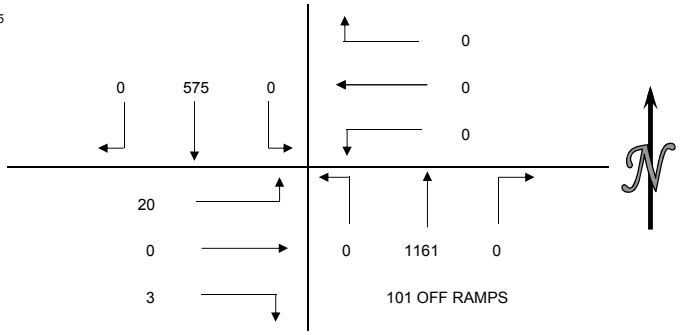
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD" 7:00 AM TO 10:00 AM
INTERSECTION: N/S 101 OFF RAMPS
E/W CAHUENGA BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	59	0	0	0	0	0	115	0	0	0	2	176
715-730	0	90	0	0	0	0	0	134	0	1	0	4	229
730-745	0	134	0	0	0	0	0	192	0	1	0	2	329
745-800	0	131	0	0	0	0	0	217	0	1	0	6	355
800-815	0	149	0	0	0	0	0	222	0	0	0	4	375
815-830	0	115	0	0	0	0	0	283	0	1	0	5	404
830-845	0	85	0	0	0	0	0	306	0	2	0	6	399
845-900	0	125	0	0	0	0	0	334	0	0	0	3	462
900-915	0	125	0	0	0	0	0	260	0	3	0	7	395
915-930	0	169	0	0	0	0	0	297	0	0	0	3	469
930-945	0	156	0	0	0	0	0	270	0	0	0	7	433
945-1000	0	145	0	0	0	0	0	256	0	3	0	3	407
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	414	0	0	0	0	0	658	0	3	0	14	1089
715-815	0	504	0	0	0	0	0	765	0	3	0	16	1288
730-830	0	529	0	0	0	0	0	914	0	3	0	17	1463
745-845	0	480	0	0	0	0	0	1028	0	4	0	21	1533
800-900	0	474	0	0	0	0	0	1145	0	3	0	18	1640
815-915	0	450	0	0	0	0	0	1183	0	6	0	21	1660
830-930	0	504	0	0	0	0	0	1197	0	5	0	19	1725
845-945	0	575	0	0	0	0	0	1161	0	3	0	20	1759
900-1000	0	595	0	0	0	0	0	1083	0	6	0	20	1704

AM PEAK HOUR: 845-945



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	1	0	1
730-745	0	0	2	0	2
745-800	0	0	3	0	3
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
854-900	0	0	3	0	3
900-915	0	0	1	0	1
915-930	0	0	0	0	0
930-945	0	0	3	0	3
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	6	0	6
715-815	0	0	6	0	6
730-830	0	0	5	0	5
745-845	0	0	3	0	3
800-900	0	0	3	0	3
815-915	0	0	4	0	4
830-930	0	0	4	0	4
845-945	0	0	7	0	7
900-1000	0	0	4	0	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	1	0	1
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	1	0	1
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	1	0	1
800-900	0	0	1	0	1
815-915	0	0	1	0	1
830-930	0	0	2	0	2
845-945	0	0	1	0	1
900-1000	0	0	1	0	1

WILTEC

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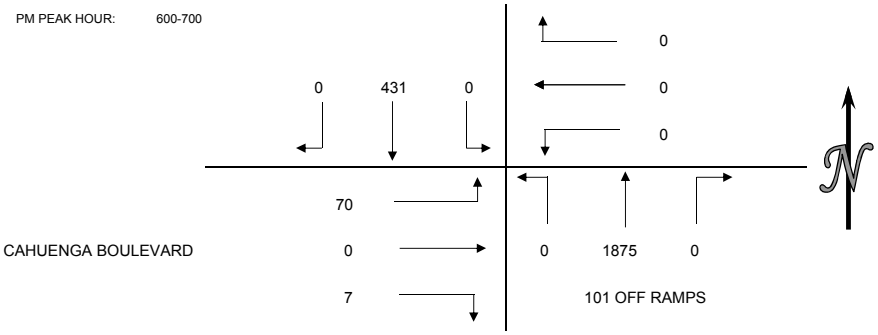
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S 101 OFF RAMPS
E/W CAHUENGA BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	71	0	0	0	0	0	488	0	1	0	28	588
615-630	0	132	0	0	0	0	0	462	0	3	0	18	615
630-645	0	117	0	0	0	0	0	476	0	1	0	17	611
645-700	0	111	0	0	0	0	0	449	0	2	0	7	569
700-715	0	103	0	0	0	0	0	421	0	4	0	11	539
715-730	0	129	0	0	0	0	0	412	0	5	0	5	551
730-745	0	105	0	0	0	0	0	398	0	5	0	3	511
745-800	0	149	0	0	0	0	0	435	0	7	0	8	599
800-815	0	98	0	0	0	0	0	380	0	8	0	11	497
815-830	0	97	0	0	0	0	0	328	0	3	0	7	435
830-845	0	29	0	0	0	0	0	309	0	2	0	5	345
845-900	0	41	0	0	0	0	0	246	0	2	0	3	292
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	431	0	0	0	0	0	1875	0	7	0	70	2383
615-715	0	463	0	0	0	0	0	1808	0	10	0	53	2334
630-730	0	460	0	0	0	0	0	1758	0	12	0	40	2270
645-745	0	448	0	0	0	0	0	1680	0	16	0	26	2170
700-800	0	486	0	0	0	0	0	1666	0	21	0	27	2200
715-815	0	481	0	0	0	0	0	1625	0	25	0	27	2158
730-830	0	449	0	0	0	0	0	1541	0	23	0	29	2042
745-845	0	373	0	0	0	0	0	1452	0	20	0	31	1876
800-900	0	265	0	0	0	0	0	1263	0	15	0	26	1569

PM PEAK HOUR: 600-700



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

WILTEC

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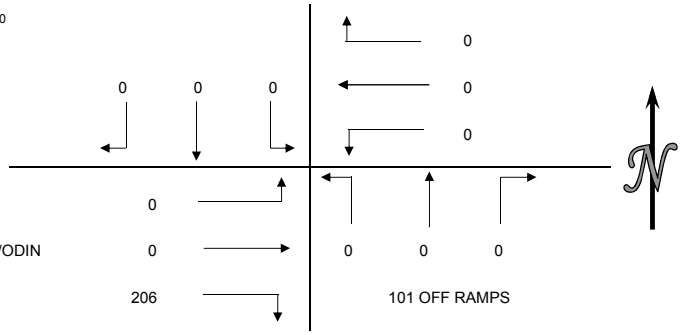
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD" 7:00 AM TO 10:00 AM
INTERSECTION: N/S 101 OFF RAMPS
E/W CAHUENGA BOULEVARD/ODIN
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	0	0	0	0	0	0	0	0	35	0	0	35
715-730	0	0	0	0	0	0	0	0	0	31	0	0	31
730-745	0	0	0	0	0	0	0	0	0	50	0	0	50
745-800	0	0	0	0	0	0	0	0	0	42	0	0	42
800-815	0	0	0	0	0	0	0	0	0	49	0	0	49
815-830	0	0	0	0	0	0	0	0	0	44	0	0	44
830-845	0	0	0	0	0	0	0	0	0	41	0	0	41
845-900	0	0	0	0	0	0	0	0	0	48	0	0	48
900-915	0	0	0	0	0	0	0	0	0	66	0	0	66
915-930	0	0	0	0	0	0	0	0	0	50	0	0	50
930-945	0	0	0	0	0	0	0	0	0	38	0	0	38
945-1000	0	0	0	0	0	0	0	0	0	52	0	0	52
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	0	0	0	0	0	0	0	0	158	0	0	158
715-815	0	0	0	0	0	0	0	0	0	172	0	0	172
730-830	0	0	0	0	0	0	0	0	0	185	0	0	185
745-845	0	0	0	0	0	0	0	0	0	176	0	0	176
800-900	0	0	0	0	0	0	0	0	0	182	0	0	182
815-915	0	0	0	0	0	0	0	0	0	199	0	0	199
830-930	0	0	0	0	0	0	0	0	0	205	0	0	205
845-945	0	0	0	0	0	0	0	0	0	202	0	0	202
900-1000	0	0	0	0	0	0	0	0	0	206	0	0	206

AM PEAK HOUR: 900-1000



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
854-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

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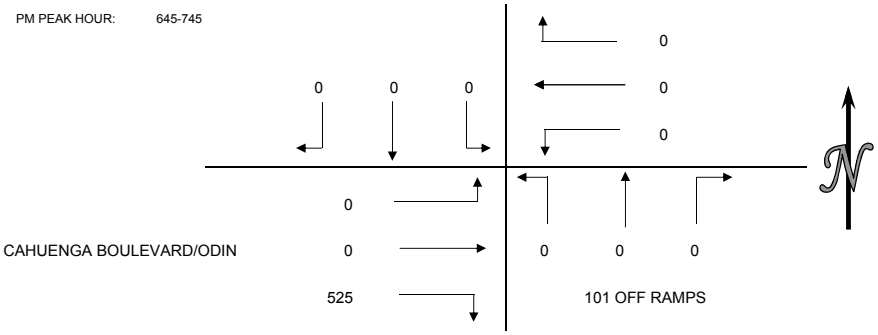
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S 101 OFF RAMPS
E/W CAHUENGA BOULEVARD/ODIN
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	0	0	0	0	0	0	0	0	53	0	0	53
615-630	0	0	0	0	0	0	0	0	0	81	0	0	81
630-645	0	0	0	0	0	0	0	0	0	110	0	0	110
645-700	0	0	0	0	0	0	0	0	0	126	0	0	126
700-715	0	0	0	0	0	0	0	0	0	143	0	0	143
715-730	0	0	0	0	0	0	0	0	0	131	0	0	131
730-745	0	0	0	0	0	0	0	0	0	125	0	0	125
745-800	0	0	0	0	0	0	0	0	0	104	0	0	104
800-815	0	0	0	0	0	0	0	0	0	54	0	0	54
815-830	0	0	0	0	0	0	0	0	0	60	0	0	60
830-845	0	0	0	0	0	0	0	0	0	46	0	0	46
845-900	0	0	0	0	0	0	0	0	0	47	0	0	47
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	0	0	0	0	0	0	0	0	370	0	0	370
615-715	0	0	0	0	0	0	0	0	0	460	0	0	460
630-730	0	0	0	0	0	0	0	0	0	510	0	0	510
645-745	0	0	0	0	0	0	0	0	0	525	0	0	525
700-800	0	0	0	0	0	0	0	0	0	503	0	0	503
715-815	0	0	0	0	0	0	0	0	0	414	0	0	414
730-830	0	0	0	0	0	0	0	0	0	343	0	0	343
745-845	0	0	0	0	0	0	0	0	0	264	0	0	264
800-900	0	0	0	0	0	0	0	0	0	207	0	0	207

PM PEAK HOUR: 645-745



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

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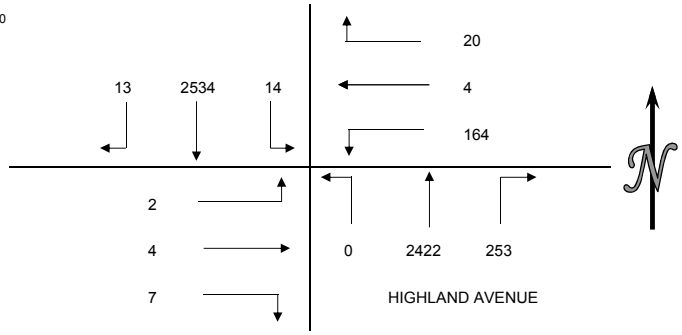
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD" 7:00 AM TO 10:00 AM
INTERSECTION: N/S HIGHLAND AVENUE
E/W ODIN STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	2	793	1	5	1	29	27	344	0	0	1	1	1204
715-730	0	712	1	4	0	28	29	480	0	0	1	0	1255
730-745	2	698	3	6	2	52	34	419	0	0	0	1	1217
745-800	3	647	2	11	1	31	50	556	0	2	3	0	1306
800-815	2	682	3	6	0	42	55	516	0	1	2	0	1309
815-830	2	632	0	1	1	40	58	594	0	2	0	0	1330
830-845	5	542	6	6	2	44	77	657	0	2	0	1	1342
845-900	4	678	5	7	1	38	63	655	0	2	2	1	1456
900-915	3	548	1	7	3	53	62	595	0	2	1	2	1277
915-930	1	519	4	7	0	59	60	552	0	2	2	0	1206
930-945	4	542	0	4	1	39	58	524	0	3	2	1	1178
945-1000	7	529	3	4	2	54	41	547	0	2	2	1	1192
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	7	2850	7	26	4	140	140	1799	0	2	5	2	4982
715-815	7	2739	9	27	3	153	168	1971	0	3	6	1	5087
730-830	9	2659	8	24	4	165	197	2085	0	5	5	1	5162
745-845	12	2503	11	24	4	157	240	2323	0	7	5	1	5287
800-900	13	2534	14	20	4	164	253	2422	0	7	4	2	5437
815-915	14	2400	12	21	7	175	260	2501	0	8	3	4	5405
830-930	13	2287	16	27	6	194	262	2459	0	8	5	4	5281
845-945	12	2287	10	25	5	189	243	2326	0	9	7	4	5117
900-1000	15	2138	8	22	6	205	221	2218	0	9	7	4	4853

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	2	2
715-730	0	0	0	1	1
730-745	0	0	0	1	1
745-800	0	0	0	4	4
800-815	0	0	0	0	0
815-830	0	0	0	3	3
830-845	0	0	0	3	3
854-900	0	0	0	2	2
900-915	0	0	1	2	3
915-930	0	0	0	1	1
930-945	0	1	0	4	5
945-1000	0	0	0	4	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	8	8
715-815	0	0	0	6	6
730-830	0	0	0	8	8
745-845	0	0	0	10	10
800-900	0	0	0	8	8
815-915	0	0	1	10	11
830-930	0	0	1	8	9
845-945	0	1	1	9	11
900-1000	0	1	1	11	13

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	1	1
730-745	0	0	0	1	1
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	1	0	0	1
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	2	2
715-815	0	0	0	2	2
730-830	0	0	0	1	1
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	1	0	0	1
900-1000	0	1	0	0	1

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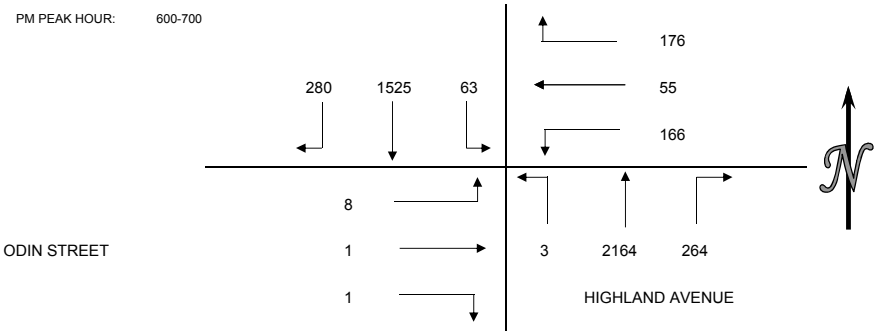
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S HIGHLAND AVENUE
E/W ODIN STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	66	425	21	28	11	26	82	558	1	1	0	7	1226
615-630	63	429	14	44	14	39	66	595	1	0	1	1	1267
630-645	85	399	17	64	18	43	55	548	1	0	0	0	1230
645-700	66	272	11	40	12	58	61	463	0	0	0	0	983
700-715	76	202	12	64	15	79	51	309	0	0	0	0	808
715-730	93	207	10	40	7	42	45	435	0	0	0	0	879
730-745	123	203	15	80	1	52	62	501	3	0	0	0	1040
745-800	44	304	72	76	0	70	85	466	0	0	0	0	1117
800-815	7	368	7	42	2	70	135	482	2	0	0	0	1115
815-830	1	530	27	25	0	77	84	496	0	0	2	3	1245
830-845	10	474	11	9	0	45	56	500	0	0	0	1	1106
845-900	9	354	6	10	0	59	51	449	1	0	0	3	942
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	280	1525	63	176	55	166	264	2164	3	1	1	8	4706
615-715	290	1302	54	212	59	219	233	1915	2	0	1	1	4288
630-730	320	1080	50	208	52	222	212	1755	1	0	0	0	3900
645-745	358	884	48	224	35	231	219	1708	3	0	0	0	3710
700-800	336	916	109	260	23	243	243	1711	3	0	0	0	3844
715-815	267	1082	104	238	10	234	327	1884	5	0	0	0	4151
730-830	175	1405	121	223	3	269	366	1945	5	0	2	3	4517
745-845	62	1676	117	152	2	262	360	1944	2	0	2	4	4583
800-900	27	1726	51	86	2	251	326	1927	3	0	2	7	4408

PM PEAK HOUR: 600-700



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	1	50	0	87	138
615-630	0	52	0	53	105
630-645	0	51	0	74	125
645-700	2	101	0	157	260
700-715	0	91	0	190	281
715-730	0	289	0	529	818
730-745	0	1142	0	804	1946
745-800	0	220	0	514	734
800-815	2	166	0	315	483
815-830	7	195	0	217	419
830-845	23	130	0	129	282
845-900	5	29	0	94	128
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	3	254	0	371	628
615-715	2	295	0	474	771
630-730	2	532	0	950	1484
645-745	2	1623	0	1680	3305
700-800	0	1742	0	2037	3779
715-815	2	1817	0	2162	3981
730-830	9	1723	0	1850	3582
745-845	32	711	0	1175	1918
800-900	37	520	0	755	1312

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	1	1
615-630	0	0	0	0	0
630-645	0	0	0	1	1
645-700	0	0	0	0	0
700-715	0	0	0	1	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	1	0	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	2	2
615-715	0	0	0	2	2
630-730	0	0	0	2	2
645-745	0	0	0	1	1
700-800	0	0	0	1	1
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	1	0	0	1
800-900	0	1	0	0	1

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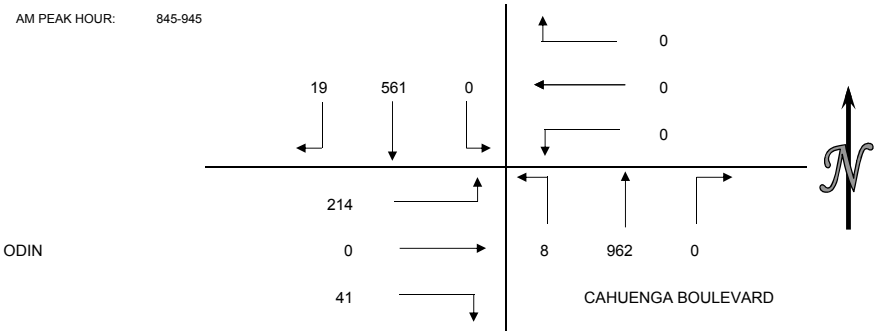
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD" 7:00 AM TO 10:00 AM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W ODIN STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	59	0	0	0	0	0	91	1	3	0	26	180
715-730	1	91	0	0	0	0	0	111	4	7	0	23	237
730-745	2	132	0	0	0	0	0	160	7	5	0	30	336
745-800	5	127	0	0	0	0	0	166	3	6	0	49	356
800-815	0	152	0	0	0	0	0	173	2	9	0	47	383
815-830	2	119	0	0	0	0	0	224	1	3	0	61	410
830-845	3	78	0	0	0	0	0	239	3	5	0	62	390
845-900	3	120	0	0	0	0	0	283	3	12	0	60	481
900-915	3	128	0	0	0	0	0	204	3	5	0	58	401
915-930	10	158	0	0	0	0	0	243	2	13	0	55	481
930-945	3	155	0	0	0	0	0	232	0	11	0	41	442
945-1000	2	146	0	0	0	0	0	219	4	7	0	40	418
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	8	409	0	0	0	0	0	528	15	21	0	128	1109
715-815	8	502	0	0	0	0	0	610	16	27	0	149	1312
730-830	9	530	0	0	0	0	0	723	13	23	0	187	1485
745-845	10	476	0	0	0	0	0	802	9	23	0	219	1539
800-900	8	469	0	0	0	0	0	919	9	29	0	230	1664
815-915	11	445	0	0	0	0	0	950	10	25	0	241	1682
830-930	19	484	0	0	0	0	0	969	11	35	0	235	1753
845-945	19	561	0	0	0	0	0	962	8	41	0	214	1805
900-1000	18	587	0	0	0	0	0	898	9	36	0	194	1742

AM PEAK HOUR: 845-945



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	1	0	1
730-745	0	0	2	0	2
745-800	0	0	3	0	3
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
854-900	0	0	3	0	3
900-915	0	0	1	0	1
915-930	0	0	0	0	0
930-945	0	0	3	0	3
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	6	0	6
715-815	0	0	6	0	6
730-830	0	0	5	0	5
745-845	0	0	3	0	3
800-900	0	0	3	0	3
815-915	0	0	4	0	4
830-930	0	0	4	0	4
845-945	0	0	7	0	7
900-1000	0	0	4	0	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	1	0	1
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	1	0	1
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	1	0	1
800-900	0	0	1	0	1
815-915	0	0	1	0	1
830-930	0	0	2	0	2
845-945	0	0	1	0	1
900-1000	0	0	1	0	1

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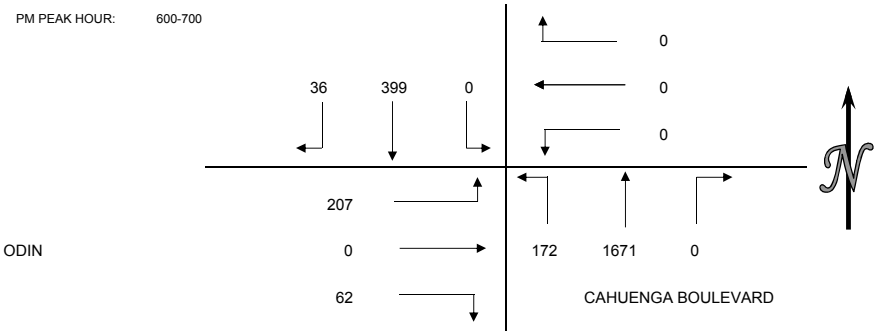
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W ODIN STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	5	67	0	0	0	0	0	413	24	17	0	68	594
615-630	13	117	0	0	0	0	0	423	42	20	0	46	661
630-645	9	112	0	0	0	0	0	417	45	14	0	52	649
645-700	9	103	0	0	0	0	0	418	61	11	0	41	643
700-715	6	98	0	0	0	0	0	371	73	11	0	34	593
715-730	16	120	0	0	0	0	0	377	67	14	0	32	626
730-745	10	104	0	0	0	0	0	372	59	21	0	28	594
745-800	25	136	0	0	0	0	0	408	36	24	0	40	669
800-815	15	81	0	0	0	0	0	340	27	15	0	29	507
815-830	13	87	0	0	0	0	0	295	21	13	0	33	462
830-845	3	32	0	0	0	0	0	268	7	10	0	41	361
845-900	4	40	0	0	0	0	0	220	8	10	0	34	316
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	36	399	0	0	0	0	0	1671	172	62	0	207	2547
615-715	37	430	0	0	0	0	0	1629	221	56	0	173	2546
630-730	40	433	0	0	0	0	0	1583	246	50	0	159	2511
645-745	41	425	0	0	0	0	0	1538	260	57	0	135	2456
700-800	57	458	0	0	0	0	0	1528	235	70	0	134	2482
715-815	66	441	0	0	0	0	0	1497	189	74	0	129	2396
730-830	63	408	0	0	0	0	0	1415	143	73	0	130	2232
745-845	56	336	0	0	0	0	0	1311	91	62	0	143	1999
800-900	35	240	0	0	0	0	0	1123	63	48	0	137	1646

PM PEAK HOUR: 600-700



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	5	0	5
615-630	0	0	17	0	17
630-645	0	0	9	0	9
645-700	0	0	24	0	24
700-715	0	0	17	0	17
715-730	0	0	28	0	28
730-745	0	0	28	0	28
745-800	0	0	39	0	39
800-815	0	0	23	0	23
815-830	0	0	6	0	6
830-845	0	0	9	0	9
845-900	0	0	5	0	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	55	0	55
615-715	0	0	67	0	67
630-730	0	0	78	0	78
645-745	0	0	97	0	97
700-800	0	0	112	0	112
715-815	0	0	118	0	118
730-830	0	0	96	0	96
745-845	0	0	77	0	77
800-900	0	0	43	0	43

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	2	0	2
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	2	0	2
800-900	0	0	2	0	2

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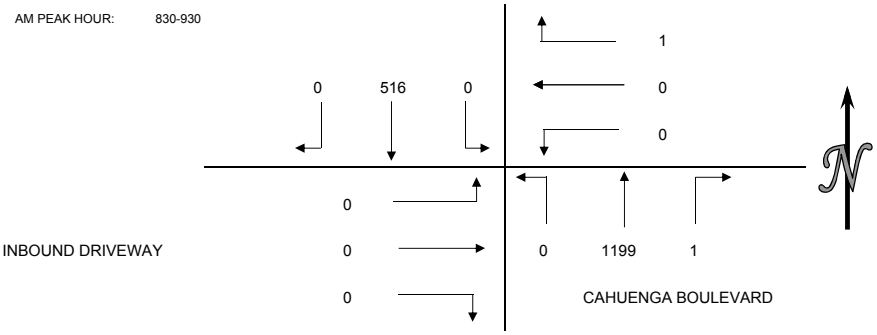
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD" 7:00 AM TO 10:00 AM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W INBOUND DRIVEWAY
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	69	0	0	0	0	0	119	0	0	0	0	188
715-730	0	95	0	0	0	0	0	139	0	0	0	0	234
730-745	0	130	0	0	0	0	0	186	0	0	0	0	316
745-800	0	136	0	0	0	0	0	219	0	0	0	0	355
800-815	0	131	0	0	0	0	1	217	0	0	0	0	349
815-830	0	105	0	0	0	1	0	283	0	0	0	0	389
830-845	0	97	0	0	0	0	0	332	0	0	0	0	429
845-900	0	125	0	0	0	0	0	321	0	0	0	0	446
900-915	0	121	0	0	0	0	1	260	0	0	0	0	382
915-930	0	173	0	1	0	0	0	286	0	0	0	0	460
930-945	0	142	0	0	0	0	0	280	0	0	0	0	422
945-1000	0	139	0	0	0	0	0	269	0	0	0	0	408
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	430	0	0	0	0	0	663	0	0	0	0	1093
715-815	0	492	0	0	0	0	1	761	0	0	0	0	1254
730-830	0	502	0	0	0	1	1	905	0	0	0	0	1409
745-845	0	469	0	0	0	1	1	1051	0	0	0	0	1522
800-900	0	458	0	0	0	1	1	1153	0	0	0	0	1613
815-915	0	448	0	0	0	1	1	1196	0	0	0	0	1646
830-930	0	516	0	1	0	0	1	1199	0	0	0	0	1717
845-945	0	561	0	1	0	0	1	1147	0	0	0	0	1710
900-1000	0	575	0	1	0	0	1	1095	0	0	0	0	1672

AM PEAK HOUR: 830-930



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	1	0	0	1
730-745	0	0	0	0	0
745-800	0	1	0	0	1
800-815	0	0	0	0	0
815-830	0	2	0	0	2
830-845	0	0	0	0	0
854-900	0	0	0	0	0
900-915	0	2	0	0	2
915-930	0	1	0	0	1
930-945	0	2	0	0	2
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	2	0	0	2
715-815	0	2	0	0	2
730-830	0	3	0	0	3
745-845	0	3	0	0	3
800-900	0	2	0	0	2
815-915	0	4	0	0	4
830-930	0	3	0	0	3
845-945	0	5	0	0	5
900-1000	0	5	0	0	5

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	2	0	0	2
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	1	0	0	1
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	2	0	0	2
715-815	0	2	0	0	2
730-830	0	2	0	0	2
745-845	0	2	0	0	2
800-900	0	0	0	0	0
815-915	0	1	0	0	1
830-930	0	1	0	0	1
845-945	0	1	0	0	1
900-1000	0	2	0	0	2

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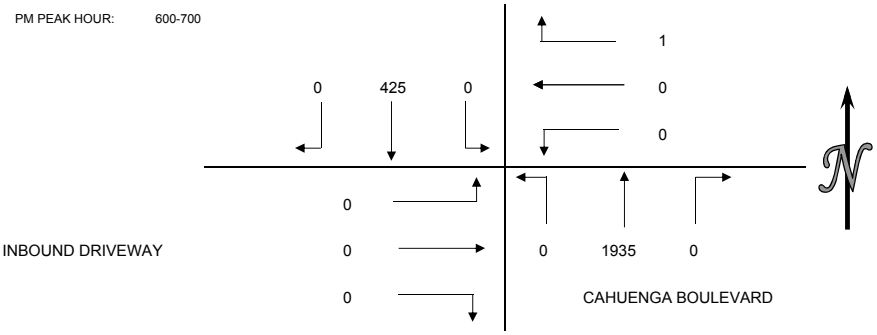
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: FRIDAY SEPTEMBER 6, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W INBOUND DRIVEWAY
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	82	0	1	0	0	0	496	0	0	0	0	579
615-630	0	120	0	0	0	0	0	492	0	0	0	0	612
630-645	0	143	0	0	0	0	0	543	0	0	0	0	686
645-700	0	80	0	0	0	0	0	404	0	0	0	0	484
700-715	0	112	0	0	0	0	0	443	0	0	0	0	555
715-730	0	120	0	2	0	0	0	409	0	0	0	0	531
730-745	0	121	0	1	0	0	0	411	0	0	0	0	533
745-800	0	138	0	1	0	0	0	429	0	0	0	0	568
800-815	0	83	0	1	0	0	0	362	0	0	0	0	446
815-830	0	91	0	2	0	0	0	353	0	0	0	0	446
830-845	0	39	0	0	0	0	0	324	0	0	0	0	363
845-900	0	43	0	2	0	0	0	246	0	0	0	0	291
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	425	0	1	0	0	0	1935	0	0	0	0	2361
615-715	0	455	0	0	0	0	0	1882	0	0	0	0	2337
630-730	0	455	0	2	0	0	0	1799	0	0	0	0	2256
645-745	0	433	0	3	0	0	0	1667	0	0	0	0	2103
700-800	0	491	0	4	0	0	0	1692	0	0	0	0	2187
715-815	0	462	0	5	0	0	0	1611	0	0	0	0	2078
730-830	0	433	0	5	0	0	0	1555	0	0	0	0	1993
745-845	0	351	0	4	0	0	0	1468	0	0	0	0	1823
800-900	0	256	0	5	0	0	0	1285	0	0	0	0	1546

PM PEAK HOUR: 600-700



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	2	0	0	2
615-630	0	2	0	0	2
630-645	0	1	0	0	1
645-700	0	0	0	0	0
700-715	0	2	0	0	2
715-730	0	0	0	0	0
730-745	0	4	0	0	4
745-800	0	3	0	0	3
800-815	0	4	0	0	4
815-830	0	6	0	0	6
830-845	0	2	0	0	2
845-900	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	5	0	0	5
615-715	0	5	0	0	5
630-730	0	3	0	0	3
645-745	0	6	0	0	6
700-800	0	9	0	0	9
715-815	0	11	0	0	11
730-830	0	17	0	0	17
745-845	0	15	0	0	15
800-900	0	13	0	0	13

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	1	0	0	1
615-630	0	1	0	0	1
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	4	0	0	4
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	1	0	0	1
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	1	0	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	2	0	0	2
615-715	0	5	0	0	5
630-730	0	4	0	0	4
645-745	0	4	0	0	4
700-800	0	5	0	0	5
715-815	0	1	0	0	1
730-830	0	1	0	0	1
745-845	0	2	0	0	2
800-900	0	1	0	0	1

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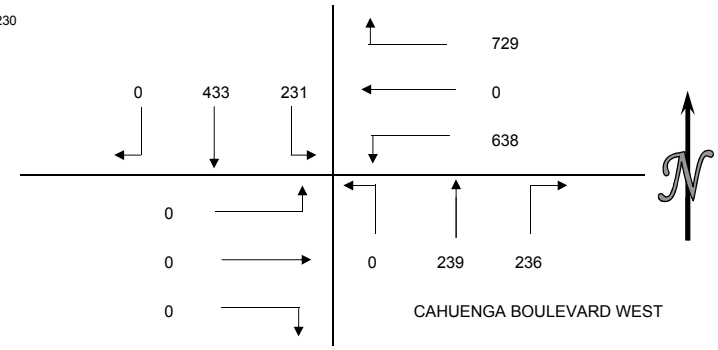
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		SATURDAY SEPTEMBER 7, 2013
PERIOD"		11:00 AM TO 1:00 PM
INTERSECTION:	N/S	CAHUENGA BOULEVARD WEST
	E/W	BARHAM BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1115	0	100	56	181	0	161	58	50	0	0	0	0	606
1115-1130	0	96	47	159	0	140	55	63	0	0	0	0	560
1130-1145	0	101	54	183	0	164	54	58	0	0	0	0	614
1145-1200	0	120	57	196	0	154	58	44	0	0	0	0	629
1200-1215	0	107	56	175	0	174	60	71	0	0	0	0	643
1215-1230	0	105	64	175	0	146	64	66	0	0	0	0	620
1230-1245	0	106	55	160	0	122	69	66	0	0	0	0	578
1245-100	0	113	66	178	0	160	64	62	0	0	0	0	643
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	0	417	214	719	0	619	225	215	0	0	0	0	2409
1115-1215	0	424	214	713	0	632	227	236	0	0	0	0	2446
1130-1230	0	433	231	729	0	638	236	239	0	0	0	0	2506
1145-1245	0	438	232	706	0	596	251	247	0	0	0	0	2470
1200-100	0	431	241	688	0	602	257	265	0	0	0	0	2484

MD PEAK HOUR: 1130-1230



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	1	0	0	0	1
1115-1130	1	0	0	0	1
1130-1145	0	0	0	0	0
1145-1200	1	0	0	0	1
1200-1215	2	0	0	0	2
1215-1230	0	0	0	0	0
1230-1245	1	0	0	0	1
1245-100	5	0	0	0	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	3	0	0	0	3
1115-1215	4	0	0	0	4
1130-1230	3	0	0	0	3
1145-1245	4	0	0	0	4
1200-100	8	0	0	0	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	0	0	0	0
1115-1130	0	0	0	0	0
1130-1145	1	0	0	0	1
1145-1200	0	0	0	0	0
1200-1215	1	0	0	0	1
1215-1230	0	0	0	0	0
1230-1245	0	0	0	0	0
1245-100	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	1	0	0	0	1
1115-1215	2	0	0	0	2
1130-1230	2	0	0	0	2
1145-1245	1	0	0	0	1
1200-100	2	0	0	0	2

WILTEC

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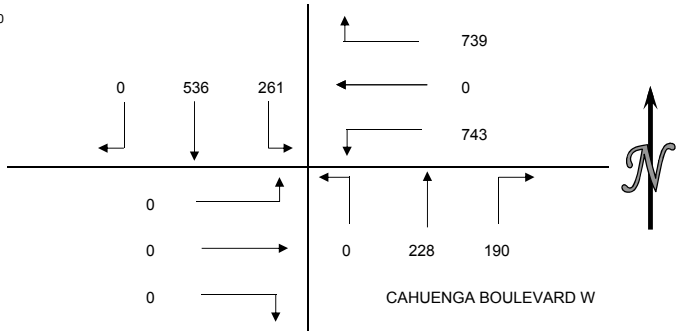
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: SATURDAY SEPTEMBER 7, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD W
E/W BARHAM BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	132	65	180	0	191	50	66	0	0	0	0	684
615-630	0	154	66	171	0	197	44	51	0	0	0	0	683
630-645	0	130	65	207	0	190	45	55	0	0	0	0	692
645-700	0	120	65	181	0	165	51	56	0	0	0	0	638
700-715	0	140	67	168	0	173	44	44	0	0	0	0	636
715-730	0	127	48	169	0	171	52	61	0	0	0	0	628
730-745	0	117	55	196	0	162	55	47	0	0	0	0	632
745-800	0	95	56	162	0	140	50	55	0	0	0	0	558
800-815	0	106	56	157	0	137	39	75	0	0	0	0	570
815-830	0	96	67	133	0	124	28	46	0	0	0	0	494
830-845	0	104	62	134	0	105	23	47	0	0	0	0	475
845-900	0	104	57	122	0	123	22	41	0	0	0	0	469
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	536	261	739	0	743	190	228	0	0	0	0	2697
615-715	0	544	263	727	0	725	184	206	0	0	0	0	2649
630-730	0	517	245	725	0	699	192	216	0	0	0	0	2594
645-745	0	504	235	714	0	671	202	208	0	0	0	0	2534
700-800	0	479	226	695	0	646	201	207	0	0	0	0	2454
715-815	0	445	215	684	0	610	196	238	0	0	0	0	2388
730-830	0	414	234	648	0	563	172	223	0	0	0	0	2254
745-845	0	401	241	586	0	506	140	223	0	0	0	0	2097
800-900	0	410	242	546	0	489	112	209	0	0	0	0	2008

PM PEAK HOUR: 600-700



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	1	0	0	0	1
615-630	1	0	0	0	1
630-645	3	0	0	0	3
645-700	0	1	0	0	1
700-715	0	0	0	0	0
715-730	2	0	0	0	2
730-745	1	0	0	0	1
745-800	1	0	0	0	1
800-815	1	0	0	0	1
815-830	1	0	0	0	1
830-845	0	0	0	0	0
845-900	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	5	1	0	0	6
615-715	4	1	0	0	5
630-730	5	1	0	0	6
645-745	3	1	0	0	4
700-800	4	0	0	0	4
715-815	5	0	0	0	5
730-830	4	0	0	0	4
745-845	3	0	0	0	3
800-900	3	0	0	0	3

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	2	0	0	0	2
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	2	0	0	0	2
645-745	2	0	0	0	2
700-800	2	0	0	0	2
715-815	2	0	0	0	2
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

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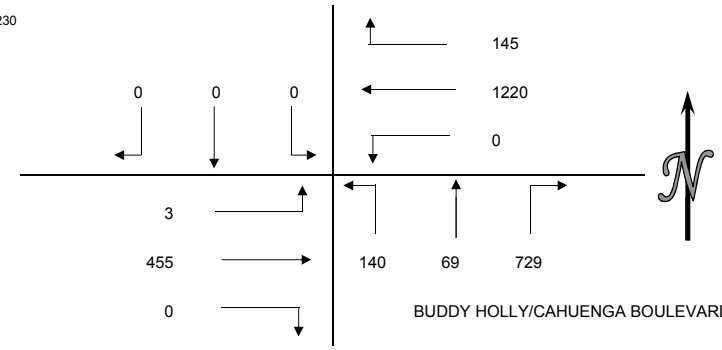
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: SATURDAY SEPTEMBER 7, 2013
PERIOD" 11:00 AM TO 1:00 PM
INTERSECTION: N/S BUDDY HOLLY/CAHUENGA BOULEVARD E
E/W BARHAM BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1115	0	0	0	52	286	0	154	20	38	0	118	0	668
1115-1130	0	0	0	53	273	0	174	27	35	0	102	0	664
1130-1145	0	0	0	35	323	0	177	24	41	0	104	1	705
1145-1200	0	0	0	43	313	0	175	16	37	0	107	1	692
1200-1215	0	0	0	33	298	0	162	14	37	0	119	0	663
1215-1230	0	0	0	34	286	0	215	15	25	0	125	1	701
1230-1245	0	0	0	38	287	0	210	11	34	0	125	0	705
1245-100	0	0	0	27	294	0	166	16	45	0	122	2	672
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	0	0	0	183	1195	0	680	87	151	0	431	2	2729
1115-1215	0	0	0	164	1207	0	688	81	150	0	432	2	2724
1130-1230	0	0	0	145	1220	0	729	69	140	0	455	3	2761
1145-1245	0	0	0	148	1184	0	762	56	133	0	476	2	2761
1200-100	0	0	0	132	1165	0	753	56	141	0	491	3	2741

MD PEAK HOUR: 1130-1230



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	0	0	1	1
1115-1130	0	0	1	0	1
1130-1145	0	0	0	0	0
1145-1200	1	0	0	0	1
1200-1215	0	0	0	0	0
1215-1230	1	0	0	0	1
1230-1245	0	0	1	0	1
1245-100	2	0	2	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	1	0	1	1	3
1115-1215	1	0	1	0	2
1130-1230	2	0	0	0	2
1145-1245	2	0	1	0	3
1200-100	3	0	3	0	6

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	0	0	0	0
1115-1130	0	0	0	0	0
1130-1145	0	0	0	0	0
1145-1200	0	0	0	0	0
1200-1215	1	0	0	0	1
1215-1230	0	0	0	0	0
1230-1245	0	0	0	0	0
1245-100	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	0	0	0	0
1115-1215	1	0	0	0	1
1130-1230	1	0	0	0	1
1145-1245	1	0	0	0	1
1200-100	1	0	0	0	1

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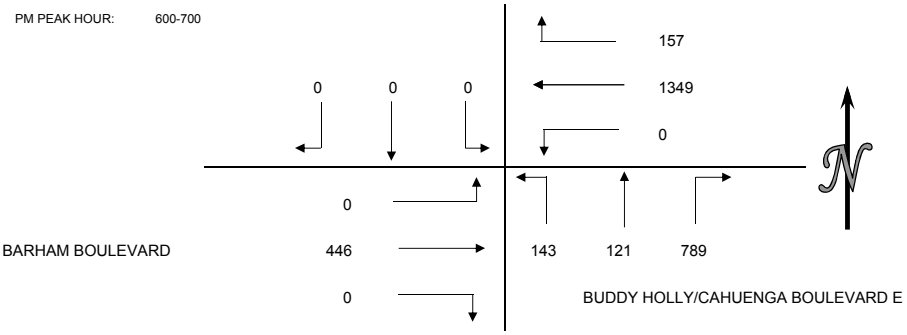
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: SATURDAY SEPTEMBER 7, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S BUDDY HOLLY/CAHUENGA BOULEVARD E
E/W BARHAM BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	0	0	37	348	0	216	37	34	0	109	0	781
615-630	0	0	0	45	344	0	198	30	32	0	110	0	759
630-645	0	0	0	45	341	0	193	31	43	0	113	0	766
645-700	0	0	0	30	316	0	182	23	34	0	114	0	699
700-715	0	0	0	20	316	0	183	16	39	0	109	3	686
715-730	0	0	0	23	303	0	143	27	53	0	107	0	656
730-745	0	0	0	31	307	0	199	20	56	0	101	0	714
745-800	0	0	0	28	239	0	133	10	47	0	101	0	558
800-815	0	0	0	21	230	0	143	14	57	0	118	0	583
815-830	0	0	0	28	232	0	187	14	37	0	92	1	591
830-845	0	0	0	13	216	0	100	10	29	0	77	1	446
845-900	0	0	0	9	211	0	100	15	27	0	67	0	429
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	0	0	157	1349	0	789	121	143	0	446	0	3005
615-715	0	0	0	140	1317	0	756	100	148	0	446	3	2910
630-730	0	0	0	118	1276	0	701	97	169	0	443	3	2807
645-745	0	0	0	104	1242	0	707	86	182	0	431	3	2755
700-800	0	0	0	102	1165	0	658	73	195	0	418	3	2614
715-815	0	0	0	103	1079	0	618	71	213	0	427	0	2511
730-830	0	0	0	108	1008	0	662	58	197	0	412	1	2446
745-845	0	0	0	90	917	0	563	48	170	0	388	2	2178
800-900	0	0	0	71	889	0	530	53	150	0	354	2	2049

PM PEAK HOUR: 600-700



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	2	1	3
615-630	1	0	0	0	1
630-645	2	0	1	0	3
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	2	1	3
730-745	1	0	0	1	2
745-800	0	0	0	0	0
800-815	0	0	1	1	2
815-830	0	0	1	1	2
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	3	0	3	1	7
615-715	3	0	1	0	4
630-730	2	0	3	1	6
645-745	1	0	2	2	5
700-800	1	0	2	2	5
715-815	1	0	3	3	7
730-830	1	0	2	3	6
745-845	0	0	2	2	4
800-900	0	0	2	2	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	1	1
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	1	1
700-800	0	0	0	1	1
715-815	0	0	0	1	1
730-830	0	0	0	1	1
745-845	0	0	0	0	0
800-900	0	0	0	0	0

WILTEC

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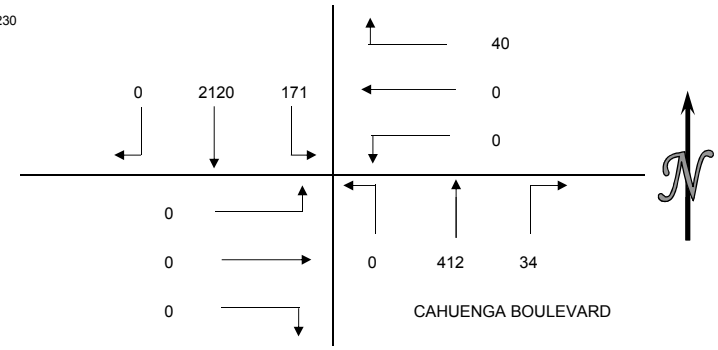
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		SATURDAY SEPTEMBER 7, 2013
PERIOD"		11:00 AM TO 1:00 PM
INTERSECTION:	N/S	CAHUENGA BOULEVARD
	E/W	PILGRIMAGE BRIDGE
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1115	0	457	41	11	0	0	2	89	0	0	0	0	600
1115-1130	0	522	54	4	0	0	14	99	0	0	0	0	693
1130-1145	0	535	44	9	0	0	8	86	0	0	0	0	682
1145-1200	0	554	49	9	0	0	8	80	0	0	0	0	700
1200-1215	0	522	46	10	0	0	5	116	0	0	0	0	699
1215-1230	0	509	32	12	0	0	13	130	0	0	0	0	696
1230-1245	0	478	46	8	0	0	13	122	0	0	0	0	667
1245-100	0	495	45	9	0	0	9	92	0	0	0	0	650
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	0	2068	188	33	0	0	32	354	0	0	0	0	2675
1115-1215	0	2133	193	32	0	0	35	381	0	0	0	0	2774
1130-1230	0	2120	171	40	0	0	34	412	0	0	0	0	2777
1145-1245	0	2063	173	39	0	0	39	448	0	0	0	0	2762
1200-100	0	2004	169	39	0	0	40	460	0	0	0	0	2712

MD PEAK HOUR: 1130-1230



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	1	0	0	1
1115-1130	0	0	0	0	0
1130-1145	0	0	0	0	0
1145-1200	0	0	0	0	0
1200-1215	0	0	0	0	0
1215-1230	0	0	0	0	0
1230-1245	0	0	0	0	0
1245-100	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	1	0	0	1
1115-1215	0	0	0	0	0
1130-1230	0	0	0	0	0
1145-1245	0	0	0	0	0
1200-100	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	0	1	0	1
1115-1130	0	0	0	0	0
1130-1145	0	0	0	0	0
1145-1200	0	0	0	0	0
1200-1215	0	0	0	0	0
1215-1230	0	0	0	0	0
1230-1245	0	0	0	0	0
1245-100	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	0	1	0	1
1115-1215	0	0	0	0	0
1130-1230	0	0	0	0	0
1145-1245	0	0	0	0	0
1200-100	0	0	0	0	0

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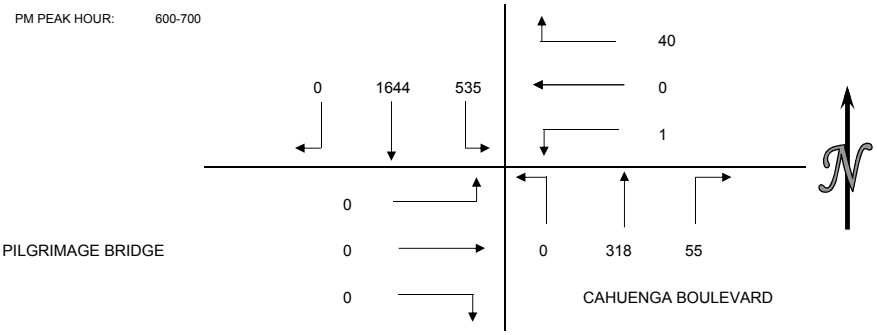
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: SATURDAY SEPTEMBER 7, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W PILGRIMAGE BRIDGE
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	456	61	14	0	0	10	92	0	0	0	0	633
615-630	0	457	149	8	0	0	13	73	0	0	0	0	700
630-645	0	390	170	11	0	0	18	88	0	0	0	0	677
645-700	0	341	155	7	0	1	14	65	0	0	0	0	583
700-715	0	316	175	11	0	1	16	64	0	0	0	0	583
715-730	0	322	157	8	0	0	19	71	0	0	0	0	577
730-745	0	326	133	12	0	0	14	69	0	0	0	0	554
745-800	0	345	147	4	0	0	11	68	0	0	0	0	575
800-815	0	403	139	9	0	1	14	79	0	0	0	0	645
815-830	0	427	39	6	0	0	5	40	0	0	0	0	517
830-845	0	413	32	9	0	0	3	49	0	0	0	0	506
845-900	0	397	17	8	0	0	5	35	0	0	0	0	462
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	1644	535	40	0	1	55	318	0	0	0	0	2593
615-715	0	1504	649	37	0	2	61	290	0	0	0	0	2543
630-730	0	1369	657	37	0	2	67	288	0	0	0	0	2420
645-745	0	1305	620	38	0	2	63	269	0	0	0	0	2297
700-800	0	1309	612	35	0	1	60	272	0	0	0	0	2289
715-815	0	1396	576	33	0	1	58	287	0	0	0	0	2351
730-830	0	1501	458	31	0	1	44	256	0	0	0	0	2291
745-845	0	1588	357	28	0	1	33	236	0	0	0	0	2243
800-900	0	1640	227	32	0	1	27	203	0	0	0	0	2130

PM PEAK HOUR: 600-700



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	6	0	6
730-745	0	0	0	0	0
745-800	0	0	2	0	2
800-815	0	1	0	0	1
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	6	0	6
645-745	0	0	6	0	6
700-800	0	0	8	0	8
715-815	0	1	8	0	9
730-830	0	1	2	0	3
745-845	0	1	2	0	3
800-900	0	1	0	0	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	1	0	0	1
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	1	0	0	1
615-715	0	1	0	0	1
630-730	0	1	0	0	1
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

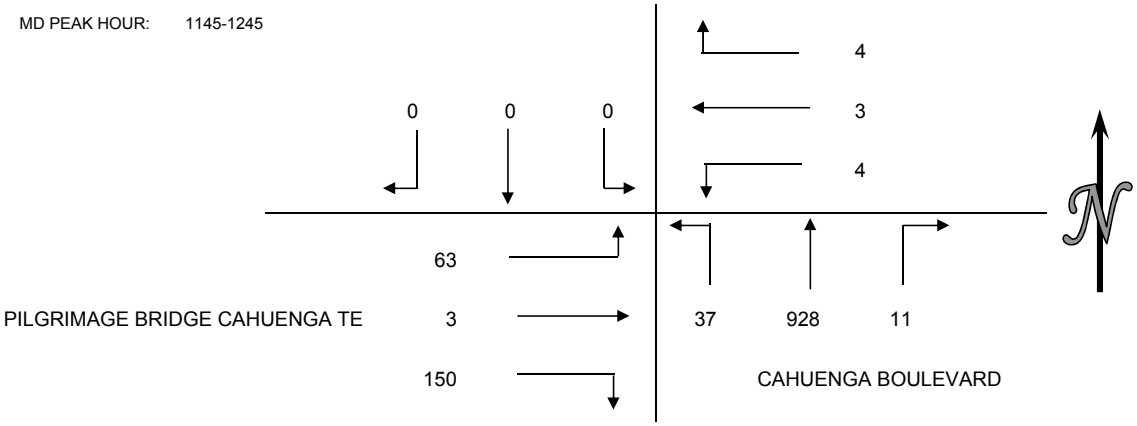
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: SATURDAY SEPTEMBER 7, 2013
PERIOD" 11:00 AM TO 1:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W PILGRIMAGE BRIDGE CAHUENGA TERRACE
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1115	0	0	0	0	0	2	6	199	10	30	2	8	257
1115-1130	0	0	0	2	0	6	5	210	3	49	1	19	295
1130-1145	0	0	0	1	2	1	5	219	9	37	2	15	291
1145-1200	0	0	0	0	0	0	3	214	9	40	2	16	284
1200-1215	0	0	0	2	1	1	4	222	6	40	0	13	289
1215-1230	0	0	0	1	2	2	2	238	13	30	1	15	304
1230-1245	0	0	0	1	0	1	2	254	9	40	0	19	326
1245-100	0	0	0	1	1	0	1	222	8	31	2	17	283
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	0	0	0	3	2	9	19	842	31	156	7	58	1127
1115-1215	0	0	0	5	3	8	17	865	27	166	5	63	1159
1130-1230	0	0	0	4	5	4	14	893	37	147	5	59	1168
1145-1245	0	0	0	4	3	4	11	928	37	150	3	63	1203
1200-100	0	0	0	5	4	4	9	936	36	141	3	64	1202

MD PEAK HOUR: 1145-1245



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	4	0	0	4
1115-1130	0	0	0	0	0
1130-1145	0	1	0	0	1
1145-1200	0	0	0	0	0
1200-1215	0	1	0	0	1
1215-1230	0	0	0	0	0
1230-1245	1	0	0	0	1
1245-100	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	5	0	0	5
1115-1215	0	2	0	0	2
1130-1230	0	2	0	0	2
1145-1245	1	1	0	0	2
1200-100	1	1	0	0	2

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	1	0	0	1
1115-1130	0	1	0	0	1
1130-1145	0	0	0	0	0
1145-1200	0	0	0	0	0
1200-1215	0	0	0	0	0
1215-1230	0	2	0	0	2
1230-1245	0	0	0	0	0
1245-100	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	2	0	0	2
1115-1215	0	1	0	0	1
1130-1230	0	2	0	0	2
1145-1245	0	2	0	0	2
1200-100	0	3	0	0	3

WILTEC

Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

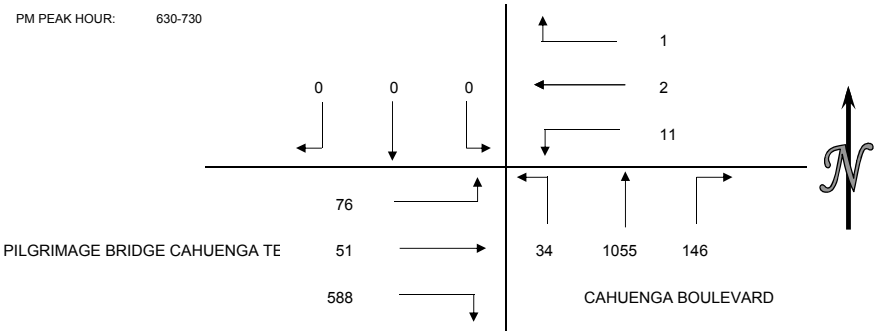
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: SATURDAY SEPTEMBER 7, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W PILGRIMAGE BRIDGE CAHUENGA TERRACE
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	0	0	1	0	2	6	246	13	72	7	13	360
615-630	0	0	0	0	0	4	11	246	8	127	9	15	420
630-645	0	0	0	0	1	1	27	288	10	147	7	20	501
645-700	0	0	0	1	1	7	37	249	9	143	11	17	475
700-715	0	0	0	0	0	2	43	255	8	160	15	17	500
715-730	0	0	0	0	0	1	39	263	7	138	18	22	488
730-745	0	0	0	3	0	1	35	276	11	104	8	17	455
745-800	0	0	0	3	0	4	16	239	10	144	15	17	448
800-815	0	0	0	1	0	3	7	228	11	119	5	19	393
815-830	0	0	0	1	0	0	0	213	5	50	1	5	275
830-845	0	0	0	2	0	1	0	184	8	24	2	10	231
845-900	0	0	0	0	0	3	3	158	8	31	0	6	209
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	0	0	2	2	14	81	1029	40	489	34	65	1756
615-715	0	0	0	1	2	14	118	1038	35	577	42	69	1896
630-730	0	0	0	1	2	11	146	1055	34	588	51	76	1964
645-745	0	0	0	4	1	11	154	1043	35	545	52	73	1918
700-800	0	0	0	6	0	8	133	1033	36	546	56	73	1891
715-815	0	0	0	7	0	9	97	1006	39	505	46	75	1784
730-830	0	0	0	8	0	8	58	956	37	417	29	58	1571
745-845	0	0	0	7	0	8	23	864	34	337	23	51	1347
800-900	0	0	0	4	0	7	10	783	32	224	8	40	1108

PM PEAK HOUR: 630-730



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	1	0	0	1
630-645	0	0	0	0	0
645-700	0	1	0	0	1
700-715	0	34	3	0	37
715-730	0	4	0	0	4
730-745	0	1	0	0	1
745-800	0	0	0	0	0
800-815	0	4	0	0	4
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	3	0	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	2	0	0	2
615-715	0	36	3	0	39
630-730	0	39	3	0	42
645-745	0	40	3	0	43
700-800	0	39	3	0	42
715-815	0	9	0	0	9
730-830	0	5	0	0	5
745-845	0	4	0	0	4
800-900	0	7	0	0	7

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	1	1	0	0	2
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	1	1	0	0	2
815-830	0	1	0	0	1
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	1	1	0	0	2
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	1	1	0	0	2
730-830	1	2	0	0	3
745-845	1	2	0	0	3
800-900	1	2	0	0	3

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

5-LEG INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: SATURDAY SEPTEMBER 7, 2013
PERIOD: 11:00 PM TO 1:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W HIGHLAND AVENUE
CITY: LOS ANGELES

15 MIN COUNTS

	SB HIGHLAND BLVD.			NB HIGHLAND/CAHUENGA			T HIGHLAND/CAHUENGA						EB SOUTH DRIVEWAY				EB HOLLYWOOD BOWL DR				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	TOTALS
1100-1115	5	1	449	16	0	1	45	321	97	3	1	0	0	0	0	0	2	0	1	1	943
1115-1130	7	0	490	11	1	0	73	339	101	2	0	2	0	0	0	0	4	2	0	1	1033
1130-1145	4	2	506	9	0	0	54	324	76	7	1	3	0	0	0	0	2	0	2	0	990
1145-1200	10	0	530	12	0	1	58	337	102	8	2	2	0	0	0	0	2	2	1	2	1069
1200-1215	4	1	490	14	1	0	60	344	98	5	0	0	0	0	0	0	4	4	2	4	1031
1215-1230	6	2	489	16	2	2	58	344	129	11	0	5	0	1	0	0	4	0	6	10	1085
1230-1245	6	1	470	7	1	0	56	323	114	6	0	4	1	0	0	0	5	3	1	3	1001
1245-100	9	1	461	15	0	0	55	320	101	6	1	5	0	0	0	0	5	2	3	2	986

HOUR TOTALS

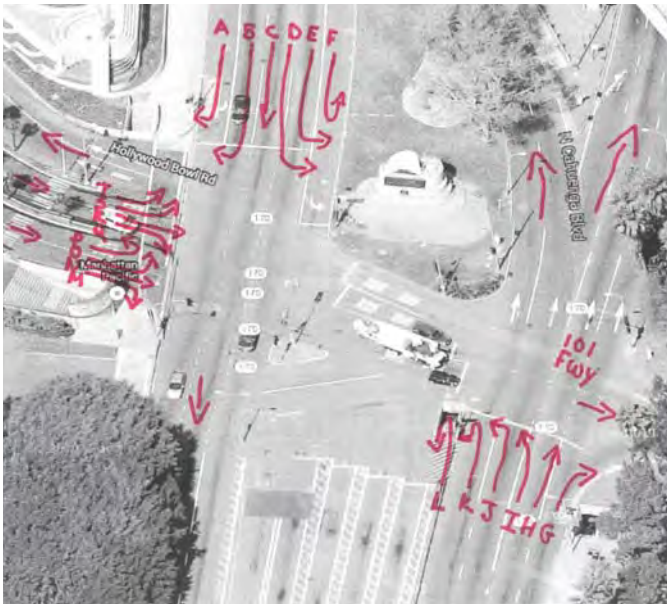
	SB HIGHLAND BLVD.			NB HIGHLAND/CAHUENGA			T HIGHLAND/CAHUENGA						EB SOUTH DRIVEWAY				EB HOLLYWOOD BOWL DR				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	TOTALS
1100-1200	26	3	1975	48	1	2	230	1321	376	20	4	7	0	0	0	0	10	4	4	4	4035
1115-1215	25	3	2016	46	2	1	245	1344	377	22	3	7	0	0	0	0	12	8	5	7	4123
1130-1230	24	5	2015	51	3	3	230	1349	405	31	3	10	0	1	0	0	12	6	11	16	4175
1145-1245	26	4	1979	49	4	3	232	1348	443	30	2	11	1	1	0	0	15	9	10	19	4186
1200-100	25	5	1910	52	4	2	229	1331	442	28	1	14	1	1	0	0	18	9	12	19	4103

PEDESTRIAN COUNTS

15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL	
1100-1115	2	0	0	1	3	
1115-1130	0	0	0	1	1	
1130-1145	0	0	0	1	1	
1145-1200	0	0	0	0	0	
1200-1215	0	0	0	1	1	
1215-1230	0	0	0	1	1	
1230-1245	0	0	0	0	0	
1245-100	1	0	0	1	2	
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL	
1100-1200	2	0	0	3	5	
1115-1215	0	0	0	3	3	
1130-1230	0	0	0	3	3	
1145-1245	0	0	0	2	2	
1200-100	1	0	0	3	4	

BICYCLE COUNTS

15 MIN COUNTS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL	
1100-1115	0	0	0	1	1	
1115-1130	0	0	0	0	0	
1130-1145	0	0	0	1	1	
1145-1200	0	0	0	1	1	
1200-1215	0	0	0	1	1	
1215-1230	0	0	0	1	1	
1230-1245	0	0	0	0	0	
1245-100	0	0	0	0	0	
HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL	
1100-1200	0	0	0	3	3	
1115-1215	0	0	0	3	3	
1130-1230	0	0	0	4	4	
1145-1245	0	0	0	3	3	
1200-100	0	0	0	2	2	



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

5-LEG INTERSECTION TURNING MOVEMENT COUNT SUMMARY

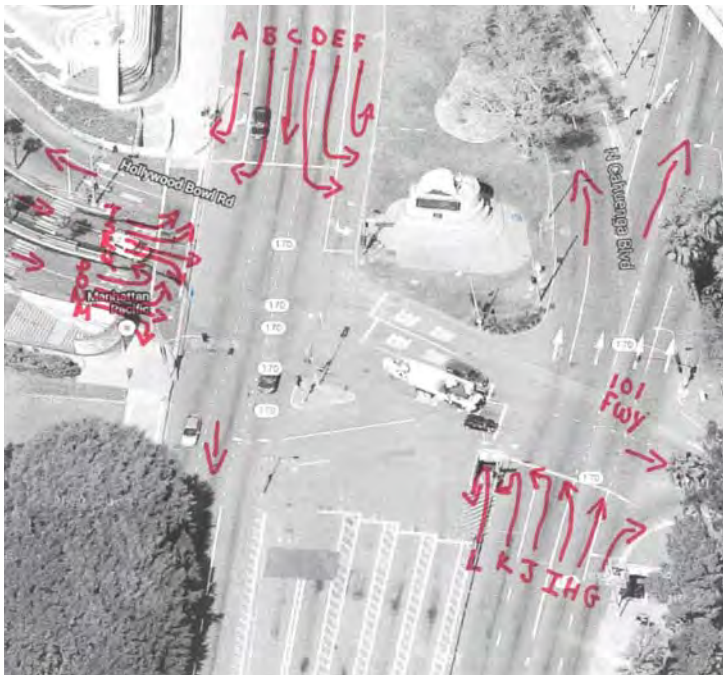
CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: SATURDAY SEPTEMBER 7, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W HIGHLAND AVENUE
CITY: LOS ANGELES

15 MIN COUNTS

	SB HIGHLAND BLVD			SB HIGHLAND/CAHUENGA						NBLT HIGHLAND/C/	EB SOUTH DRIVEWAY						EB HOLLYWOOD BOWL DR				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	TOTALS
600-616	35	0	445	0	0	0	49	283	96	47	0	35	3	0	1	0	24	2	1	7	1028
615-630	47	0	423	0	0	0	35	232	70	57	0	29	6	0	0	0	9	8	2	10	928
630-645	45	0	317	0	0	0	57	320	100	60	7	36	1	2	2	1	6	4	1	11	970
645-700	30	0	274	1	0	0	30	165	59	78	12	36	6	4	0	6	3	3	0	11	718
700-715	20	0	250	0	0	0	31	225	55	55	1	34	4	3	0	3	0	5	0	8	694
715-730	27	0	301	0	0	0	33	283	88	40	0	58	13	2	0	2	3	7	0	9	866
730-745	23	0	288	0	0	0	46	227	56	35	3	56	8	2	0	2	4	3	2	11	766
745-800	22	0	329	0	1	0	27	225	62	19	5	37	0	0	0	0	5	0	1	7	740
800-815	4	0	410	3	0	0	46	319	78	19	0	35	2	1	0	0	3	1	0	0	921
815-830	10	6	441	12	1	1	44	201	28	15	2	16	0	0	0	2	3	4	0	0	786
830-845	6	2	391	9	1	0	39	315	55	12	2	10	1	0	1	1	6	0	2	3	856
845-900	3	0	354	8	1	2	43	268	34	11	0	7	0	1	0	0	1	0	3	5	741

HOUR TOTALS

	SB HIGHLAND BLVD			SB HIGHLAND/CAHUENGA						NBLT HIGHLAND/C/	EB SOUTH DRIVEWAY						EB HOLLYWOOD BOWL DR				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	TOTALS
600-700	157	0	1459	1	0	0	171	1000	325	242	19	136	16	6	3	7	42	17	4	39	3644
615-715	142	0	1264	1	0	0	153	942	284	250	20	135	17	9	2	10	18	20	3	40	3310
630-730	122	0	1142	1	0	0	151	993	302	233	20	164	24	11	2	12	12	19	1	39	3248
645-745	100	0	1113	1	0	0	140	900	258	208	16	184	31	11	0	13	10	18	2	39	3044
700-800	92	0	1168	0	1	0	137	960	261	149	9	185	25	7	0	7	12	15	3	35	3066
715-815	76	0	1328	3	1	0	152	1054	284	113	8	186	23	5	0	4	15	11	3	27	3293
730-830	59	6	1468	15	2	1	163	972	224	88	10	144	10	3	0	4	15	8	3	18	3213
745-845	42	8	1571	24	3	1	156	1060	223	65	9	98	3	1	1	3	17	5	3	10	3303
800-900	23	8	1596	32	3	3	172	1103	195	57	4	68	3	2	1	3	13	5	5	8	3304



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

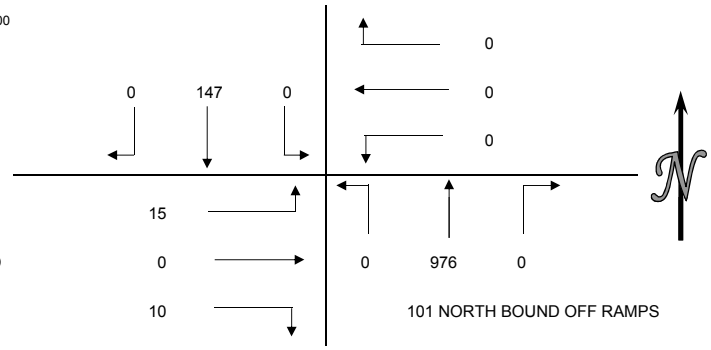
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		SATURDAY SEPTEMBER 7, 2013
PERIOD"		11:00 AM TO 1:00 PM
INTERSECTION:	N/S	101 NORTH BOUND OFF RAMPS
	E/W	CAHUENGA BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1115	0	35	0	0	0	0	0	214	0	6	0	5	260
1115-1130	0	42	0	0	0	0	0	206	0	4	0	3	255
1130-1145	0	40	0	0	0	0	0	228	0	5	0	7	280
1145-1200	0	45	0	0	0	0	0	224	0	1	0	2	272
1200-1215	0	39	0	0	0	0	0	224	0	4	0	2	269
1215-1230	0	29	0	0	0	0	0	261	0	4	0	11	305
1230-1245	0	40	0	0	0	0	0	243	0	1	0	1	285
1245-100	0	39	0	0	0	0	0	248	0	1	0	1	289
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	0	162	0	0	0	0	0	872	0	16	0	17	1067
1115-1215	0	166	0	0	0	0	0	882	0	14	0	14	1076
1130-1230	0	153	0	0	0	0	0	937	0	14	0	22	1126
1145-1245	0	153	0	0	0	0	0	952	0	10	0	16	1131
1200-100	0	147	0	0	0	0	0	976	0	10	0	15	1148

MD PEAK HOUR: 1200-100



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	0	0	0	0
1115-1130	0	0	0	0	0
1130-1145	0	0	1	0	1
1145-1200	0	0	1	0	1
1200-1215	0	0	1	0	1
1215-1230	0	0	0	0	0
1230-1245	0	0	1	0	1
1245-100	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	0	2	0	2
1115-1215	0	0	3	0	3
1130-1230	0	0	3	0	3
1145-1245	0	0	3	0	3
1200-100	0	0	3	0	3

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	0	0	0	0
1115-1130	0	0	0	0	0
1130-1145	0	0	0	0	0
1145-1200	0	0	0	0	0
1200-1215	0	0	0	0	0
1215-1230	0	0	0	0	0
1230-1245	0	0	1	0	1
1245-100	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	0	0	0	0
1115-1215	0	0	0	0	0
1130-1230	0	0	0	0	0
1145-1245	0	0	1	0	1
1200-100	0	0	1	0	1

WILTEC

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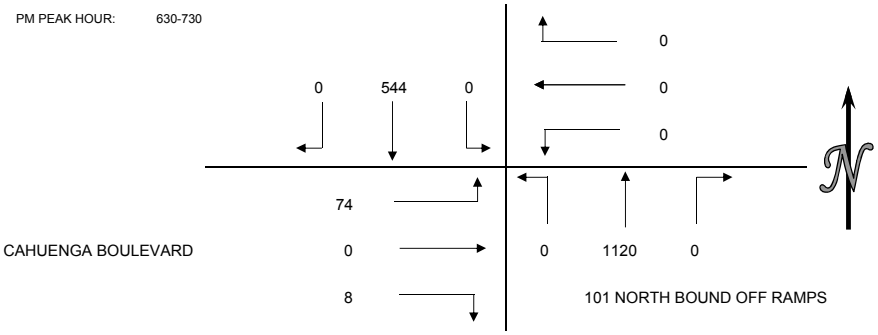
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		SATURDAY SEPTEMBER 7, 2013
PERIOD:		6:00 PM TO 9:00 PM
INTERSECTION:	N/S	101 NORTH BOUND OFF RAMPS
	E/W	CAHUENGA BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	68	0	0	0	0	0	256	0	1	0	5	330
615-630	0	137	0	0	0	0	0	266	0	2	0	7	412
630-645	0	162	0	0	0	0	0	274	0	1	0	14	451
645-700	0	123	0	0	0	0	0	297	0	4	0	23	447
700-715	0	144	0	0	0	0	0	252	0	0	0	14	410
715-730	0	115	0	0	0	0	0	297	0	3	0	23	438
730-745	0	128	0	0	0	0	0	271	0	4	0	25	428
745-800	0	153	0	0	0	0	0	270	0	1	0	2	426
800-815	0	143	0	0	0	0	0	212	0	0	0	3	358
815-830	0	55	0	0	0	0	0	233	0	2	0	4	294
830-845	0	33	0	0	0	0	0	194	0	0	0	6	233
845-900	0	28	0	0	0	0	0	138	0	1	0	5	172
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	490	0	0	0	0	0	1093	0	8	0	49	1640
615-715	0	566	0	0	0	0	0	1089	0	7	0	58	1720
630-730	0	544	0	0	0	0	0	1120	0	8	0	74	1746
645-745	0	510	0	0	0	0	0	1117	0	11	0	85	1723
700-800	0	540	0	0	0	0	0	1090	0	8	0	64	1702
715-815	0	539	0	0	0	0	0	1050	0	8	0	53	1650
730-830	0	479	0	0	0	0	0	986	0	7	0	34	1506
745-845	0	384	0	0	0	0	0	909	0	3	0	15	1311
800-900	0	259	0	0	0	0	0	777	0	3	0	18	1057

PM PEAK HOUR: 630-730



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	9	0	9
615-630	0	0	7	0	7
630-645	0	0	1	0	1
645-700	0	0	16	0	16
700-715	0	0	4	0	4
715-730	0	0	24	0	24
730-745	0	0	14	0	14
745-800	0	0	8	0	8
800-815	0	0	8	0	8
815-830	0	0	7	0	7
830-845	0	0	5	0	5
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	33	0	33
615-715	0	0	28	0	28
630-730	0	0	45	0	45
645-745	0	0	58	0	58
700-800	0	0	50	0	50
715-815	0	0	54	0	54
730-830	0	0	37	0	37
745-845	0	0	28	0	28
800-900	0	0	20	0	20

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

WILTEC

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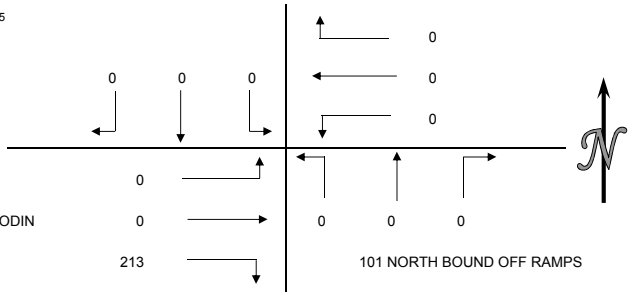
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		SATURDAY SEPTEMBER 7, 2013
PERIOD"		11:00 AM TO 1:00 PM
INTERSECTION:	N/S	101 NORTH BOUND OFF RAMPS
	E/W	CAHUENGA BOULEVARD/ODIN
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1115	0	0	0	0	0	0	0	0	0	60	0	0	60
1115-1130	0	0	0	0	0	0	0	0	0	47	0	0	47
1130-1145	0	0	0	0	0	0	0	0	0	35	0	0	35
1145-1200	0	0	0	0	0	0	0	0	0	62	0	0	62
1200-1215	0	0	0	0	0	0	0	0	0	33	0	0	33
1215-1230	0	0	0	0	0	0	0	0	0	54	0	0	54
1230-1245	0	0	0	0	0	0	0	0	0	64	0	0	64
1245-100	0	0	0	0	0	0	0	0	0	53	0	0	53
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	0	0	0	0	0	0	0	0	0	204	0	0	204
1115-1215	0	0	0	0	0	0	0	0	0	177	0	0	177
1130-1230	0	0	0	0	0	0	0	0	0	184	0	0	184
1145-1245	0	0	0	0	0	0	0	0	0	213	0	0	213
1200-100	0	0	0	0	0	0	0	0	0	204	0	0	204

MD PEAK HOUR: 1145-1245

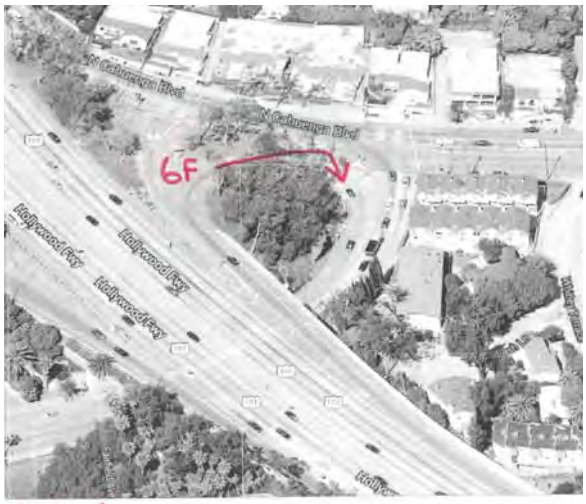


PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	0	0	0	0
1115-1130	0	0	0	0	0
1130-1145	0	0	0	0	0
1145-1200	0	0	0	0	0
1200-1215	0	0	0	0	0
1215-1230	0	0	0	0	0
1230-1245	0	0	0	0	0
1245-100	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	0	0	0	0
1115-1215	0	0	0	0	0
1130-1230	0	0	0	0	0
1145-1245	0	0	0	0	0
1200-100	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	0	0	0	0
1115-1130	0	0	0	0	0
1130-1145	0	0	0	0	0
1145-1200	0	0	0	0	0
1200-1215	0	0	0	0	0
1215-1230	0	0	0	0	0
1230-1245	0	0	0	0	0
1245-100	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	0	0	0	0
1115-1215	0	0	0	0	0
1130-1230	0	0	0	0	0
1145-1245	0	0	0	0	0
1200-100	0	0	0	0	0



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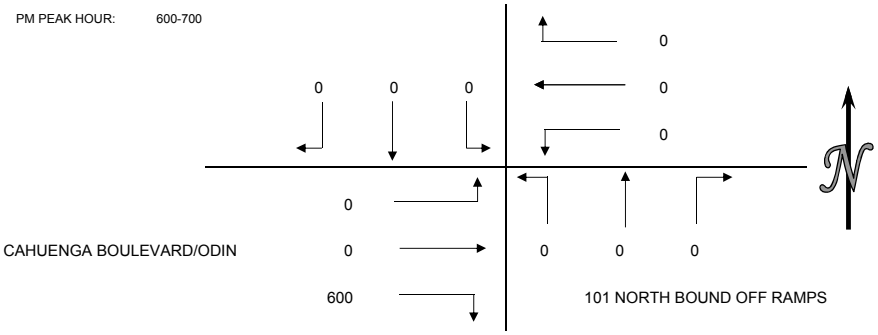
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: SATURDAY SEPTEMBER 7, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S 101 NORTH BOUND OFF RAMPS
E/W CAHUENGA BOULEVARD/ODIN
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	0	0	0	0	0	0	0	0	115	0	0	115
615-630	0	0	0	0	0	0	0	0	0	132	0	0	132
630-645	0	0	0	0	0	0	0	0	0	144	0	0	144
645-700	0	0	0	0	0	0	0	0	0	209	0	0	209
700-715	0	0	0	0	0	0	0	0	0	105	0	0	105
715-730	0	0	0	0	0	0	0	0	0	128	0	0	128
730-745	0	0	0	0	0	0	0	0	0	126	0	0	126
745-800	0	0	0	0	0	0	0	0	0	59	0	0	59
800-815	0	0	0	0	0	0	0	0	0	48	0	0	48
815-830	0	0	0	0	0	0	0	0	0	29	0	0	29
830-845	0	0	0	0	0	0	0	0	0	30	0	0	30
845-900	0	0	0	0	0	0	0	0	0	28	0	0	28
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	0	0	0	0	0	0	0	0	600	0	0	600
615-715	0	0	0	0	0	0	0	0	0	590	0	0	590
630-730	0	0	0	0	0	0	0	0	0	586	0	0	586
645-745	0	0	0	0	0	0	0	0	0	568	0	0	568
700-800	0	0	0	0	0	0	0	0	0	418	0	0	418
715-815	0	0	0	0	0	0	0	0	0	361	0	0	361
730-830	0	0	0	0	0	0	0	0	0	262	0	0	262
745-845	0	0	0	0	0	0	0	0	0	166	0	0	166
800-900	0	0	0	0	0	0	0	0	0	135	0	0	135

PM PEAK HOUR: 600-700



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

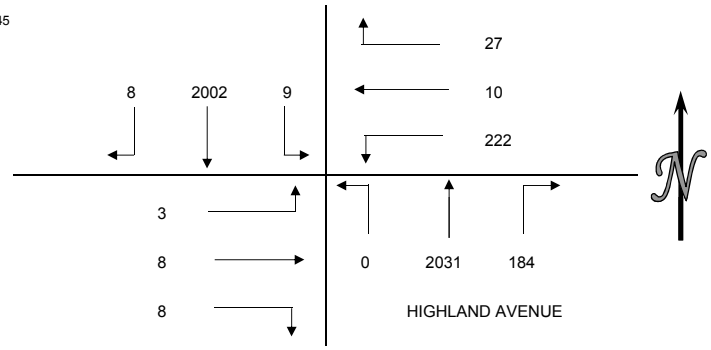
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		SATURDAY SEPTEMBER 7, 2013
PERIOD"		11:00 AM TO 1:00 PM
INTERSECTION:	N/S	HIGHLAND AVENUE
	E/W	ODIN STREET
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1115	0	472	4	4	0	59	49	451	0	1	2	0	1042
1115-1130	1	487	3	6	0	49	39	486	0	1	3	0	1075
1130-1145	3	500	5	4	1	44	37	492	0	0	2	2	1090
1145-1200	2	523	2	7	4	65	40	487	0	2	2	0	1134
1200-1215	3	509	3	7	2	45	46	490	0	3	1	1	1110
1215-1230	2	482	3	7	2	57	59	531	0	1	3	2	1149
1230-1245	1	488	1	6	2	55	39	523	0	2	2	0	1119
1245-100	1	460	2	12	3	52	39	471	0	3	0	1	1044
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	6	1982	14	21	5	217	165	1916	0	4	9	2	4341
1115-1215	9	2019	13	24	7	203	162	1955	0	6	8	3	4409
1130-1230	10	2014	13	25	9	211	182	2000	0	6	8	5	4483
1145-1245	8	2002	9	27	10	222	184	2031	0	8	8	3	4512
1200-100	7	1939	9	32	9	209	183	2015	0	9	6	4	4422

MD PEAK HOUR: 1145-1245



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	2	0	2	4
1115-1130	2	1	0	3	6
1130-1145	0	0	0	0	0
1145-1200	0	1	0	3	4
1200-1215	0	3	0	4	7
1215-1230	0	2	0	2	4
1230-1245	0	0	0	2	2
1245-100	0	1	1	4	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	2	4	0	8	14
1115-1215	2	5	0	10	17
1130-1230	0	6	0	9	15
1145-1245	0	6	0	11	17
1200-100	0	6	1	12	19

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	0	0	0	0
1115-1130	0	0	0	0	0
1130-1145	0	0	0	0	0
1145-1200	0	0	0	0	0
1200-1215	0	0	0	0	0
1215-1230	0	0	0	0	0
1230-1245	0	0	0	0	0
1245-100	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	0	0	0	0
1115-1215	0	0	0	0	0
1130-1230	0	0	0	0	0
1145-1245	0	0	0	0	0
1200-100	0	0	0	0	0

WILTEC

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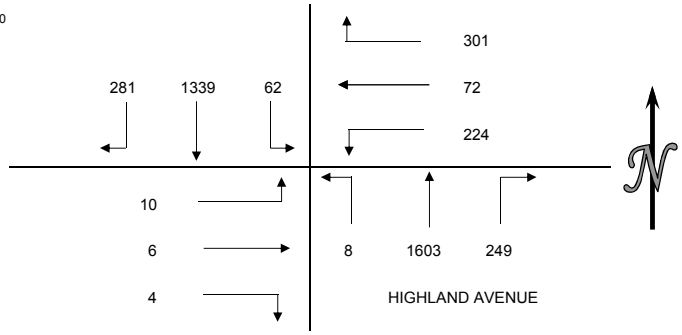
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: SATURDAY SEPTEMBER 7, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S HIGHLAND AVENUE
E/W ODIN STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	74	469	20	53	18	49	66	427	2	0	3	5	1186
615-630	73	387	16	56	16	56	66	419	4	1	0	2	1096
630-645	75	278	14	78	19	41	60	414	1	3	2	1	986
645-700	59	205	12	114	19	78	57	343	1	0	1	2	891
700-715	117	239	6	93	24	49	70	324	1	0	0	0	923
715-730	125	209	13	81	16	32	65	352	3	0	2	4	902
730-745	57	281	20	79	28	59	78	340	0	0	2	1	945
745-800	10	269	27	40	27	95	89	360	2	0	2	3	924
800-815	11	377	27	23	5	66	79	409	1	0	4	5	1007
815-830	18	399	12	15	6	49	57	343	3	0	5	6	913
830-845	2	375	8	18	8	26	51	402	9	3	3	2	907
845-900	1	331	2	2	0	37	19	334	6	0	2	3	737
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	281	1339	62	301	72	224	249	1603	8	4	6	10	4159
615-715	324	1109	48	341	78	224	253	1500	7	4	3	5	3896
630-730	376	931	45	366	78	200	252	1433	6	3	5	7	3702
645-745	358	934	51	367	87	218	270	1359	5	0	5	7	3661
700-800	309	998	66	293	95	235	302	1376	6	0	6	8	3694
715-815	203	1136	87	223	76	252	311	1461	6	0	10	13	3778
730-830	96	1326	86	157	66	269	303	1452	6	0	13	15	3789
745-845	41	1420	74	96	46	236	276	1514	15	3	14	16	3751
800-900	32	1482	49	58	19	178	206	1488	19	3	14	16	3564

PM PEAK HOUR: 600-700



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	37	1	69	107
615-630	0	97	3	109	209
630-645	0	146	0	132	278
645-700	0	111	1	173	285
700-715	4	217	0	299	520
715-730	2	307	1	241	551
730-745	2	343	0	430	775
745-800	2	245	0	250	497
800-815	0	258	0	149	407
815-830	29	89	0	69	187
830-845	19	17	9	39	84
845-900	8	6	4	19	37
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	391	5	483	879
615-715	4	571	4	713	1292
630-730	6	781	2	845	1634
645-745	8	978	2	1143	2131
700-800	10	1112	1	1220	2343
715-815	6	1153	1	1070	2230
730-830	33	935	0	898	1866
745-845	50	609	9	507	1175
800-900	56	370	13	276	715

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	0	0
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

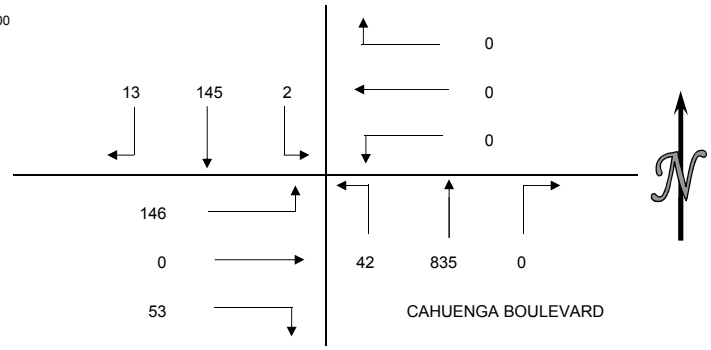
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		SATURDAY SEPTEMBER 7, 2013
PERIOD"		11:00 AM TO 1:00 PM
INTERSECTION:	N/S	CAHUENGA BOULEVARD
	E/W	ODIN STREET
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1115	4	32	0	0	0	0	0	171	4	14	0	33	258
1115-1130	5	48	1	0	0	0	0	169	4	7	0	42	276
1130-1145	5	40	0	0	0	0	0	197	5	10	0	31	288
1145-1200	3	43	0	0	0	0	0	204	8	17	0	20	295
1200-1215	2	41	2	0	0	0	0	205	9	12	0	29	300
1215-1230	6	27	0	0	0	0	0	205	8	23	0	51	320
1230-1245	3	43	0	0	0	0	0	212	13	11	0	31	313
1245-100	2	34	0	0	0	0	0	213	12	7	0	35	303
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	17	163	1	0	0	0	0	741	21	48	0	126	1117
1115-1215	15	172	3	0	0	0	0	775	26	46	0	122	1159
1130-1230	16	151	2	0	0	0	0	811	30	62	0	131	1203
1145-1245	14	154	2	0	0	0	0	826	38	63	0	131	1228
1200-100	13	145	2	0	0	0	0	835	42	53	0	146	1236

MD PEAK HOUR: 1200-100



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	0	0	0	0
1115-1130	0	0	0	0	0
1130-1145	0	0	1	0	1
1145-1200	0	0	2	0	2
1200-1215	0	0	1	0	1
1215-1230	0	0	0	0	0
1230-1245	0	0	1	0	1
1245-100	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	0	3	0	3
1115-1215	0	0	4	0	4
1130-1230	0	0	4	0	4
1145-1245	0	0	4	0	4
1200-100	0	0	3	0	3

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	0	0	0	0
1115-1130	0	0	0	0	0
1130-1145	0	0	0	0	0
1145-1200	0	0	0	0	0
1200-1215	0	0	0	0	0
1215-1230	0	0	0	0	0
1230-1245	0	0	1	0	1
1245-100	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	0	0	0	0
1115-1215	0	0	0	0	0
1130-1230	0	0	0	0	0
1145-1245	0	0	1	0	1
1200-100	0	0	1	0	1

WILTEC

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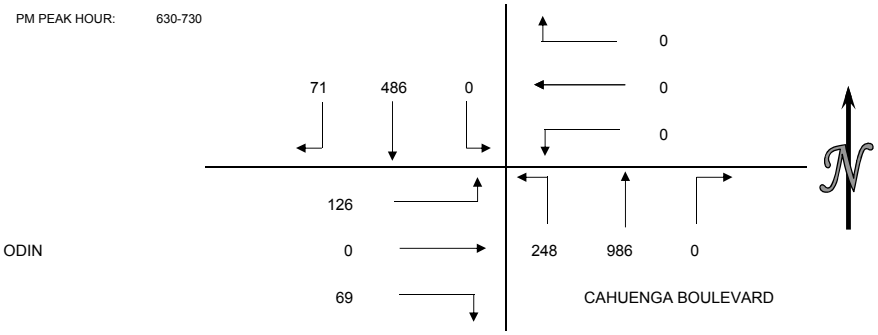
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: SATURDAY SEPTEMBER 7, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W ODIN STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	5	64	0	0	0	0	0	225	31	19	0	30	374
615-630	18	121	0	0	0	0	0	232	41	14	0	31	457
630-645	26	137	0	0	0	0	0	269	57	13	0	32	534
645-700	16	111	0	0	0	0	0	231	61	15	0	34	468
700-715	15	129	0	0	0	0	0	242	64	16	0	29	495
715-730	14	109	0	0	0	0	0	244	66	25	0	31	489
730-745	19	113	0	0	0	0	0	237	52	18	0	39	478
745-800	24	120	0	0	0	0	0	225	30	17	0	33	449
800-815	29	124	0	0	0	0	0	178	14	20	0	31	396
815-830	5	52	0	0	0	0	0	177	11	14	0	37	296
830-845	4	25	0	0	0	0	0	173	16	14	0	30	262
845-900	4	23	0	0	0	0	0	134	13	12	0	22	208
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	65	433	0	0	0	0	0	957	190	61	0	127	1833
615-715	75	498	0	0	0	0	0	974	223	58	0	126	1954
630-730	71	486	0	0	0	0	0	986	248	69	0	126	1986
645-745	64	462	0	0	0	0	0	954	243	74	0	133	1930
700-800	72	471	0	0	0	0	0	948	212	76	0	132	1911
715-815	86	466	0	0	0	0	0	884	162	80	0	134	1812
730-830	77	409	0	0	0	0	0	817	107	69	0	140	1619
745-845	62	321	0	0	0	0	0	753	71	65	0	131	1403
800-900	42	224	0	0	0	0	0	662	54	60	0	120	1162

PM PEAK HOUR: 630-730



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	11	0	11
615-630	0	0	8	0	8
630-645	0	0	1	0	1
645-700	0	0	17	0	17
700-715	0	0	4	1	5
715-730	0	0	21	2	23
730-745	0	0	18	0	18
745-800	0	0	30	0	30
800-815	0	0	38	2	40
815-830	0	0	46	0	46
830-845	0	0	51	0	51
845-900	0	0	51	0	51
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	37	0	37
615-715	0	0	30	1	31
630-730	0	0	43	3	46
645-745	0	0	60	3	63
700-800	0	0	73	3	76
715-815	0	0	107	4	111
730-830	0	0	132	2	134
745-845	0	0	165	2	167
800-900	0	0	186	2	188

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	1	1
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	0	0	1	1
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

WILTEC

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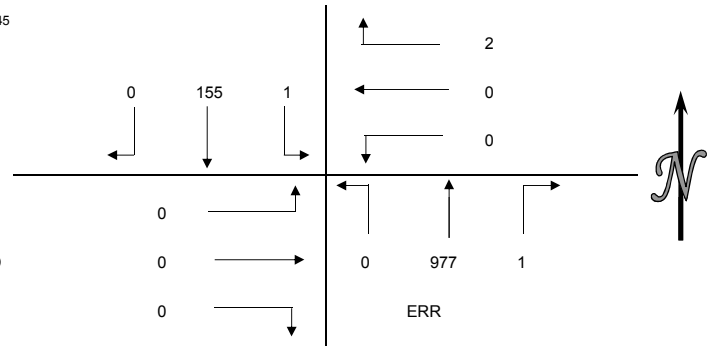
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION
PROJECT:		FORD THEATRE COUNTS
DATE:		SATURDAY SEPTEMBER 7, 2013
PERIOD"		11:00 AM TO 1:00 PM
INTERSECTION:	N/S	CAHUENGA BOULEVARD
	E/W	INBOUND DRIVEWAY
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1100-1115	0	36	0	0	0	0	0	209	0	0	0	0	245
1115-1130	0	52	0	0	0	0	0	226	0	0	0	0	278
1130-1145	0	38	0	0	0	0	0	213	0	0	0	0	251
1145-1200	0	39	1	1	0	0	0	237	0	0	0	0	278
1200-1215	0	41	0	0	0	0	0	226	0	0	0	0	267
1215-1230	0	36	0	0	0	0	0	262	0	0	0	0	298
1230-1245	0	39	0	1	0	0	1	252	0	0	0	0	293
1245-100	0	32	0	1	0	0	0	241	0	0	0	0	274
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-1200	0	165	1	1	0	0	0	885	0	0	0	0	1052
1115-1215	0	170	1	1	0	0	0	902	0	0	0	0	1074
1130-1230	0	154	1	1	0	0	0	938	0	0	0	0	1094
1145-1245	0	155	1	2	0	0	1	977	0	0	0	0	1136
1200-100	0	148	0	2	0	0	1	981	0	0	0	0	1132

MD PEAK HOUR: 1145-1245



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	1	0	0	1
1115-1130	0	0	0	0	0
1130-1145	0	1	0	0	1
1145-1200	0	0	0	0	0
1200-1215	0	1	0	0	1
1215-1230	0	0	0	0	0
1230-1245	0	0	0	0	0
1245-100	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	2	0	0	2
1115-1215	0	2	0	0	2
1130-1230	0	2	0	0	2
1145-1245	0	1	0	0	1
1200-100	0	1	0	0	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1100-1115	0	1	0	0	1
1115-1130	0	0	0	0	0
1130-1145	0	0	0	0	0
1145-1200	0	0	0	0	0
1200-1215	0	1	0	0	1
1215-1230	0	1	0	0	1
1230-1245	0	0	0	0	0
1245-100	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
100-1200	0	1	0	0	1
1115-1215	0	1	0	0	1
1130-1230	0	2	0	0	2
1145-1245	0	2	0	0	2
1200-100	0	3	0	0	3

WILTEC

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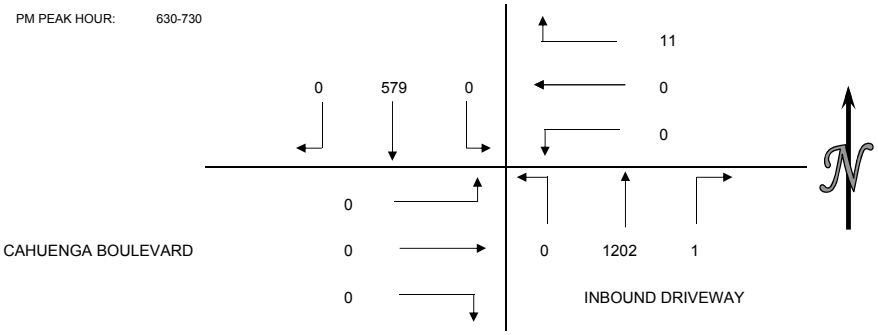
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: FORD THEATRE COUNTS
DATE: SATURDAY SEPTEMBER 7, 2013
PERIOD: 6:00 PM TO 9:00 PM
INTERSECTION: N/S CAHUENGA BOULEVARD
E/W INBOUND DRIVEWAY
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	0	66	0	4	0	1	0	267	0	0	0	0	338
615-630	0	141	0	3	0	0	1	272	0	0	0	0	417
630-645	0	156	0	2	0	0	0	287	0	0	0	0	445
645-700	0	140	0	4	0	0	0	305	0	0	0	0	449
700-715	0	148	0	1	0	0	1	295	0	0	0	0	445
715-730	0	135	0	4	0	0	0	315	0	0	0	0	454
730-745	0	116	0	1	0	0	0	311	0	0	0	0	428
745-800	0	157	0	2	0	1	0	269	0	0	0	0	429
800-815	0	137	0	2	0	0	0	214	0	0	0	0	353
815-830	0	29	0	1	0	0	0	229	0	0	0	0	259
830-845	0	23	0	0	0	1	0	190	0	0	0	0	214
845-900	0	40	0	1	0	0	1	180	0	0	0	0	222
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	0	503	0	13	0	1	1	1131	0	0	0	0	1649
615-715	0	585	0	10	0	0	2	1159	0	0	0	0	1756
630-730	0	579	0	11	0	0	1	1202	0	0	0	0	1793
645-745	0	539	0	10	0	0	1	1226	0	0	0	0	1776
700-800	0	556	0	8	0	1	1	1190	0	0	0	0	1756
715-815	0	545	0	9	0	1	0	1109	0	0	0	0	1664
730-830	0	439	0	6	0	1	0	1023	0	0	0	0	1469
745-845	0	346	0	5	0	2	0	902	0	0	0	0	1255
800-900	0	229	0	4	0	1	1	813	0	0	0	0	1048

PM PEAK HOUR: 630-730



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	1	0	0	1
630-645	0	0	0	0	0
645-700	0	2	0	0	2
700-715	0	0	0	0	0
715-730	0	2	0	0	2
730-745	0	3	0	0	3
745-800	0	2	0	0	2
800-815	0	6	0	0	6
815-830	0	0	0	0	0
830-845	0	1	0	0	1
845-900	0	2	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	3	0	0	3
615-715	0	3	0	0	3
630-730	0	4	0	0	4
645-745	0	7	0	0	7
700-800	0	7	0	0	7
715-815	0	13	0	0	13
730-830	0	11	0	0	11
745-845	0	9	0	0	9
800-900	0	9	0	0	9

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	1	0	0	1
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	1	0	0	1
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-700	0	1	0	0	1
615-715	0	0	0	0	0
630-730	0	0	0	0	0
645-745	0	0	0	0	0
700-800	0	0	0	0	0
715-815	0	1	0	0	1
730-830	0	1	0	0	1
745-845	0	1	0	0	1
800-900	0	1	0	0	1

Appendix C

Level of Service Worksheets

Level of Service Worksheet
(Circular 212 Method)

I/S:	North-South Street:	Cahuenga Blvd W	Year of Count:	2013	Ambient Growth (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
1	East-West Street:	Barham blvd	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases		3			3			3				3				3		
	Opposed ('ing: N/S-1, E/W-2 or Both-3?		0			0			0				0				0		
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--	0		NB-- 0 SB--	0		NB-- 0 SB--	0			NB-- 0 SB--	0			NB-- 0 SB--	0		
		EB-- 0 WB--	3		EB-- 0 WB--	3		EB-- 0 WB--	3			EB-- 0 WB--	3			EB-- 0 WB--	3		
	ATSAC-1 or ATSAC/ATCS-2?		2			2			2				2				2		
	Override Capacity		0			0			0				0				0		
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	1376	1	688	3	1379	690	0	1475	1	738	3	1478	1	739	0	1478	1	739
	Left-Through		1							1				1				1	
	Through	0	0	688	0	0	690	0	0	0	738	0	0	0	739	0	0	0	739
	Through-Right		0							0				0				0	
	Right	1023	1	**858**	0	1023	**858**	0	1097	1	**920**	0	1097	1	**920**	0	1097	1	**920**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	330	1	**330**	0	330	**330**	0	354	1	**354**	0	354	1	**354**	0	354	1	**354**
	Left-Through		0							0				0				0	
	Through	833	1	417	10	843	422	124	1017	1	509	10	1027	1	514	0	1027	1	514
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		1							1				1				1	
	Through	240	0	**240**	0	240	**240**	125	382	0	**382**	0	382	0	**382**	0	382	0	**382**
	Through-Right		0							0				0				0	
	Right	393	1	0	0	393	0	0	421	1	0	0	421	1	0	0	421	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		858	North-South:		858	North-South:			920	North-South:			920	North-South:			920
		East-West:		570	East-West:		570	East-West:			736	East-West:			736	East-West:			736
		SUM:		1428	SUM:		1428	SUM:			1656	SUM:			1656	SUM:			1656
	VOLUME/CAPACITY (V/C) RATIO:			1.002			1.002				1.162				1.162				1.162
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.902			0.902				1.062				1.062				1.062
	LEVEL OF SERVICE (LOS):			E			E				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.000 — Δv/c after mitigation: 0.000

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	**North-South Street:**	Cahuenga Blvd E	**Year of Count:**	2013	**Ambient Growth: (%):**	1	**Conducted by:**	R. Gibson	**Date:**	11/26/2013
2	**East-West Street:**	Barham blvd	**Projection Year:**	2020	**Peak Hour:**	AM	**Reviewed by:**		**Project:**	J1218 - Ford Theatres

No. of Phases	3	3	3	3	3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB--* 0 *SB--* 0	*NB--* 0 *SB--* 0	*NB--* 0 *SB--* 0	*NB--* 0 *SB--* 0	*NB--* 0 *SB--* 0
	EB-- 0 *WB--* 3	*EB--* 0 *WB--* 3	*EB--* 0 *WB--* 3	*EB--* 0 *WB--* 3	*EB--* 0 *WB--* 3
ATSAC-1 or ATSAC/ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/PROJECT				FUTURE W/PROJECT W/MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	696	2	348	0	696	348	0	746	2	373	0	746	2	373	0	746	2	373
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	2097	2	**747**	3	2100	**748**	0	2248	2	**801**	3	2251	2	**802**	0	2251	2	**802**
	Through-Right		1							1				1				1	
	Right	144	0	144	0	144	144	0	154	0	154	0	154	0	154	0	154	0	154
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	200	0	200	0	200	200	0	214	0	214	0	214	0	214	0	214	0	214
	Left-Through		1							1				1				1	
	Through	90	0	290	0	90	290	125	221	0	435	0	221	0	435	0	221	0	435
	Through-Right		0							0				0				0	
	Right	1597	2	**878**	0	1597	**878**	0	1712	2	**942**	0	1712	2	**942**	0	1712	2	**942**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		747	*North-South:*		748		*North-South:*		801		*North-South:*		802		*North-South:*		802
		East-West:		878	*East-West:*		878		*East-West:*		942		*East-West:*		942		*East-West:*		942
		SUM:		1625	*SUM:*		1626		*SUM:*		1743		*SUM:*		1744		*SUM:*		1744
	VOLUME/CAPACITY *(V/C)* RATIO:			1.140			1.141				1.223				1.224				1.224
	***V/C* LESS ATSAC/ATCS ADJUSTMENT:**			1.040			1.041				1.123				1.124				1.124
	LEVEL OF SERVICE (LOS):			F			F				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	**Δ*v/c* after mitigation:**	0.001
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S □:	North-South Street:	Cahuenga Blvd E	Year of Count:	2013	Ambient Growth: (□):	1	Conducted by:	R. Gibson	Date:	11/26/2013
4	East-West Street:	Pilgrimage Bridge	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	30	0	30	0	30	30	0	32	0	32	0	32	0	32	0	32	0	32
Left-Through		1							1				1				1	
Through	1180	2	**403**	0	1180	**403**	456	1721	2	**584**	0	1721	2	**584**	0	1721	2	**584**
Through-Right		0							0				0				0	
Right	19	1	19	0	19	19	0	20	1	20	0	20	1	20	0	20	1	20
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	109	0	109	0	109	109	0	117	0	117	0	117	0	117	0	117	0	117
Left-Through		1							1				1				1	
Through	11	0	120	17	28	137	0	12	0	129	17	29	0	146	0	29	0	146
Through-Right		0							0				0				0	
Right	540	1	**540**	0	540	**540**	0	579	1	**579**	0	579	1	**579**	0	579	1	**579**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	5	0	**5**	0	5	**5**	0	5	0	**5**	0	5	0	**5**	0	5	0	**5**
Left-Through		1							1				1				1	
Through	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0	0	5
Through-Right		0							0				0				0	
Right	3	1	3	0	3	3	0	3	1	3	0	3	1	3	0	3	1	3
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		403	*North-South:*		403	*North-South:*			584	*North-South:*			584	*North-South:*			584
	East-West:		545	*East-West:*		545	*East-West:*			584	*East-West:*			584	*East-West:*			584
	SUM:		948	*SUM:*		948	*SUM:*			1168	*SUM:*			1168	*SUM:*			1168
VOLUME/CAPACITY (*V/C*) RATIO:			0.632			0.632				0.779				0.779				0.779
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.532**			**0.532**				**0.679**				**0.679**				**0.679**
LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

No. of Phases	2	2	2	2	2	2
Opposed □'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC/ATCS-2?	2	2	2	2	2	2
Override Capacity	0	0	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — Δ*v/c* after mitigation: 0.000

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd/Highland Ave			Year of Count:	2013		Ambient Growth (%):	1		Conducted by:	R. Gibson			Date:	11/26/2013			
5	East-West Street:	Hollywood Bowl/101 SB On-Ramp			Projection Year:	2020		Peak Hour:	AM		Reviewed by:				Project:	J1218 - Ford Theatres			
No. of Phases				2			2			2				2					2
Opposed Turning: NS-1, EW-2 or Both-3?				0			0			0				0					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0		NB-- 0	SB-- 0		NB-- 0	SB-- 0		NB-- 0	SB-- 0			NB-- 0	SB-- 0		
		EB-- 0	WB--	0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0			EB-- 0	WB-- 0		
ATSAC-1 or ATSAC/ATCS-2?				2			2			2				2					2
Override Capacity				0			0			0				0					0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	696	0	696	0	696	696	0	746	0	746	0	746	0	746	0	746	0	746
	Left-Through		1							1				1				1	
	Through	1634	2	**1488**	0	1634	**1488**	704	2456	2	**1771**	0	2456	2	**1771**	0	2456	2	**1771**
	Through-Right		1							1				1				1	
	Right	140	0	1488	0	140	1488	3	153	0	1771	0	153	0	1771	0	153	0	1771
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	50	1	**50**	0	50	**50**	0	54	1	**54**	0	54	1	**54**	0	54	1	**54**
	Left-Through		0							0				0				0	
	Through	2520	3	840	0	2520	840	403	3105	3	1035	0	3105	3	1035	0	3105	3	1035
	Through-Right		0							0				0				0	
	Right	18	1	14	0	18	14	0	19	1	14	0	19	1	14	0	19	1	14
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	9	0	**9**	0	9	**9**	0	10	0	**10**	0	10	0	**10**	0	10	0	**10**
	Left-Through		1							1				1				1	
	Through	3	1	3	0	3	3	0	3	1	3	0	3	1	3	0	3	1	3
	Through-Right		0							0				0				0	
	Right	1	2	1	0	1	1	0	1	2	1	0	1	2	1	0	1	2	1
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		1538	*North-South:*		1538	*North-South:*			1825	*North-South:*			1825	*North-South:*			1825
		East-West:		9	*East-West:*		9	*East-West:*			10	*East-West:*			10	*East-West:*			10
		SUM:		1547	*SUM:*		1547	*SUM:*			1835	*SUM:*			1835	*SUM:*			1835
VOLUME/CAPACITY (*V/C*) RATIO:				1.031			1.031				1.223				1.223				1.223
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.931**			**0.931**				**1.123**				**1.123**				**1.123**
LEVEL OF SERVICE (LOS):				E			E				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — Δ*v/c* after mitigation: 0.000

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

ICS:	North-South Street:	101 Northbound Off-ramp	Year of Count:	2013	Ambient Growth (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
6	East-West Street:	Cahuenga Blvd N	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed (1)ing: NS-1, EW-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC/ATCS-2?			0			0			0				0				0	
	Override Capacity						0			0				0				0	
NORTHBOUND	Left	20	0	20	10	30	30	0	21	0	21	10	31	0	31	0	31	0	31
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	3	0	23	0	3	33	0	3	0	24	0	3	0	34	0	3	0	34
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	575	1	575	1	576	576	0	616	1	616	1	617	1	617	0	617	1	617
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1161	2	581	7	1168	584	456	1701	2	851	7	1708	2	854	0	1708	2	854
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		23	North-South:		33	North-South:			24	North-South:			34	North-South:			34
		East-West:		581	East-West:		584	East-West:			851	East-West:			854	East-West:			854
		SUM:		604	SUM:		617	SUM:			875	SUM:			888	SUM:			888
	VOLUME/CAPACITY (V/C) RATIO:			0.403			0.411				0.583				0.592				0.592
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.403			0.411				0.583				0.592				0.592
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.009 — Δ*v/c* after mitigation: 0.009

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

IS □: 7	North-South Street:	Highland Ave				Year of Count:	2013		Ambient Growth: (□):	1		Conducted by:	R. Gibson			Date:	11/26/2013						
	East-West Street:	Odin St				Projection Year:	2020		Peak Hour:	AM		Reviewed by:				Project:	J1218 - Ford Theatres						
	No. of Phases			2			2			2				2				2				2	
	Opposed □'ing: N□S-1, E□W-2 or Both-3?			0			0			0				0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
	ATSAC-1 or ATSAC□ATCS-2?				2				2				2				2								2
	Override Capacity				0				0				0				0								0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W□PROJECT				FUTURE W□PROJECT W□MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	2422	3	807	0	2422	807	707	3304	3	**1101**	0	3304	3	**1101**	0	3304	3	**1101**
	Through-Right		0							0				0				0	
	Right	253	1	171	3	256	174	0	271	1	182	3	274	1	185	0	274	1	185
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	14	1	14	0	14	14	0	15	1	**15**	0	15	1	**15**	0	15	1	**15**
	Left-Through		0							0				0				0	
	Through	2534	2	**849**	0	2534	**849**	403	3120	2	1045	0	3120	2	1045	0	3120	2	1045
	Through-Right		1							1				1				1	
	Right	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through		1							1				1				1	
	Through	4	1	3	0	4	3	0	4	1	3	0	4	1	3	0	4	1	3
	Through-Right		0							0				0				0	
	Right	7	1	**7**	0	7	**7**	0	8	1	**8**	0	8	1	**8**	0	8	1	**8**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	164	1	**164**	0	164	**164**	2	178	1	**178**	0	178	1	**178**	0	178	1	**178**
	Left-Through		0							0				0				0	
	Through	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4
	Through-Right		0							0				0				0	
	Right	20	1	13	0	20	13	0	21	1	14	0	21	1	14	0	21	1	14
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		849	*North-South:*		849	*North-South:*			1116	*North-South:*			1116	*North-South:*			1116
		East-West:		171	*East-West:*		171	*East-West:*			186	*East-West:*			186	*East-West:*			186
		SUM:		1020	*SUM:*		1020	*SUM:*			1302	*SUM:*			1302	*SUM:*			1302
VOLUME□CAPACITY *(V/C)* RATIO:				0.680			0.680				0.868				0.868				0.868
V/C LESS ATSAC□ATCS ADJUSTMENT:				**0.580**			**0.580**				**0.768**				**0.768**				**0.768**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8□4□2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 **Δ*v/c* after mitigation:** 0.000

Significant impacted? NO **Fully mitigated?** N□A

Level of Service Worksheet
(Circular 212 Method)

IS □:	North-South Street:	Cahuenga Blvd N			Year of Count:	2013		Ambient Growth: (□):	1		Conducted by:	R. Gibson			Date:	11□26□2013		
8	East-West Street:	Odin St			Projection Year:	2020		Peak Hour:	AM		Reviewed by:				Project:	J1218 - Ford Theatres		
No. of Phases			2			2			2				2				2		
Opposed □'ing: N□S-1, E□W-2 or Both-3?			0			0			0				0				0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC□ATCS-2?			2			2			2				2				2		
Override Capacity			0			0			0				0				0		

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W□O PROJECT				FUTURE CONDITION W□PROJECT				FUTURE W□PROJECT W□MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	214	1	**128**	3	217	**129**	0	229	1	**137**	3	232	1	**138**	0	232	1	**138**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	41	0	128	0	41	129	0	44	0	137	0	44	0	138	0	44	0	138
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	1	0	0	0	0	0	0	1	**0**	0	0	1	**0**	0	0	1	**0**
	Left-Through		0							0				0				0	
	Through	561	0	**580**	0	561	**580**	0	601	0	621	0	601	0	621	0	601	0	621
	Through-Right		1							1				1				1	
	Right	19	0	0	0	19	0	0	20	0	0	0	20	0	0	0	20	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	8	1	**8**	0	8	**8**	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through		0							0				0				0	
	Through	962	1	481	3	965	483	456	1487	1	**744**	3	1490	1	**745**	0	1490	1	**745**
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		128	*North-South:*		129	*North-South:*			137	*North-South:*			138	*North-South:*			138
		East-West:		588	*East-West:*		588	*East-West:*			744	*East-West:*			745	*East-West:*			745
		SUM:		716	*SUM:*		717	*SUM:*			881	*SUM:*			883	*SUM:*			883
VOLUME□CAPACITY *(V/C)* RATIO:				0.477			0.478				0.587				0.589				0.589
V/C LESS ATSAC□ATCS ADJUSTMENT:				**0.377**			**0.378**				**0.487**				**0.489**				**0.489**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8□4□2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 **Δ*v/c* after mitigation:** 0.002

Significant impacted? NO **Fully mitigated?** N□A

Level of Service Worksheet
(Circular 212 Method)

I/S:	North-South Street:	Cahuenga Blvd W	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
1	East-West Street:	Barham blvd	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	J1218 - Ford Theatres

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	983	1	492	2	985	493	0	1054	1	527	2	1056	1	528	0	1056	1	528
Left-Through		1							1				1				1	
Through	0	0	492	0	0	493	0	0	0	527	0	0	0	528	0	0	0	528
Through-Right		0							0				0				0	
Right	896	1	**734**	0	896	**734**	0	961	1	**787**	0	961	1	**787**	0	961	1	**787**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	325	1	**325**	0	325	**325**	0	348	1	**348**	0	348	1	**348**	0	348	1	**348**
Left-Through		0							0				0				0	
Through	640	1	320	5	645	323	306	992	1	496	5	997	1	499	0	997	1	499
Through-Right		1							1				1				1	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		1							1				1				1	
Through	347	0	**347**	0	347	**347**	105	477	0	**477**	0	477	0	**477**	0	477	0	**477**
Through-Right		0							0				0				0	
Right	300	1	0	0	300	0	0	322	1	0	0	322	1	0	0	322	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	734		*North-South:*	734			*North-South:*	787			*North-South:*	787			*North-South:*	787
		East-West:	672		*East-West:*	672			*East-West:*	825			*East-West:*	825			*East-West:*	825
		SUM:	1406		*SUM:*	1406			*SUM:*	1612			*SUM:*	1612			*SUM:*	1612
VOLUME/CAPACITY (*V/C*) RATIO:			0.987			0.987				1.131				1.131				1.131
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.887**			**0.887**				**1.031**				**1.031**				**1.031**
LEVEL OF SERVICE (LOS):			**D**			**D**				**F**				**F**				**F**

Opposed Phasing: NS-1, EW-2 or Both-3?	0	0	0	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 3	NB-- 0 SB-- 0 EB-- 0 WB-- 3	NB-- 0 SB-- 0 EB-- 0 WB-- 3	NB-- 0 SB-- 0 EB-- 0 WB-- 3	NB-- 0 SB-- 0 EB-- 0 WB-- 3	NB-- 0 SB-- 0 EB-- 0 WB-- 3
ATSAC-1 or ATSAC/ATCS-2?	2	2	2	2	2	2
Override Capacity	0	0	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

IS □: 2	North-South Street:	Cahuenga Blvd E				Year of Count:	2013		Ambient Growth: (□):	1		Conducted by:	R. Gibson			Date:	11□26□2013						
	East-West Street:	Barham blvd				Projection Year:	2020		Peak Hour:	PM		Reviewed by:				Project:	J1218 - Ford Theatres						
	No. of Phases				3			3			3				3								3
	Opposed □'ing: N□S-1, E□W-2 or Both-3?				0			0			0				0								0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
		EB--	0	WB--	3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3
	ATSAC-1 or ATSAC□ATCS-2?				2			2			2				2								2
	Override Capacity				0			0			0				0								0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W□PROJECT				FUTURE W□PROJECT W□MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	**0**	0	1	**0**	0	1	0	**0**	0	1	0	**0**	0	1	0	**0**
	Left-Through		0							0				0				0	
	Through	626	2	313	0	626	313	0	671	2	336	0	671	2	336	0	671	2	336
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1607	2	**597**	2	1609	**598**	0	1723	2	**640**	2	1725	2	**641**	0	1725	2	**641**
	Through-Right		1							1				1				1	
	Right	185	0	185	0	185	185	0	198	0	198	0	198	0	198	0	198	0	198
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	260	0	260	0	260	260	0	279	0	279	0	279	0	279	0	279	0	279
	Left-Through		1							1				1				1	
	Through	405	0	665	8	413	673	105	539	0	818	8	547	0	826	0	547	0	826
	Through-Right		0							0				0				0	
	Right	1474	2	**811**	4	1478	**813**	0	1580	2	**869**	4	1584	2	**871**	0	1584	2	**871**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		597	North-South:		598	North-South:			640	North-South:			641	North-South:			641
		East-West:		811	East-West:		813	East-West:			869	East-West:			871	East-West:			871
		SUM:		1408	SUM:		1411	SUM:			1509	SUM:			1512	SUM:			1512
VOLUME□CAPACITY (V/C) RATIO:				0.988			0.990				1.059				1.061				1.061
V/C LESS ATSAC□ATCS ADJUSTMENT:				**0.888**			**0.890**				**0.959**				**0.961**				**0.961**
LEVEL OF SERVICE (LOS):				D			D				E				E				E

REMARKS:

Version: 1i Beta; 8□4□2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: 0.002

Significant impacted? NO — Fully mitigated? N□A

Level of Service Worksheet
(Circular 212 Method)

IS □:	North-South Street:	Cahuenga Blvd E	Year of Count:	2013	Ambient Growth: (□):	1	Conducted by:	R. Gibson	Date:	11□26□2013
4	East-West Street:	Pilgrimage Bridge	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	J1218 - Ford Theatres

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W□O PROJECT				FUTURE CONDITION W□PROJECT				FUTURE W□PROJECT W□MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed □'ing: N□S-1, E□W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC□ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	68	0	68	0	68	68	0	73	0	73	0	73	0	73	0	73	0	73
	Left-Through		1							1				1				1	
	Through	2253	2	**774**	0	2253	**774**	395	2811	2	**961**	0	2811	2	**961**	0	2811	2	**961**
	Through-Right		0							0				0				0	
	Right	20	1	11	0	20	11	0	21	1	12	0	21	1	12	0	21	1	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	118	0	118	0	118	118	0	127	0	127	0	127	0	127	0	127	0	127
	Left-Through		1							1				1				1	
	Through	20	0	138	9	29	147	0	21	0	148	9	30	0	157	0	30	0	157
	Through-Right		0							0				0				0	
	Right	233	1	**233**	0	233	**233**	0	250	1	**250**	0	250	1	**250**	0	250	1	**250**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	18	1	**18**	0	18	**18**	0	19	1	**19**	0	19	1	**19**	0	19	1	**19**
	Left-Through		0							0				0				0	
	Through	1	0	8	0	1	17	0	1	0	9	0	1	0	18	0	1	0	18
	Through-Right		1							1				1				1	
	Right	7	0	0	9	16	0	0	8	0	0	9	17	0	0	0	17	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		*North-South:*	774		*North-South:*	774			*North-South:*	961			*North-South:*	961			*North-South:*	961
			East-West:	251		*East-West:*	251			*East-West:*	269			*East-West:*	269			*East-West:*	269
			SUM:	1025		*SUM:*	1025			*SUM:*	1230			*SUM:*	1230			*SUM:*	1230
	VOLUME□CAPACITY *(V/C)* RATIO:			0.683			0.683				0.820				0.820				0.820
	V/C LESS ATSAC□ATCS ADJUSTMENT:			**0.583**			**0.583**				**0.720**				**0.720**				**0.720**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8□4□2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N□A

Level of Service Worksheet
(Circular 212 Method)

IS:	North-South Street:	Cahuenga Blvd/Highland Ave	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
5	East-West Street:	Hollywood Bowl/101 SB On-Ramp	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	J1218 - Ford Theatres

No. of Phases			2			2			2			2			2				2
Opposed Turning: NS-1, EW-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC/ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	688	0	688	0	688	688	0	738	0	**738**	0	738	0	**738**	0	738	0	**738**
	Left-Through		1							1				1				1	
	Through	1896	2	**1545**	0	1896	**1548**	579	2612	2	1802	0	2612	2	1805	0	2612	2	1805
	Through-Right		1							1				1				1	
	Right	155	0	1545	13	168	1548	2	168	0	1802	13	181	0	1805	0	181	0	1805
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	1	**0**	0	0	**0**	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through		0							0				0				0	
	Through	2288	3	763	0	2288	763	1014	3467	3	**1156**	0	3467	3	**1156**	0	3467	3	**1156**
	Through-Right		0							0				0				0	
	Right	175	1	175	0	175	175	0	188	1	188	0	188	1	188	0	188	1	188
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	40	0	40	0	40	40	0	43	0	43	0	43	0	43	0	43	0	43
	Left-Through		1							1				1				1	
	Through	94	1	**67**	0	94	**67**	0	101	1	**72**	0	101	1	**72**	0	101	1	**72**
	Through-Right		0							0				0				0	
	Right	103	2	57	0	103	57	0	110	2	61	0	110	2	61	0	110	2	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		1545	*North-South:*		1548	*North-South:*			1894	*North-South:*			1894	*North-South:*			1894
		East-West:		67	*East-West:*		67	*East-West:*			72	*East-West:*			72	*East-West:*			72
		SUM:		1612	*SUM:*		1615	*SUM:*			1966	*SUM:*			1966	*SUM:*			1966
VOLUME/CAPACITY (*V/C*) RATIO:				1.075			1.077				1.311				1.311				1.311
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.975**			**0.977**				**1.211**				**1.211**				**1.211**
LEVEL OF SERVICE (LOS):				**E**			**E**				**F**				**F**				**F**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

IS □:	North-South Street:	101 Northbound Off-ramp	Year of Count:	2013	Ambient Growth: (□):	1	Conducted by:	R. Gibson	Date:	11□26□2013
6	East-West Street:	Cahuenga Blvd N	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	J1218 - Ford Theatres

No. of Phases			2			2			2			2			2				2
Opposed □'ing: N□S-1, E□W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC□ATCS-2?			0			0			0			0			0				0
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W□O PROJECT				FUTURE CONDITION W□PROJECT				FUTURE W□PROJECT W□MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	93	0	93	5	98	98	0	100	0	100	5	105	0	105	0	105	0	105
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	4	0	**97**	0	4	**102**	0	4	0	**104**	0	4	0	**109**	0	4	0	**109**
Left-Through-Right		0							0				0				0	
Left-Right		1							1				1				1	
SOUTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	244	1	244	22	266	266	0	262	1	262	22	284	1	284	0	284	1	284
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	2224	2	**1112**	4	2228	**1114**	395	2779	2	**1390**	4	2783	2	**1392**	0	2783	2	**1392**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		97	*North-South:*		102	*North-South:*			104	*North-South:*			109	*North-South:*			109
	East-West:		1112	*East-West:*		1114	*East-West:*			1390	*East-West:*			1392	*East-West:*			1392
	SUM:		1209	*SUM:*		1216	*SUM:*			1494	*SUM:*			1501	*SUM:*			1501
VOLUME□CAPACITY *(V/C)* RATIO:			0.806			0.811				0.996				1.001				1.001
V/C LESS ATSAC□ATCS ADJUSTMENT:			0.806			0.811				0.996				1.001				1.001
LEVEL OF SERVICE (LOS):			D			D				E				F				F

REMARKS:

Version: 1i Beta; 8□4□2011

PROJECT IMPACT

Change in *v/c* due to project: 0.005 — Δ*v/c* after mitigation: 0.005

Significant impacted? NO — Fully mitigated? N□A

Level of Service Worksheet
(Circular 212 Method)

I/S #: 7	North-South Street:	Highland Ave			Year of Count:	2013		Ambient Growth (%):	1		Conducted by:	R. Gibson			Date:	11/26/2013			
	East-West Street:	Odin St			Projection Year:	2020		Peak Hour:	PM		Reviewed by:				Project:	J1218 - Ford Theatres			
No. of Phases				2			2			2				2					2
Opposed (#)ing: NS-1, EW-2 or Both-3?				0			0			0				0					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC/ATCS-2?				2			2			2				2					2
Override Capacity				0			0			0				0					0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	0	0	0	3	0	0	3	0	**0**	0	3	0	**0**	0	3	0	**0**
	Left-Through		0							0				0				0	
	Through	2648	3	**883**	0	2648	**883**	581	3420	3	1140	0	3420	3	1140	0	3420	3	1140
	Through-Right		0							0				0				0	
	Right	307	1	243	2	309	243	0	329	1	259	2	331	1	259	0	331	1	259
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	52	1	**52**	0	52	**52**	0	56	1	56	0	56	1	56	0	56	1	56
	Left-Through		0							0				0				0	
	Through	2303	2	815	0	2303	815	1014	3483	2	**1212**	0	3483	2	**1212**	0	3483	2	**1212**
	Through-Right		1							1				1				1	
	Right	142	0	142	0	142	142	0	152	0	152	0	152	0	152	0	152	0	152
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	12	0	12	0	12	12	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through		1							1				1				1	
	Through	4	1	**4**	0	4	**4**	0	4	1	**4**	0	4	1	**4**	0	4	1	**4**
	Through-Right		0							0				0				0	
	Right	3	1	3	0	3	3	0	3	1	3	0	3	1	3	0	3	1	3
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	128	1	**128**	4	132	**132**	3	140	1	**140**	4	144	1	**144**	0	144	1	**144**
	Left-Through		0							0				0				0	
	Through	27	1	27	0	27	27	0	29	1	29	0	29	1	29	0	29	1	29
	Through-Right		0							0				0				0	
	Right	81	1	55	13	94	68	0	87	1	59	13	100	1	72	0	100	1	72
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		935	North-South:		935	North-South:			1212	North-South:			1212	North-South:			1212
		East-West:		132	East-West:		136	East-West:			144	East-West:			148	East-West:			148
		SUM:		1067	SUM:		1071	SUM:			1356	SUM:			1360	SUM:			1360
VOLUME/CAPACITY (V/C) RATIO:				0.711			0.714				0.904				0.907				0.907
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.611			0.614				0.804				0.807				0.807
LEVEL OF SERVICE (LOS):				B			B				D				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.003 — Δ*v/c* after mitigation: 0.003

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

IS □:	North-South Street:	Cahuenga Blvd N			Year of Count:	2013		Ambient Growth: (□):	1		Conducted by:	R. Gibson		Date:	11/26/2013		
8	East-West Street:	Odin St			Projection Year:	2020		Peak Hour:	PM		Reviewed by:			Project:	J1218 - Ford Theatres		
No. of Phases			2			2			2			2			2		
Opposed □'ing: N□S-1, E□W-2 or Both-3?			0			0			0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC□ATCS-2?			2			2			2			2			2		
Override Capacity			0			0			0			0			0		

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W□PROJECT				FUTURE W□PROJECT W□MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	270	1	**161**	2	272	**162**	0	289	1	**172**	2	291	1	**173**	0	291	1	**173**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	51	0	161	0	51	162	0	55	0	172	0	55	0	173	0	55	0	173
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	1	**0**	0	0	**0**	0	0	1	**0**	0	0	1	**0**	0	0	1	**0**
	Left-Through		0							0				0				0	
	Through	237	0	247	4	241	268	0	254	0	265	4	258	0	286	0	258	0	286
	Through-Right		1							1				1				1	
	Right	10	0	0	17	27	0	0	11	0	0	17	28	0	0	0	28	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	71	1	71	0	71	71	0	76	1	76	0	76	1	76	0	76	1	76
	Left-Through		0							0				0				0	
	Through	1954	1	**977**	2	1956	**978**	395	2490	1	**1245**	2	2492	1	**1246**	0	2492	1	**1246**
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		161	*North-South:*		162	*North-South:*			172	*North-South:*			173	*North-South:*			173
		East-West:		977	*East-West:*		978	*East-West:*			1245	*East-West:*			1246	*East-West:*			1246
		SUM:		1138	*SUM:*		1140	*SUM:*			1417	*SUM:*			1419	*SUM:*			1419
VOLUME□CAPACITY *(V/C)* RATIO:				0.759			0.760				0.945				0.946				0.946
V/C LESS ATSAC□ATCS ADJUSTMENT:				**0.659**			**0.660**				**0.845**				**0.846**				**0.846**
LEVEL OF SERVICE (LOS):				**B**			**B**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S □:	North-South Street:	Cahuenga Blvd W	Year of Count:	2013	Ambient Growth: (□):	1	Conducted by:	R. Gibson	Date:	11/26/2013
1	East-West Street:	Barham blvd	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	1132	1	566	1	1133	567	0	1214	1	607	1	1215	1	608	0	1215	1	608
Left-Through		1							1				1				1	
Through	0	0	566	0	0	567	0	0	0	607	0	0	0	608	0	0	0	608
Through-Right		0							0				0				0	
Right	960	1	**773**	0	960	**773**	0	1029	1	**829**	0	1029	1	**829**	0	1029	1	**829**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	374	1	**374**	0	374	**374**	0	401	1	**401**	0	401	1	**401**	0	401	1	**401**
Left-Through		0							0				0				0	
Through	711	1	356	4	715	358	306	1068	1	534	4	1072	1	536	0	1072	1	536
Through-Right		1							1				1				1	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		1							1				1				1	
Through	301	0	**301**	0	301	**301**	105	428	0	**428**	0	428	0	**428**	0	428	0	**428**
Through-Right		0							0				0				0	
Right	224	1	0	0	224	0	0	240	1	0	0	240	1	0	0	240	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		773	*North-South:*		773	*North-South:*			829	*North-South:*			829	*North-South:*			829
	East-West:		675	*East-West:*		675	*East-West:*			829	*East-West:*			829	*East-West:*			829
	SUM:		1448	*SUM:*		1448	*SUM:*			1658	*SUM:*			1658	*SUM:*			1658
VOLUME/CAPACITY (*V/C*) RATIO:			1.016			1.016				1.164				1.164				1.164
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.916**			**0.916**				**1.064**				**1.064**				**1.064**
LEVEL OF SERVICE (LOS):			**E**			**E**				**F**				**F**				**F**

	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
No. of Phases				3				3				3				3				3
Opposed □'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3
ATSAC-1 or ATSAC/ATCS-2?				2				2				2				2				2
Override Capacity				0				0				0				0				0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

IS □:	North-South Street:	Cahuenga Blvd E				Year of Count:	2013		Ambient Growth: (□):	1		Conducted by:	R. Gibson			Date:	11□26□2013						
2	East-West Street:	Barham blvd				Projection Year:	2020		Peak Hour:	AM		Reviewed by:				Project:	J1218 - Ford Theatres						
No. of Phases				3			3			3				3				3				3	
Opposed □'ing: N□S-1, E□W-2 or Both-3?				0			0			0				0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3
ATSAC-1 or ATSAC□ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W□PROJECT				FUTURE W□PROJECT W□MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	0	**0**	0	3	**0**	0	3	0	**0**	0	3	0	**0**	0	3	0	**0**
	Left-Through		0							0				0				0	
	Through	586	2	293	0	586	293	0	628	2	314	0	628	2	314	0	628	2	314
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1846	2	**667**	1	1847	**667**	0	1979	2	**715**	1	1980	2	**715**	0	1980	2	**715**
	Through-Right		1							1				1				1	
	Right	154	0	154	0	154	154	0	165	0	165	0	165	0	165	0	165	0	165
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	241	0	241	0	241	241	0	258	0	258	0	258	0	258	0	258	0	258
	Left-Through		1							1				1				1	
	Through	354	0	595	1	355	596	105	485	0	743	1	486	0	744	0	486	0	744
	Through-Right		0							0				0				0	
	Right	1463	2	**805**	1	1464	**805**	0	1569	2	**863**	1	1570	2	**864**	0	1570	2	**864**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		667	North-South:		667	North-South:			715	North-South:			715	North-South:			715
		East-West:		805	East-West:		805	East-West:			863	East-West:			864	East-West:			864
		SUM:		1472	SUM:		1472	SUM:			1578	SUM:			1579	SUM:			1579
VOLUME□CAPACITY (*V/C*) RATIO:				1.033			1.033				1.107				1.108				1.108
V/C LESS ATSAC□ATCS ADJUSTMENT:				0.933			0.933				1.007				1.008				1.008
LEVEL OF SERVICE (LOS):				E			E				F				F				F

REMARKS:

Version: 1i Beta; 8□4□2011

PROJECT IMPACT

Change in *v/c* due to project: 0.001 — Δ*v/c* after mitigation: 0.001

Significant impacted? NO — Fully mitigated? N□A

Level of Service Worksheet
(Circular 212 Method)

ICS:	North-South Street:	Cahuenga Blvd E	Year of Count:	2013	Ambient Growth (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
4	East-West Street:	Pilgrimage Bridge	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

No. of Phases			2			2			2			2			2				2
Opposed Turning: NS-1, EW-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC/ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	64	0	64	0	64	64	0	69	0	69	0	69	0	69	0	69	0	69
	Left-Through		1							1				1				1	
	Through	1866	2	**643**	0	1866	**643**	395	2396	2	**822**	0	2396	2	**822**	0	2396	2	**822**
	Through-Right		0							0				0				0	
	Right	40	1	36	0	40	36	0	43	1	38	0	43	1	38	0	43	1	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	107	0	107	0	107	107	0	115	0	115	0	115	0	115	0	115	0	115
	Left-Through		1							1				1				1	
	Through	28	0	135	7	35	142	0	30	0	145	7	37	0	152	0	37	0	152
	Through-Right		0							0				0				0	
	Right	460	1	**460**	0	460	**460**	0	493	1	**493**	0	493	1	**493**	0	493	1	**493**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	9	1	**9**	0	9	**9**	0	10	1	**10**	0	10	1	**10**	0	10	1	**10**
	Left-Through		0							0				0				0	
	Through	3	0	10	0	3	11	0	3	0	11	0	3	0	12	0	3	0	12
	Through-Right		1							1				1				1	
	Right	7	0	0	1	8	0	0	8	0	0	1	9	0	0	0	9	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			North-South:	643		North-South:	643		North-South:		822		North-South:		822		North-South:		822
			East-West:	469		East-West:	469		East-West:		503		East-West:		503		East-West:		503
			SUM:	1112		SUM:	1112		SUM:		1325		SUM:		1325		SUM:		1325
VOLUME/CAPACITY (V/C) RATIO:				0.741			0.741				0.883				0.883				0.883
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.641			0.641				0.783				0.783				0.783
LEVEL OF SERVICE (LOS):				B			B				C				C				C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — Δ*v/c* after mitigation: 0.000

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I-S □:	North-South Street:	Cahuenga Blvd/Highland Ave			Year of Count:	2013		Ambient Growth: (□):	1		Conducted by:	R. Gibson			Date:	11/26/2013			
5	East-West Street:	Hollywood Bowl/101 SB On-Ramp			Projection Year:	2020		Peak Hour:	AM		Reviewed by:				Project:	J1218 - Ford Theatres			
No. of Phases				2			2			2				2					2
Opposed □'ing: N-S-1, E-W-2 or Both-3?				0			0			0				0					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC/ATCS-2?				2			2			2				2					2
Override Capacity				0			0			0				0					0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	722	0	722	0	722	722	0	774	0	774	0	774	0	774	0	774	0	774
	Left-Through		1							1				1				1	
	Through	1457	2	**1483**	0	1457	**1484**	579	2141	2	**1735**	0	2141	2	**1736**	0	2141	2	**1736**
	Through-Right		1							1				1				1	
	Right	143	0	1483	2	145	1484	2	155	0	1735	2	157	0	1736	0	157	0	1736
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	1	**0**	0	0	**0**	0	0	1	**0**	0	0	1	**0**	0	0	1	**0**
	Left-Through		0							0				0				0	
	Through	1688	3	563	0	1688	563	1014	2824	3	941	0	2824	3	941	0	2824	3	941
	Through-Right		0							0				0				0	
	Right	126	1	126	0	126	126	0	135	1	135	0	135	1	135	0	135	1	135
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		1							1				1				1	
	Through	31	1	24	0	31	24	0	33	1	26	0	33	1	26	0	33	1	26
	Through-Right		0							0				0				0	
	Right	63	2	**35**	0	63	**35**	0	68	2	**37**	0	68	2	**37**	0	68	2	**37**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		1483	*North-South:*		1484	*North-South:*			1735	*North-South:*			1736	*North-South:*			1736
		East-West:		35	*East-West:*		35	*East-West:*			37	*East-West:*			37	*East-West:*			37
		SUM:		1518	*SUM:*		1519	*SUM:*			1772	*SUM:*			1773	*SUM:*			1773
VOLUME/CAPACITY (*V/C*) RATIO:				1.012			1.013				1.181				1.182				1.182
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.912			0.913				1.081				1.082				1.082
LEVEL OF SERVICE (LOS):				E			E				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.001 — Δ*v/c* after mitigation: 0.001

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

IS □:	North-South Street:	101 Northbound Off-ramp	Year of Count:	2013	Ambient Growth: (□):	1	Conducted by:	R. Gibson	Date:	11□26□2013
6	East-West Street:	Cahuenga Blvd N	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W□O PROJECT				FUTURE CONDITION W□PROJECT				FUTURE W□PROJECT W□MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	0	70	4	74	74	0	75	0	75	4	79	0	79	0	79	0	79
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	7	0	**77**	0	7	**81**	0	8	0	**83**	0	8	0	**87**	0	8	0	**87**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	431	1	431	3	434	434	0	462	1	462	3	465	1	465	0	465	1	465
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1875	2	**938**	3	1878	**939**	395	2405	2	**1203**	3	2408	2	**1204**	0	2408	2	**1204**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		77	*North-South:*		81	*North-South:*			83	*North-South:*			87	*North-South:*			87
		East-West:		938	*East-West:*		939	*East-West:*			1203	*East-West:*			1204	*East-West:*			1204
		SUM:		1015	*SUM:*		1020	*SUM:*			1286	*SUM:*			1291	*SUM:*			1291
	VOLUME□CAPACITY *(V/C)* RATIO:			0.677			0.680				0.857				0.861				0.861
	V/C LESS ATSAC□ATCS ADJUSTMENT:			0.677			0.680				0.857				0.861				0.861
	LEVEL OF SERVICE (LOS):			B			B				D				D				D

No. of Phases	2	2	2	2	2
Opposed □'ing: N□S-1, E□W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC□ATCS-2?	0	0	0	0	0
Override Capacity		0	0	0	0

REMARKS:

Version: 1i Beta; 8□4□2011

PROJECT IMPACT

Change in *v/c* due to project: 0.004 — Δ*v/c* after mitigation: 0.004

Significant impacted? NO — Fully mitigated? N□A

Level of Service Worksheet
(Circular 212 Method)

IS □:	North-South Street:	Highland Ave	Year of Count:	2013	Ambient Growth: (□):	1	Conducted by:	R. Gibson	Date:	11□26□2013
7	East-West Street:	Odin St	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

No. of Phases			2			2			2			2			2				2
Opposed □'ing: N□S-1, E□W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC□ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W□PROJECT				FUTURE W□PROJECT W□MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
	Left-Through		0							0				0				0	
	Through	2164	3	**721**	0	2164	**721**	581	2901	3	**967**	0	2901	3	**967**	0	2901	3	**967**
	Through-Right		0							0				0				0	
	Right	264	1	181	1	265	182	0	283	1	193	1	284	1	193	0	284	1	193
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	63	1	**63**	0	63	**63**	0	68	1	**68**	0	68	1	**68**	0	68	1	**68**
	Left-Through		0							0				0				0	
	Through	1525	2	602	0	1525	602	1014	2649	2	983	0	2649	2	983	0	2649	2	983
	Through-Right		1							1				1				1	
	Right	280	0	280	0	280	280	0	300	0	300	0	300	0	300	0	300	0	300
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	8	0	8	0	8	8	0	9	0	9	0	9	0	9	0	9	0	9
	Left-Through		1							1				1				1	
	Through	1	1	**1**	0	1	**1**	0	1	1	**1**	0	1	1	**1**	0	1	1	**1**
	Through-Right		0							0				0				0	
	Right	1	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	166	1	**166**	1	167	**167**	3	181	1	**181**	1	182	1	**182**	0	182	1	**182**
	Left-Through		0							0				0				0	
	Through	55	1	55	0	55	55	0	59	1	59	0	59	1	59	0	59	1	59
	Through-Right		0							0				0				0	
	Right	176	1	145	2	178	147	0	189	1	155	2	191	1	157	0	191	1	157
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		784	*North-South:*		784	*North-South:*			1035	*North-South:*			1035	*North-South:*			1035
		East-West:		167	*East-West:*		168	*East-West:*			182	*East-West:*			183	*East-West:*			183
		SUM:		951	*SUM:*		952	*SUM:*			1217	*SUM:*			1218	*SUM:*			1218
VOLUME□CAPACITY *(V/C)* RATIO:				0.634			0.635				0.811				0.812				0.812
V/C LESS ATSAC□ATCS ADJUSTMENT:				**0.534**			**0.535**				**0.711**				**0.712**				**0.712**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8□4□2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N□A

Level of Service Worksheet
(Circular 212 Method)

ICS:	North-South Street:	Cahuenga Blvd N	Year of Count:	2013	Ambient Growth (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
8	East-West Street:	Odin St	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	2	2	2	2	2
Opposed Turning: NS-1, EW-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC/ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	Existing Condition Volume	Existing Condition No. of Lanes	Existing Condition Lane Volume	Existing Plus Project Project Traffic	Existing Plus Project Total Volume	Existing Plus Project Lane Volume	Future Condition W/O Project Added Volume	Future Condition W/O Project Total Volume	Future Condition W/O Project No. of Lanes	Future Condition W/O Project Lane Volume	Future Condition W/ Project Added Volume	Future Condition W/ Project Total Volume	Future Condition W/ Project No. of Lanes	Future Condition W/ Project Lane Volume	Future W/ Project W/ Mitigation Added Volume	Future W/ Project W/ Mitigation Total Volume	Future W/ Project W/ Mitigation No. of Lanes	Future W/ Project W/ Mitigation Lane Volume
NORTHBOUND	Left	207	1	**135**	1	208	**135**	0	222	1	**144**	1	223	1	**145**	0	223	1	**145**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	62	0	135	0	62	135	0	66	0	144	0	66	0	145	0	66	0	145
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	1	**0**	0	0	**0**	0	0	1	**0**	0	0	1	**0**	0	0	1	**0**
	Left-Through		0							0				0				0	
	Through	399	0	435	1	400	438	0	428	0	467	1	429	0	470	0	429	0	470
	Through-Right		1							1				1				1	
	Right	36	0	0	2	38	0	0	39	0	0	2	41	0	0	0	41	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	172	1	172	0	172	172	0	184	1	184	0	184	1	184	0	184	1	184
	Left-Through		0							0				0				0	
	Through	1671	1	**836**	1	1672	**836**	395	2187	1	**1094**	1	2188	1	**1094**	0	2188	1	**1094**
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		North-South:	135		North-South:	135		North-South:	144		North-South:	145			North-South:	145		
			East-West:	836		East-West:	836		East-West:	1094		East-West:	1094			East-West:	1094		
			SUM:	971		SUM:	971		SUM:	1238		SUM:	1239			SUM:	1239		
	VOLUME/CAPACITY (V/C) RATIO:			0.647			0.647			0.825			0.826				0.826		
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.547**			**0.547**			**0.725**			**0.726**				**0.726**		
	LEVEL OF SERVICE (LOS):			**A**			**A**			**C**			**C**				**C**		

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.001 — Δ*v/c* after mitigation: 0.001

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S □:	North-South Street:	Cahuenga Blvd W			Year of Count:	2013		Ambient Growth: (□):	1		Conducted by:	R. Gibson		Date:	11/26/2013		
1	East-West Street:	Barham blvd			Projection Year:	2020		Peak Hour:	AM		Reviewed by:			Project:	J1218 - Ford Theatres		
No. of Phases			3			3			3			3				3	
Opposed □'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	0 SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	3	EB-- 0	WB--	3	EB-- 0	WB--	3	EB--	0 WB--	3
ATSAC-1 or ATSAC/ATCS-2?			2			2			2			2				2	
Override Capacity			0			0			0			0				0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	638	1	319	8	646	323	0	684	1	342	8	692	1	346	0	692	1	346
	Left-Through		1							1				1				1	
	Through	0	0	319	0	0	323	0	0	0	342	0	0	0	346	0	0	0	346
	Through-Right		0							0				0				0	
	Right	729	1	**614**	0	729	**614**	0	782	1	**658**	0	782	1	**658**	0	782	1	**658**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	231	1	**231**	0	231	**231**	0	248	1	**248**	0	248	1	**248**	0	248	1	**248**
	Left-Through		0							0				0				0	
	Through	433	1	217	23	456	228	333	797	1	399	23	820	1	410	0	820	1	410
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		1							1				1				1	
	Through	239	0	**239**	0	239	**239**	179	435	0	**435**	0	435	0	**435**	0	435	0	**435**
	Through-Right		0							0				0				0	
	Right	236	1	0	0	236	0	0	253	1	0	0	253	1	0	0	253	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		614	*North-South:*		614	*North-South:*			658	*North-South:*			658	*North-South:*			658
		East-West:		470	*East-West:*		470	*East-West:*			683	*East-West:*			683	*East-West:*			683
		SUM:		1084	*SUM:*		1084	*SUM:*			1341	*SUM:*			1341	*SUM:*			1341
VOLUME/CAPACITY (*V/C*) RATIO:				0.761			0.761				0.941				0.941				0.941
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.661**			**0.661**				**0.841**				**0.841**				**0.841**
LEVEL OF SERVICE (LOS):				**B**			**B**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #: 2	North-South Street:	Cahuenga Blvd E				Year of Count:	2013		Ambient Growth (%):	1		Conducted by:	R. Gibson			Date:	11/26/2013						
	East-West Street:	Barham blvd				Projection Year:	2020		Peak Hour:	AM		Reviewed by:				Project:	J1218 - Ford Theatres						
No. of Phases				3			3			3				3				3				3	
Opposed Turning: NS-1, EW-2 or Both-3?				0			0			0				0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3
ATSAC-1 or ATSAC/ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	0	**0**	0	3	**0**	0	3	0	**0**	0	3	0	**0**	0	3	0	**0**
	Left-Through		0							0				0				0	
	Through	455	2	228	0	455	228	0	488	2	244	0	488	2	244	0	488	2	244
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1220	2	**455**	8	1228	**458**	0	1308	2	**488**	8	1316	2	**490**	0	1316	2	**490**
	Through-Right		1							1				1				1	
	Right	145	0	145	0	145	145	0	155	0	155	0	155	0	155	0	155	0	155
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	140	0	140	0	140	140	0	150	0	150	0	150	0	150	0	150	0	150
	Left-Through		1							1				1				1	
	Through	69	0	209	3	72	212	179	253	0	403	3	256	0	406	0	256	0	406
	Through-Right		0							0				0				0	
	Right	729	2	**401**	1	730	**402**	0	782	2	**430**	1	783	2	**431**	0	783	2	**431**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	455		*North-South:*	458		*North-South:*	488			*North-South:*	490			*North-South:*	490	
			East-West:	401		*East-West:*	402		*East-West:*	430			*East-West:*	431			*East-West:*	431	
			SUM:	856		*SUM:*	860		*SUM:*	918			*SUM:*	921			*SUM:*	921	
VOLUME/CAPACITY (*V/C*) RATIO:				0.601			0.604			0.644				0.646				0.646	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.501**			**0.504**			**0.544**				**0.546**				**0.546**	
LEVEL OF SERVICE (LOS):				**A**			**A**			**A**				**A**				**A**	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S □:	North-South Street:	Cahuenga Blvd E	Year of Count:	2013	Ambient Growth: (□):	1	Conducted by:	R. Gibson	Date:	11/26/2013
4	East-West Street:	Pilgrimage Bridge	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	37	0	37	0	37	37	0	40	0	40	0	40	0	40	0	40	0	40
Left-Through		1							1				1				1	
Through	928	2	**322**	0	928	**322**	658	1653	2	**564**	0	1653	2	**564**	0	1653	2	**564**
Through-Right		0							0				0				0	
Right	11	1	9	0	11	9	0	12	1	10	0	12	1	10	0	12	1	10
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	63	0	63	0	63	63	0	68	0	68	0	68	0	68	0	68	0	68
Left-Through		1							1				1				1	
Through	3	0	66	39	42	105	0	3	0	71	39	42	0	110	0	42	0	110
Through-Right		0							0				0				0	
Right	150	1	**150**	0	150	**150**	0	161	1	**161**	0	161	1	**161**	0	161	1	**161**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	4	1	**4**	0	4	**4**	0	4	1	**4**	0	4	1	**4**	0	4	1	**4**
Left-Through		0							0				0				0	
Through	3	0	7	0	3	10	0	3	0	7	0	3	0	10	0	3	0	10
Through-Right		1							1				1				1	
Right	4	0	0	3	7	0	0	4	0	0	3	7	0	0	0	7	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		322	*North-South:*		322	*North-South:*			564	*North-South:*			564	*North-South:*			564
	East-West:		154	*East-West:*		154	*East-West:*			165	*East-West:*			165	*East-West:*			165
	SUM:		476	*SUM:*		476	*SUM:*			729	*SUM:*			729	*SUM:*			729
VOLUME/CAPACITY (*V/C*) RATIO:			0.317			0.317				0.486				0.486				0.486
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.217			0.217				0.386				0.386				0.386
LEVEL OF SERVICE (LOS):			A			A				A				A				A

	NB--	SB--	EB--	WB--	EXISTING CONDITION	EXISTING PLUS PROJECT	FUTURE CONDITION W/O PROJECT	FUTURE CONDITION W/ PROJECT	FUTURE W/ PROJECT W/ MITIGATION
No. of Phases					2	2	2	2	2
Opposed □'ing: NS-1, EW-2 or Both-3?					0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0	0	0	0	0	0
ATSAC-1 or ATSAC/ATCS-2?					2	2	2	2	2
Override Capacity					0	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — Δ*v/c* after mitigation: 0.000

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I-S □:	North-South Street:	Cahuenga Blvd/Highland Ave	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
5	East-West Street:	Hollywood Bowl/101 SB On-Ramp	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

No. of Phases			2			2			2			2			2				2
Opposed Turning: NS-1, EW-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC/ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	486	0	486	0	486	486	0	521	0	**521**	0	521	0	**521**	0	521	0	**521**
	Left-Through		1							1				1				1	
	Through	1348	2	**1124**	0	1348	**1125**	953	2398	2	1444	0	2398	2	1445	0	2398	2	1445
	Through-Right		1							1				1				1	
	Right	232	0	1124	4	236	1125	3	252	0	1444	4	256	0	1445	0	256	0	1445
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	56	1	**56**	0	56	**56**	0	60	1	60	0	60	1	60	0	60	1	60
	Left-Through		0							0				0				0	
	Through	1979	3	660	0	1979	660	1094	3216	3	**1072**	0	3216	3	**1072**	0	3216	3	**1072**
	Through-Right		0							0				0				0	
	Right	30	1	16	0	30	16	0	32	1	17	0	32	1	17	0	32	1	17
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	29	0	**29**	0	29	**29**	0	31	0	**31**	0	31	0	**31**	0	31	0	**31**
	Left-Through		1							1				1				1	
	Through	10	1	10	0	10	10	0	11	1	11	0	11	1	11	0	11	1	11
	Through-Right		0							0				0				0	
	Right	16	2	5	0	16	5	0	17	2	5	0	17	2	5	0	17	2	5
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		1180	*North-South:*		1181	*North-South:*			1593	*North-South:*			1593	*North-South:*			1593
		East-West:		29	*East-West:*		29	*East-West:*			31	*East-West:*			31	*East-West:*			31
		SUM:		1209	*SUM:*		1210	*SUM:*			1624	*SUM:*			1624	*SUM:*			1624
VOLUME/CAPACITY (*V/C*) RATIO:				0.806			0.807				1.083				1.083				1.083
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.706**			**0.707**				**0.983**				**0.983**				**0.983**
LEVEL OF SERVICE (LOS):				C			C				E				E				E

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

IS □:	North-South Street:	101 Northbound Off-ramp	Year of Count:	2013	Ambient Growth: (□):	1	Conducted by:	R. Gibson	Date:	11□26□2013
6	East-West Street:	Cahuenga Blvd N	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

No. of Phases			2			2			2			2			2			2
Opposed □'ing: N□S-1, E□W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0
ATSAC-1 or ATSAC□ATCS-2?			0			0			0			0			0			0
Override Capacity			0			0			0			0			0			0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W□O PROJECT				FUTURE CONDITION W□PROJECT				FUTURE W□PROJECT W□MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	0	15	23	38	38	0	16	0	16	23	39	0	39	0	39	0	39
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	10	0	**25**	0	10	**48**	0	11	0	**27**	0	11	0	**50**	0	11	0	**50**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	147	1	147	7	154	154	0	158	1	158	7	165	1	165	0	165	1	165
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	976	2	**488**	16	992	**496**	658	1704	2	**852**	16	1720	2	**860**	0	1720	2	**860**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		25	North-South:		48	North-South:			27	North-South:			50	North-South:			50
		East-West:		488	East-West:		496	East-West:			852	East-West:			860	East-West:			860
		SUM:		513	SUM:		544	SUM:			879	SUM:			910	SUM:			910
VOLUME□CAPACITY *(V/C)* RATIO:				0.342			0.363				0.586				0.607				0.607
V/C LESS ATSAC□ATCS ADJUSTMENT:				0.342			0.363				0.586				0.607				0.607
LEVEL OF SERVICE (LOS):				A			A				A				B				B

REMARKS:

Version: 1i Beta; 8□4□2011

PROJECT IMPACT

Change in *v/c* due to project: 0.021 — Δ*v/c* after mitigation: 0.021

Significant impacted? NO — Fully mitigated? N□A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	7	North-South Street:	Highland Ave				Year of Count:	2013		Ambient Growth (%):	1		Conducted by:	R. Gibson		Date:	11/26/2013		
		East-West Street:	Odin St				Projection Year:	2020		Peak Hour:	AM		Reviewed by:			Project:	J1218 - Ford Theatres		
No. of Phases				2			2			2			2			2			2			2
Opposed Turning: NS-1, EW-2 or Both-3?				0			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC/ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	2031	3	**677**	0	2031	**677**	956	3134	3	1045	0	3134	3	1045	0	3134	3	1045
	Through-Right		0							0				0				0	
	Right	184	1	73	8	192	81	0	197	1	76	8	205	1	84	0	205	1	84
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	9	1	**9**	0	9	**9**	0	10	1	10	0	10	1	10	0	10	1	10
	Left-Through		0							0				0				0	
	Through	2002	2	670	0	2002	670	1094	3240	2	**1083**	0	3240	2	**1083**	0	3240	2	**1083**
	Through-Right		1							1				1				1	
	Right	8	0	8	0	8	8	0	9	0	9	0	9	0	9	0	9	0	9
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through		1							1				1				1	
	Through	8	1	6	0	8	6	0	9	1	6	0	9	1	6	0	9	1	6
	Through-Right		0							0				0				0	
	Right	8	1	**8**	0	8	**8**	0	9	1	**9**	0	9	1	**9**	0	9	1	**9**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	222	1	**222**	1	223	**223**	4	242	1	**242**	1	243	1	**243**	0	243	1	**243**
	Left-Through		0							0				0				0	
	Through	10	1	10	0	10	10	0	11	1	11	0	11	1	11	0	11	1	11
	Through-Right		0							0				0				0	
	Right	27	1	23	4	31	27	0	29	1	24	4	33	1	28	0	33	1	28
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		686	*North-South:*		686	*North-South:*			1083	*North-South:*			1083	*North-South:*			1083
		East-West:		230	*East-West:*		231	*East-West:*			251	*East-West:*			252	*East-West:*			252
		SUM:		916	*SUM:*		917	*SUM:*			1334	*SUM:*			1335	*SUM:*			1335
VOLUME/CAPACITY (*V/C*) RATIO:				0.611			0.611				0.889				0.890				0.890
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.511**			**0.511**				**0.789**				**0.790**				**0.790**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd N			Year of Count:	2013		Ambient Growth (%):	1		Conducted by:	R. Gibson			Date:	11/26/2013			
8	East-West Street:	Odin St			Projection Year:	2020		Peak Hour:	AM		Reviewed by:				Project:	J1218 - Ford Theatres			
No. of Phases			2			2			2				2				2		
Opposed Turning: NS-1, EW-2 or Both-3?			0			0			0				0				0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC/ATCS-2?			2			2			2				2				2		
Override Capacity			0			0			0				0				0		

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	146	1	**100**	8	154	**104**	0	157	1	**107**	8	165	1	**111**	0	165	1	**111**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	53	0	100	0	53	104	0	57	0	107	0	57	0	111	0	57	0	111
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	2	1	**2**	0	2	**2**	0	2	1	**2**	0	2	1	**2**	0	2	1	**2**
	Left-Through		0							0				0				0	
	Through	145	0	158	1	146	165	0	155	0	169	1	156	0	176	0	156	0	176
	Through-Right		1							1				1				1	
	Right	13	0	0	6	19	0	0	14	0	0	6	20	0	0	0	20	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	42	1	42	0	42	42	0	45	1	45	0	45	1	45	0	45	1	45
	Left-Through		0							0				0				0	
	Through	835	1	**418**	8	843	**422**	658	1553	1	**777**	8	1561	1	**781**	0	1561	1	**781**
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		100	*North-South:*		104	*North-South:*			107	*North-South:*			111	*North-South:*			111
		East-West:		420	*East-West:*		424	*East-West:*			779	*East-West:*			783	*East-West:*			783
		SUM:		520	*SUM:*		528	*SUM:*			886	*SUM:*			894	*SUM:*			894
VOLUME/CAPACITY (*V/C*) RATIO:				0.347			0.352				0.591				0.596				0.596
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.247**			**0.252**				**0.491**				**0.496**				**0.496**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S □:	North-South Street:	Cahuenga Blvd W	Year of Count:	2013	Ambient Growth: (□):	1	Conducted by:	R. Gibson	Date:	11/26/2013
1	East-West Street:	Barham blvd	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	743	1	372	8	751	376	0	797	1	399	8	805	1	403	0	805	1	403
Left-Through		1							1				1				1	
Through	0	0	372	0	0	376	0	0	0	399	0	0	0	403	0	0	0	403
Through-Right		0							0				0				0	
Right	739	1	**609**	0	739	**609**	0	792	1	**652**	0	792	1	**652**	0	792	1	**652**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	261	1	**261**	0	261	**261**	0	280	1	**280**	0	280	1	**280**	0	280	1	**280**
Left-Through		0							0				0				0	
Through	536	1	268	24	560	280	333	908	1	454	24	932	1	466	0	932	1	466
Through-Right		1							1				1				1	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		1							1				1				1	
Through	228	0	**228**	0	228	**228**	179	423	0	**423**	0	423	0	**423**	0	423	0	**423**
Through-Right		0							0				0				0	
Right	190	1	0	0	190	0	0	204	1	0	0	204	1	0	0	204	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		609	*North-South:*		609	*North-South:*			652	*North-South:*			652	*North-South:*			652
	East-West:		489	*East-West:*		489	*East-West:*			703	*East-West:*			703	*East-West:*			703
	SUM:		1098	*SUM:*		1098	*SUM:*			1355	*SUM:*			1355	*SUM:*			1355
VOLUME/CAPACITY (*V/C*) RATIO:			0.771			0.771				0.951				0.951				0.951
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.671**			**0.671**				**0.851**				**0.851**				**0.851**
LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

No. of Phases	3	3	3	3	3	3
Opposed □'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 3	NB-- 0 SB-- 0 EB-- 0 WB-- 3	NB-- 0 SB-- 0 EB-- 0 WB-- 3	NB-- 0 SB-- 0 EB-- 0 WB-- 3	NB-- 0 SB-- 0 EB-- 0 WB-- 3	NB-- 0 SB-- 0 EB-- 0 WB-- 3
ATSAC-1 or ATSAC/ATCS-2?	2	2	2	2	2	2
Override Capacity	0	0	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #: 2	North-South Street:	Cahuenga Blvd E				Year of Count:	2013		Ambient Growth (%):	1		Conducted by:	R. Gibson			Date:	11/26/2013						
	East-West Street:	Barham blvd				Projection Year:	2020		Peak Hour:	AM		Reviewed by:				Project:	J1218 - Ford Theatres						
No. of Phases				3			3			3				3				3				3	
Opposed Turning: NS-1, EW-2 or Both-3?				0			0			0				0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3
ATSAC-1 or ATSAC/ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	446	2	223	0	446	223	0	478	2	239	0	478	2	239	0	478	2	239
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1349	2	**502**	8	1357	**505**	0	1446	2	**538**	8	1454	2	**541**	0	1454	2	**541**
	Through-Right		1							1				1				1	
	Right	157	0	157	0	157	157	0	168	0	168	0	168	0	168	0	168	0	168
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	143	0	143	0	143	143	0	153	0	153	0	153	0	153	0	153	0	153
	Left-Through		1							1				1				1	
	Through	121	0	264	2	123	266	179	309	0	462	2	311	0	464	0	311	0	464
	Through-Right		0							0				0				0	
	Right	789	2	**434**	1	790	**435**	0	846	2	**465**	1	847	2	**466**	0	847	2	**466**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	502		*North-South:*	505		*North-South:*	538			*North-South:*	541			*North-South:*	541	
			East-West:	434		*East-West:*	435		*East-West:*	465			*East-West:*	466			*East-West:*	466	
			SUM:	936		*SUM:*	940		*SUM:*	1003			*SUM:*	1007			*SUM:*	1007	
VOLUME/CAPACITY (*V/C*) RATIO:				0.657			0.660			0.704				0.707				0.707	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.557**			**0.560**			**0.604**				**0.607**				**0.607**	
LEVEL OF SERVICE (LOS):				**A**			**A**			**B**				**B**				**B**	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S □:	North-South Street:	Cahuenga Blvd E	Year of Count:	2013	Ambient Growth: (□):	1	Conducted by:	R. Gibson	Date:	11/26/2013
4	East-West Street:	Pilgrimage Bridge	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed □'ing: N□S-1, E□W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC□ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	34	0	34	0	34	34	0	36	0	36	0	36	0	36	0	36	0	36
	Left-Through		1							1				1				1	
	Through	1055	2	**363**	0	1055	**363**	658	1789	2	**608**	0	1789	2	**608**	0	1789	2	**608**
	Through-Right		0							0				0				0	
	Right	146	1	141	0	146	141	0	157	1	151	0	157	1	151	0	157	1	151
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	76	0	76	0	76	76	0	81	0	81	0	81	0	81	0	81	0	81
	Left-Through		1							1				1				1	
	Through	51	0	127	40	91	167	0	55	0	136	40	95	0	176	0	95	0	176
	Through-Right		0							0				0				0	
	Right	588	1	**588**	0	588	**588**	0	630	1	**630**	0	630	1	**630**	0	630	1	**630**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	11	1	**11**	0	11	**11**	0	12	1	**12**	0	12	1	**12**	0	12	1	**12**
	Left-Through		0							0				0				0	
	Through	2	0	3	0	2	6	0	2	0	3	0	2	0	6	0	2	0	6
	Through-Right		1							1				1				1	
	Right	1	0	0	3	4	0	0	1	0	0	3	4	0	0	0	4	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		*North-South:*	363		*North-South:*	363			*North-South:*	608			*North-South:*	608			*North-South:*	608
			East-West:	599		*East-West:*	599			*East-West:*	642			*East-West:*	642			*East-West:*	642
			SUM:	962		*SUM:*	962			*SUM:*	1250			*SUM:*	1250			*SUM:*	1250
	VOLUME□CAPACITY *(V/C)* RATIO:			0.641			0.641				0.833				0.833				0.833
	V/C LESS ATSAC□ATCS ADJUSTMENT:			**0.541**			**0.541**				**0.733**				**0.733**				**0.733**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S □:	North-South Street:	Cahuenga Blvd/Highland Ave	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	R. Gibson	Date:	11/26/2013
5	East-West Street:	Hollywood Bowl/101 SB On-Ramp	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	722	0	722	0	722	722	0	774	0	774	0	774	0	774	0	774	0	774
Left-Through		1							1				1				1	
Through	1000	2	**1376**	0	1000	**1377**	953	2025	2	**1714**	0	2025	2	**1715**	0	2025	2	**1715**
Through-Right		1							1				1				1	
Right	171	0	1376	4	175	1377	3	186	0	1714	4	190	0	1715	0	190	0	1715
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	1	1	**1**	0	1	**1**	0	1	1	**1**	0	1	1	**1**	0	1	1	**1**
Left-Through		0							0				0				0	
Through	1459	3	486	0	1459	486	1094	2658	3	886	0	2658	3	886	0	2658	3	886
Through-Right		0							0				0				0	
Right	157	1	131	0	157	131	0	168	1	140	0	168	1	140	0	168	1	140
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	53	0	**53**	0	53	**53**	0	57	0	**57**	0	57	0	**57**	0	57	0	**57**
Left-Through		1							1				1				1	
Through	23	1	23	0	23	23	0	25	1	25	0	25	1	25	0	25	1	25
Through-Right		0							0				0				0	
Right	58	2	18	0	58	18	0	62	2	19	0	62	2	19	0	62	2	19
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		1377	*North-South:*		1378	*North-South:*			1715	*North-South:*			1716	*North-South:*			1716
	East-West:		53	*East-West:*		53	*East-West:*			57	*East-West:*			57	*East-West:*			57
	SUM:		1430	*SUM:*		1431	*SUM:*			1772	*SUM:*			1773	*SUM:*			1773
VOLUME/CAPACITY (*V/C*) RATIO:			0.953			0.954				1.181				1.182				1.182
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.853**			**0.854**				**1.081**				**1.082**				**1.082**
LEVEL OF SERVICE (LOS):			D			D				F				F				F

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0

No. of Phases	2
Opposed □'ing: NS-1, EW-2 or Both-3?	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0
ATSAC-1 or ATSAC/ATCS-2?	2
Override Capacity	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

IS □	North-South Street:	101 Northbound Off-ramp	Year of Count:	2013	Ambient Growth: (□):	1	Conducted by:	R. Gibson	Date:	11/26/2013
6	East-West Street:	Cahuenga Blvd N	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed □'ing: N□S-1, E□W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC□ATCS-2?			0			0			0				0					0
	Override Capacity						0			0				0					0
NORTHBOUND	Left	74	0	74	24	98	98	0	79	0	79	24	103	0	103	0	103	0	103
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	8	0	82	0	8	106	0	9	0	88	0	9	0	112	0	9	0	112
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	544	1	544	7	551	551	0	583	1	583	7	590	1	590	0	590	1	590
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1120	2	560	16	1136	568	658	1859	2	930	16	1875	2	938	0	1875	2	938
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		North-South:	82		North-South:	106		North-South:	88			North-South:	112			North-South:	112	
			East-West:	560		East-West:	568		East-West:	930			East-West:	938			East-West:	938	
			SUM:	642		SUM:	674		SUM:	1018			SUM:	1050			SUM:	1050	
	VOLUME□CAPACITY (V/C) RATIO:			0.428			0.449			0.679				0.700					0.700
	V/C LESS ATSAC□ATCS ADJUSTMENT:			0.428			0.449			0.679				0.700					0.700
	LEVEL OF SERVICE (LOS):			A			A			B				B					B

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.021 — Δ*v/c* after mitigation: 0.021

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

IS □:	North-South Street:	Highland Ave	Year of Count:	2013	Ambient Growth: (□):	1	Conducted by:	R. Gibson	Date:	11□26□2013
7	East-West Street:	Odin St	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	J1218 - Ford Theatres

No. of Phases			2			2			2			2			2				2
Opposed □'ing: N□S-1, E□W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC□ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W□O PROJECT				FUTURE CONDITION W□PROJECT				FUTURE W□PROJECT W□MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	0	0	0	8	0	0	9	0	0	0	9	0	0	0	9	0	0
	Left-Through		0							0				0				0	
	Through	1603	3	**534**	0	1603	**534**	956	2675	3	**892**	0	2675	3	**892**	0	2675	3	**892**
	Through-Right		0							0				0				0	
	Right	249	1	137	8	257	145	0	267	1	145	8	275	1	153	0	275	1	153
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	62	1	**62**	0	62	**62**	0	66	1	**66**	0	66	1	**66**	0	66	1	**66**
	Left-Through		0							0				0				0	
	Through	1339	2	540	0	1339	540	1094	2530	2	944	0	2530	2	944	0	2530	2	944
	Through-Right		1							1				1				1	
	Right	281	0	281	0	281	281	0	301	0	301	0	301	0	301	0	301	0	301
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	10	0	**10**	0	10	**10**	0	11	0	**11**	0	11	0	**11**	0	11	0	**11**
	Left-Through		1							1				1				1	
	Through	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Through-Right		0							0				0				0	
	Right	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	224	1	224	1	225	225	4	244	1	244	1	245	1	245	0	245	1	245
	Left-Through		0							0				0				0	
	Through	72	1	72	0	72	72	0	77	1	77	0	77	1	77	0	77	1	77
	Through-Right		0							0				0				0	
	Right	301	1	**270**	4	305	**274**	0	323	1	**290**	4	327	1	**294**	0	327	1	**294**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		596	*North-South:*		596	*North-South:*			958	*North-South:*			958	*North-South:*			958
		East-West:		280	*East-West:*		284	*East-West:*			301	*East-West:*			305	*East-West:*			305
		SUM:		876	*SUM:*		880	*SUM:*			1259	*SUM:*			1263	*SUM:*			1263
VOLUME□CAPACITY *(V/C)* RATIO:				0.584			0.587				0.839				0.842				0.842
V/C LESS ATSAC□ATCS ADJUSTMENT:				**0.484**			**0.487**				**0.739**				**0.742**				**0.742**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8□4□2011

PROJECT IMPACT

Change in *v/c* due to project: 0.003 **Δ*v/c* after mitigation:** 0.003

Significant impacted? NO **Fully mitigated?** N□A

Level of Service Worksheet
(Circular 212 Method)

ID	North-South Street	Year of Count	Ambient Growth (%)	Conducted by	Date
8	Cahuenga Blvd N	2013	1	R. Gibson	11/26/2013
	East-West Street: Odin St	Projection Year: 2020	Peak Hour: AM	Reviewed by:	Project: J1218 - Ford Theatres

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	2	2	2	2	2
Opposed Turning: NS-1, EW-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC/ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

Movement	Existing Condition Volume	Existing Condition No. of Lanes	Existing Condition Lane Volume	Existing Plus Project Project Traffic	Existing Plus Project Total Volume	Existing Plus Project Lane Volume	Future Condition W/O Project Added Volume	Future Condition W/O Project Total Volume	Future Condition W/O Project No. of Lanes	Future Condition W/O Project Lane Volume	Future Condition W/ Project Added Volume	Future Condition W/ Project Total Volume	Future Condition W/ Project No. of Lanes	Future Condition W/ Project Lane Volume	Future W/ Project W/ Mitigation Added Volume	Future W/ Project W/ Mitigation Total Volume	Future W/ Project W/ Mitigation No. of Lanes	Future W/ Project W/ Mitigation Lane Volume
NORTHBOUND																		
Left	126	1	**98**	8	134	**102**	0	135	1	**105**	8	143	1	**109**	0	143	1	**109**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	69	0	98	0	69	102	0	74	0	105	0	74	0	109	0	74	0	109
Left-Through-Right		0							0				0				0	
Left-Right		1							1				1				1	
SOUTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
Left-Through		0							0				0				0	
Through	486	0	**557**	1	487	**563**	0	521	0	**597**	1	522	0	**603**	0	522	0	**603**
Through-Right		1							1				1				1	
Right	71	0	0	5	76	0	0	76	0	0	5	81	0	0	0	81	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	248	1	**248**	0	248	**248**	0	266	1	**266**	0	266	1	**266**	0	266	1	**266**
Left-Through		0							0				0				0	
Through	986	1	493	8	994	497	658	1715	1	858	8	1723	1	862	0	1723	1	862
Through-Right		1							1				1				1	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		98	North-South:		102	North-South:			105	North-South:			109	North-South:			109
	East-West:		805	East-West:		811	East-West:			863	East-West:			869	East-West:			869
	SUM:		903	SUM:		913	SUM:			968	SUM:			978	SUM:			978
VOLUME/CAPACITY (V/C) RATIO:			0.602			0.609				0.645				0.652				0.652
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.502**			**0.509**				**0.545**				**0.552**				**0.552**
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	Δ*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Appendix D

Development of Trip Generation Rates

TABLE D-1
EXISTING PROJECT RELATED TRIP GENERATION CALCULATIONS
EXISTING TRIPS

		Project Trips								In/Out Split	
		Inbound			Outbound						
Time Period	Hour	NBR	EBT	Sub-total	WBR	WBT	WBL	Sub-total	Total	Inbound	Outbound
PM Peak	**500-600**	**20**	**20**	**40**	**7**	**1**	**18**	**26**	**66**	**61%**	**39%**
Weekday Event Peak	600-700	22	19	41	6	2	11	19	60	68%	32%
	615-715	31	24	55	6	2	11	19	74	74%	26%
	630-730	40	28	68	7	3	9	19	87	78%	22%
	645-745	52	28	80	7	2	7	16	96	83%	17%
	700-800	67	28	95	6	2	7	15	110	86%	14%
	715-815	75	34	109	7	3	8	18	127	86%	14%
	730-830	**85**	**32**	**117**	**9**	**3**	**8**	**20**	**137**	**85%**	**15%**
	745-845	79	29	108	11	4	9	24	132	82%	18%
	800-900	59	29	88	10	3	12	25	113	78%	22%
Saturday Event	600-700	81	34	115	2	2	14	18	133	86%	14%
	615-715	118	42	160	1	2	14	17	177	90%	10%
	630-730	146	51	197	1	2	11	14	211	93%	7%
	645-745	**154**	**52**	**206**	**4**	**1**	**11**	**16**	**222**	**93%**	**7%**
	700-800	133	56	189	6	0	8	14	203	93%	7%
	715-815	97	46	143	7	0	9	16	159	90%	10%
	730-830	58	29	87	8	0	8	16	103	84%	16%
	745-845	23	23	46	7	0	8	15	61	75%	25%
	800-900	10	8	18	4	0	7	11	29	62%	38%

TABLE D-2
EXISTING PROJECT RELATED TRIP GENERATION CALCULATIONS
EXISTING TRIP RATES

Trip Generator	Existing Trip Rate Calculation								
	PM Peak Hour			Weekday Event Peak Hour			Saturday Event Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Ford Theatres Total	40	26	66	117	20	137	206	16	222
Office Portion	0	20	20	0	0	0	0	0	0
Theatre Portion	**40**	**6**	**46**	**117**	**20**	**137**	**206**	**16**	**222**
Trip Rate Calculation		# of seats	1,287		# of attendees	416		# of attendees	963
		trips/seat	**0.04**		**trips/attendee**	**0.33**		**trips/attendee**	**0.23**

Appendix E

Analysis of Unsignalized Intersection

Appendix E
Analysis of Unsignalized Intersections

As described in Chapter 1, the unsignalized study intersection (Int. 3: Cahuenga Boulevard West & Pilgrimage Bridge) was analyzed for the Existing plus Project and Future with Project scenarios based on the Los Angeles Department of Transportation's (LADOT's) *Traffic Study Policies and Procedures* (May 2012). The traffic volumes and lane configurations assumed in this analysis are consistent with those presented in the traffic study.

INTERSECTION SIGNIFICANT IMPACT CRITERIA

The unsignalized intersections were analyzed using the *2010 Highway Capacity Manual,* (Transportation Research Board, 2010) (HCM) stop-controlled and unsignalized methodologies. These methods quantify the intersection operations in terms of average vehicular delay in seconds. As required by *Traffic Study Policies and Procedures*, it was determined that unsignalized intersections would be assessed for signalization if, based on the estimated delay, the resultant LOS is LOS E or F in the Future with Project conditions.

The determination that an unsignalized intersection meets the criteria of a traffic signal warrant does not in itself require the installation of a signal. Rather, the decision whether a traffic signal should be installed is made by the governing jurisdictions, taking into consideration factors such as distance to adjacent signalized intersections and interruption to traffic flow along the major street.

As detailed in Chapter 3, one unsignalized intersection within the Study Area was analyzed. Table E-1 presents the HCM analysis for Existing plus Project conditions and Table E-2 presents the same results for Future with Project (Year 2020) conditions. The worksheets for this analysis are provided in the Attachment.

As shown in Tables E-1 and E-2, the unsignalized intersection of Cahuenga Boulevard West & Pilgrimage Bridge is projected to operate at LOS A during all five peak hours under either Existing plus Project conditions or Future with Project conditions.

Thus, the criterion is not met and no further analysis is required for this intersection. As such, impacts are anticipated to be less than significant in the Existing and Future conditions with the Project.

SIGNAL WARRANT ANALYSIS

Although the unsignalized intersection would not operate at LOS E or F during the peak hours, a signal warrant analysis was conducted to provide further information. The signal warrant analsyis was prepared based on guidelines set forth in *Manual of Policies and Procedures* and the *California Manual on Uniform Traffic Control Devices* (California Department of Transportation, 2012) (California MUTCD).

Methodology

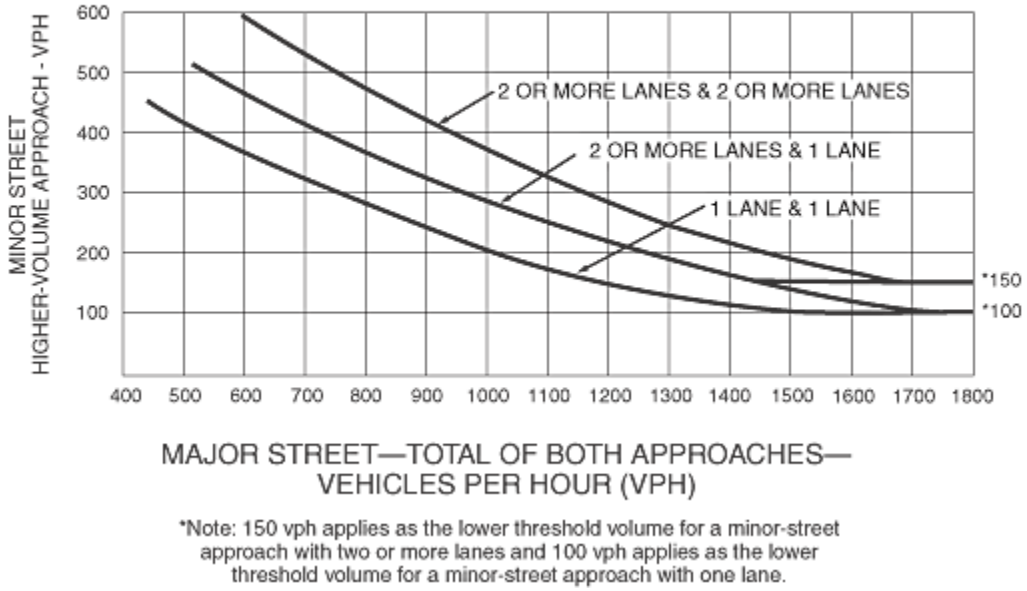
California MUTCD includes methodologies for eight vehicle signal warrants. Section 353 of *Manual of Policies and Procedures* includes three additional pedestrian warrants used exclusively by the City of Los Angeles. Installation of a traffic signal may be considered if at least one of these warrants is met and an engineering study indicates that the installation of a traffic signal would improve the overall safety and/or operation of the intersection.

For this analysis, Warrant 3: Peak-Hour Vehicular Volume was evaluated. The following methodology, as quoted from the California MUTCD, was used to evaluate the signal warrant at the unsignalized intersection:

> ***Warrant 3, Peak-Hour Vehicular Volume Warrant***
>
> *Signal Warrant 3 is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. Combined volumes for both approaches of the major street are included while only the volume from the higher minor street*

approach is included. At an intersection with a high volume of left-turn traffic from the major street, the analysis may include the major street left-turn volumes plus the minor street approach volume as the total "minor street" volume. The warrant is satisfied if traffic volumes for any one hour of an average day exceed the plotted lines shown in the following figure.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

As stated in *Manual of Policies and Procedures*, the right-turning traffic that is delayed less than 45 seconds under stop sign control would likely turn on a red signal and would not benefit from a traffic signal and was, therefore, subtracted from the total minor street volume, when appropriate.

Analysis

The California MUTCD methodology for Signal Warrant 3 was applied to the unsignalized study intersection. The traffic signal analysis was based on the peak hour traffic volumes under Existing (Figures 5A-5C), Future without Project (Figures 8A-8C), Existing with Project (Figures 11A-11C), and Future with Project (Figures 12A-12C) conditions. Based on a review of the traffic volumes for Existing, Future without Project, Existing with Project and Future with Project conditions, the traffic volume on the minor street approach (i.e., westbound Pilgrimage Bridge) is less than the minimum (lower threshold) volume of 100 vehicles per hour.

Therefore, Signal Warrant 3 is not met under any of the analyzed conditions for any of the peak hours.

TABLE E-1
EXISTING PLUS PROJECT CONDITIONS
UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No	Intersection	Peak Hour	Existing		Existing Plus Project			
			Delay	LOS	Delay	LOS	Δ in Delay	Significant Impact?
3.	Cahuenga Boulevard W & Pilgrimage Bridge	Weekday AM	1.7	A	1.7	A	0.0	NO
		Weekday PM	1.1	A	1.1	A	0.0	NO
		Weekday Event	2.0	A	2.0	A	0.0	NO
		Saturday Midday Event	0.7	A	0.8	A	0.1	NO
		Saturday Evening Event	2.3	A	2.5	A	0.2	NO

TABLE E-2
FUTURE WITH PROJECT CONDITIONS (YEAR 2020)
UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No	Intersection	Peak Hour	Future without		Future With Project			
			Delay	LOS	Delay	LOS	Δ in Delay	Significant Impact?
3.	Cahuenga Boulevard West & Pilgrimage Bridge	Weekday AM	1.0	A	1.0	A	0.0	NO
		Weekday PM	1.1	A	1.1	A	0.0	NO
		Weekday Event	0.6	A	1.7	A	1.1	NO
		Saturday Midday Event	1.0	A	1.0	A	0.0	NO
		Saturday Evening Event	0.9	A	0.9	A	0.0	NO

Attachment

Calculation Worksheets

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[13.3]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	472	103	267	2479	0	0	0	0	0	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	472	103	267	2479	0	0	0	0	0	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	472	103	267	2479	0	0	0	0	0	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	472	103	267	2479	0	0	0	0	0	0	70
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	575	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	524
Potent Cap.:	xxxx	xxxx	xxxxx	1008	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	504
Move Cap.:	xxxx	xxxx	xxxxx	1008	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	504
Volume/Cap:	xxxx	xxxx	xxxx	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.5
Stopped Del:	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.3
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.3		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[11.8]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	376	104	467	1823	0	0	0	0	0	0	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	376	104	467	1823	0	0	0	0	0	0	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	376	104	467	1823	0	0	0	0	0	0	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	376	104	467	1823	0	0	0	0	0	0	49
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	480	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	428
Potent Cap.:	xxxx	xxxx	xxxxx	1093	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	581
Move Cap.:	xxxx	xxxx	xxxxx	1093	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	581
Volume/Cap:	xxxx	xxxx	xxxx	0.43	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.3
Stopped Del:	xxxxx	xxxx	xxxxx	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.8
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.8		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[11.7]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	412	34	171	2120	0	0	0	0	0	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	412	34	171	2120	0	0	0	0	0	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	412	34	171	2120	0	0	0	0	0	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	412	34	171	2120	0	0	0	0	0	0	40
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	446	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	429
Potent Cap.:	xxxx	xxxx	xxxxx	1125	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	580
Move Cap.:	xxxx	xxxx	xxxxx	1125	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	580
Volume/Cap:	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.2
Stopped Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.7
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.7		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[10.8]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	318	55	535	1644	0	0	0	0	0	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	318	55	535	1644	0	0	0	0	0	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	318	55	535	1644	0	0	0	0	0	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	318	55	535	1644	0	0	0	0	0	0	40
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	373	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	346
Potent Cap.:	xxxx	xxxx	xxxxx	1197	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	656
Move Cap.:	xxxx	xxxx	xxxxx	1197	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	656
Volume/Cap:	xxxx	xxxx	xxxx	0.45	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	2.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.2
Stopped Del:	xxxxx	xxxx	xxxxx	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.8
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.8		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[11.9]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	424	87	535	2884	0	0	0	0	0	0	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	424	87	535	2884	0	0	0	0	0	0	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	424	87	535	2884	0	0	0	0	0	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	424	87	535	2884	0	0	0	0	0	0	26
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	511	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	468
Potent Cap.:	xxxx	xxxx	xxxxx	1065	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	547
Move Cap.:	xxxx	xxxx	xxxxx	1065	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	547
Volume/Cap:	xxxx	xxxx	xxxx	0.50	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	2.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1
Stopped Del:	xxxxx	xxxx	xxxxx	11.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.9
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.9		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[12.0]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	424	87	552	2884	0	0	0	0	0	0	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	424	87	552	2884	0	0	0	0	0	0	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	424	87	552	2884	0	0	0	0	0	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	424	87	552	2884	0	0	0	0	0	0	26
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	511	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	468
Potent Cap.:	xxxx	xxxx	xxxxx	1065	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	547
Move Cap.:	xxxx	xxxx	xxxxx	1065	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	547
Volume/Cap:	xxxx	xxxx	xxxx	0.52	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	3.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1
Stopped Del:	xxxxx	xxxx	xxxxx	12.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.9
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.9		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[15.0]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	580	93	574	3495	0	0	0	0	0	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	580	93	574	3495	0	0	0	0	0	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	580	93	574	3495	0	0	0	0	0	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	580	93	574	3495	0	0	0	0	0	0	28
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	673	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	627
Potent Cap.:	xxxx	xxxx	xxxxx	927	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	432
Move Cap.:	xxxx	xxxx	xxxxx	927	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	432
Volume/Cap:	xxxx	xxxx	xxxx	0.62	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	4.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.2
Stopped Del:	xxxxx	xxxx	xxxxx	15.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.9
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.9		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: C[15.4]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	580	93	591	3495	0	0	0	0	0	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	580	93	591	3495	0	0	0	0	0	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	580	93	591	3495	0	0	0	0	0	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	580	93	591	3495	0	0	0	0	0	0	28
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	673	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	627
Potent Cap.:	xxxx	xxxx	xxxxx	927	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	432
Move Cap.:	xxxx	xxxx	xxxxx	927	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	432
Volume/Cap:	xxxx	xxxx	xxxx	0.64	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	4.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.2
Stopped Del:	xxxxx	xxxx	xxxxx	15.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.9
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.9		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[13.3]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	472	103	276	2479	0	0	0	0	0	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	472	103	276	2479	0	0	0	0	0	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	472	103	276	2479	0	0	0	0	0	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	472	103	276	2479	0	0	0	0	0	0	70
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	575	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	524
Potent Cap.:	xxxx	xxxx	xxxxx	1008	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	504
Move Cap.:	xxxx	xxxx	xxxxx	1008	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	504
Volume/Cap:	xxxx	xxxx	xxxx	0.27	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.5
Stopped Del:	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.3
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.3		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[15.8]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	611	110	286	3672	0	0	0	0	0	0	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	611	110	286	3672	0	0	0	0	0	0	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	611	110	286	3672	0	0	0	0	0	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	611	110	286	3672	0	0	0	0	0	0	75
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	721	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	666
Potent Cap.:	xxxx	xxxx	xxxxx	890	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	407
Move Cap.:	xxxx	xxxx	xxxxx	890	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	407
Volume/Cap:	xxxx	xxxx	xxxx	0.32	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.18
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	1.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.7
Stopped Del:	xxxxx	xxxx	xxxxx	10.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.8
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	C
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.8		
ApproachLOS:	*			*			*			C		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[15.8]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	611	110	295	3672	0	0	0	0	0	0	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	611	110	295	3672	0	0	0	0	0	0	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	611	110	295	3672	0	0	0	0	0	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	611	110	295	3672	0	0	0	0	0	0	75
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	721	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	666
Potent Cap.:	xxxx	xxxx	xxxxx	890	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	407
Move Cap.:	xxxx	xxxx	xxxxx	890	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	407
Volume/Cap:	xxxx	xxxx	xxxx	0.33	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.18
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.7
Stopped Del:	xxxxx	xxxx	xxxxx	11.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.8
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	C
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.8		
ApproachLOS:	*			*			*			C		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[11.8]

Street Name:	Cahuenga Blvd W								Pilgrimage Bridge							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 0	0	1	0	1	0	3	0 0	0	0	0	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	0	376	104		474	1823		0	0		0	0	0		0	49
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	376	104		474	1823		0	0		0	0	0		0	49
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	376	104		474	1823		0	0		0	0	0		0	49
Reduct Vol:	0	0	0		0	0		0	0		0	0	0		0	0
FinalVolume:	0	376	104		474	1823		0	0		0	0	0		0	49
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx				6.9
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx				3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		480	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx				428
Potent Cap.:	xxxx	xxxx	xxxxx		1093	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx				581
Move Cap.:	xxxx	xxxx	xxxxx		1093	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx				581
Volume/Cap:	xxxx	xxxx	xxxx		0.43	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				0.08
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx				0.3
Control Del:	xxxxx	xxxx	xxxxx		10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx				11.8
LOS by Move:	*	*	*		B	*	*	*	*	*	*	*				B
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				11.8			
ApproachLOS:	*				*				*				B			

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[13.5]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	508	112	501	2969	0	0	0	0	0	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	508	112	501	2969	0	0	0	0	0	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	508	112	501	2969	0	0	0	0	0	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	508	112	501	2969	0	0	0	0	0	0	53
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	620	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	564
Potent Cap.:	xxxx	xxxx	xxxxx	970	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	474
Move Cap.:	xxxx	xxxx	xxxxx	970	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	474
Volume/Cap:	xxxx	xxxx	xxxx	0.52	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	3.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.4
Stopped Del:	xxxxx	xxxx	xxxxx	12.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.5
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.5		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[13.5]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	508	112	508	2969	0	0	0	0	0	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	508	112	508	2969	0	0	0	0	0	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	508	112	508	2969	0	0	0	0	0	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	508	112	508	2969	0	0	0	0	0	0	53
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	620	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	564
Potent Cap.:	xxxx	xxxx	xxxxx	970	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	474
Move Cap.:	xxxx	xxxx	xxxxx	970	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	474
Volume/Cap:	xxxx	xxxx	xxxx	0.52	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	3.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4
Control Del:	xxxxx	xxxx	xxxxx	12.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.5
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.5		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[11.7]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	412	34	210	2120	0	0	0	0	0	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	412	34	210	2120	0	0	0	0	0	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	412	34	210	2120	0	0	0	0	0	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	412	34	210	2120	0	0	0	0	0	0	40
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	446	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	429
Potent Cap.:	xxxx	xxxx	xxxxx	1125	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	580
Move Cap.:	xxxx	xxxx	xxxxx	1125	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	580
Volume/Cap:	xxxx	xxxx	xxxx	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.2
Stopped Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.7
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.7		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[14.5]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	621	36	183	3367	0	0	0	0	0	0	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	621	36	183	3367	0	0	0	0	0	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	621	36	183	3367	0	0	0	0	0	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	621	36	183	3367	0	0	0	0	0	0	43
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	657	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	639
Potent Cap.:	xxxx	xxxx	xxxxx	940	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	424
Move Cap.:	xxxx	xxxx	xxxxx	940	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	424
Volume/Cap:	xxxx	xxxx	xxxx	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.10
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.3
Stopped Del:	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.5
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.5		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[14.5]

Street Name:	Cahuenga Blvd W								Pilgrimage Bridge							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	1
Volume Module:																				
Base Vol:	0	621		36		222	3367		0		0		0		0	0		0		43
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	621		36		222	3367		0		0		0		0	0		0		43
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	621		36		222	3367		0		0		0		0	0		0		43
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	0	621		36		222	3367		0		0		0		0	0		0		43
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		6.9
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		657	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		639
Potent Cap.:	xxxx	xxxx		xxxxx		940	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		424
Move Cap.:	xxxx	xxxx		xxxxx		940	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		424
Volume/Cap:	xxxx	xxxx		xxxx		0.24	xxxx		xxxx		xxxx		xxxx		xxxx	xxxx		xxxx		0.10
Level Of Service Module:																				
Queue:	xxxxx	xxxx		xxxxx		0.9	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		0.3
Stopped Del:	xxxxx	xxxx		xxxxx		10.0	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		14.5
LOS by Move:	*	*		*		B	*		*		*		*		*	*		*		B
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd StpDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					14.5				
ApproachLOS:	*					*					*					B				

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[10.8]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	318	55	575	1644	0	0	0	0	0	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	318	55	575	1644	0	0	0	0	0	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	318	55	575	1644	0	0	0	0	0	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	318	55	575	1644	0	0	0	0	0	0	40
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	373	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	346
Potent Cap.:	xxxx	xxxx	xxxxx	1197	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	656
Move Cap.:	xxxx	xxxx	xxxxx	1197	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	656
Volume/Cap:	xxxx	xxxx	xxxx	0.48	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	2.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.2
Stopped Del:	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.8
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.8		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[13.2]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	520	59	574	2857	0	0	0	0	0	0	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	520	59	574	2857	0	0	0	0	0	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	520	59	574	2857	0	0	0	0	0	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	520	59	574	2857	0	0	0	0	0	0	43
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	579	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	550
Potent Cap.:	xxxx	xxxx	xxxxx	1005	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	484
Move Cap.:	xxxx	xxxx	xxxxx	1005	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	484
Volume/Cap:	xxxx	xxxx	xxxx	0.57	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	3.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.3
Stopped Del:	xxxxx	xxxx	xxxxx	13.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.2
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.2		
ApproachLOS:	*			*			*			B		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Cahuenga Blvd W & Pilgrimage Bridge

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[14.0]

Street Name:	Cahuenga Blvd W						Pilgrimage Bridge					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 3 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	520	59	614	2857	0	0	0	0	0	0	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	520	59	614	2857	0	0	0	0	0	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	520	59	614	2857	0	0	0	0	0	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	520	59	614	2857	0	0	0	0	0	0	43
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	579	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	550
Potent Cap.:	xxxx	xxxx	xxxxx	1005	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	484
Move Cap.:	xxxx	xxxx	xxxxx	1005	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	484
Volume/Cap:	xxxx	xxxx	xxxx	0.61	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	4.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.3
Stopped Del:	xxxxx	xxxx	xxxxx	14.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.2
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.2		
ApproachLOS:	*			*			*			B		

TABLE F-1
FREEWAY SEGMENT SCREENING PROCESS
EXISTING OPERATING CONDITIONS (YEAR 2014)

Freeway Segment	Direction	Number of Lanes [a]	Capacity [b]	Volume [c]	V/C Ratio	Level of Service	Project Traffic	Percent of Capacity	Meets Screening Criteria?
AM Peak Hour									
US-101	NB	5	10,000	7,211	0.72	C	1	0.0%	NO
south of Caheunga Blvd	SB	5	10,000	5,740	0.57	A	3	0.0%	NO
US-101	NB	5	10,000	8,666	0.87	D	1	0.0%	NO
south of Barham Blvd	SB	5	10,000	6,898	0.69	B	3	0.0%	NO
US-101	NB	4	8,000	8,019	1.00	F	9	0.1%	NO
south of Highland Ave	SB	4	8,000	6,383	0.80	C	2	0.0%	NO
PM Peak Hour									
US-101	NB	5	10,000	7,367	0.74	C	7	0.1%	NO
south of Caheunga Blvd	SB	5	10,000	5,764	0.58	A	2	0.0%	NO
US-101	NB	5	10,000	8,853	0.89	D	7	0.1%	NO
south of Barham Blvd	SB	5	10,000	6,928	0.69	B	2	0.0%	NO
US-101	NB	4	8,000	8,192	1.02	F	6	0.1%	NO
south of Highland Ave	SB	4	8,000	6,410	0.80	D	9	0.1%	NO

Notes

[a] Auxiliary lanes and high-occupancy vehicle (carpool) lanes are not counted toward number of lanes.

[b] Lane capacity is 2,000 vehicles per hour per lane based on specifications in the screening criteria.

[c] Existing traffic volume data is most recent published volume data from Caltrans.

TABLE F-2
FREEWAY OFF-RAMP SCREENING PROCESS
EXISTING OPERATING CONDITIONS (YEAR 2014)

Freeway Off-ramp	Peak Hour	Number of Lanes	Capacity [a]	Volume [b]	V/C Ratio	Level of Service	Project Traffic	Percent of Capacity	Meets Screening Criteria?
US 101 Northbound Off-ramp	AM	1	1,500	254	0.17	A	10	0.7%	NO
to Cahuenga Boulevard North	PM	1	1,500	257	0.17	A	5	0.3%	NO

Notes

[a] Off-ramp lane capacity is 1,500 vehicles per hour per lane based on specifications in the screening criteria.

[b] Existing traffic volume data is most recent published volume data from Caltrans.

TABLE F-3
EXISTING CONDITIONS WITH PROJECT
FREEWAY SEGMENT LEVELS OF SERVICE

No.	Freeway Segment	Direction	Number of Lanes [a]	Capacity [b]	Existing			Existing Plus Project				
					Density	D□C	LOS	Density	D□C	LOS	Increase in D□C	Significant Impact?
AM Peak Hour												
1.	US-101 south of Caheunga Blvd	NB SB	5 5	10,000 10,000	7,211 5,740	0.721 0.574	C C	7,212 5,743	0.721 0.574	C C	0.000 0.000	NO NO
2.	US-101 south of Barham Blvd	NB SB	5 5	10,000 10,000	8,666 6,898	0.867 0.690	D C	8,667 6,901	0.867 0.690	D C	0.000 0.000	NO NO
3.	US-101 south of Highland Ave	NB SB	4 4	8,000 8,000	8,019 6,383	1.002 0.798	F(0) D	8,028 6,385	1.004 0.798	F(0) D	0.002 0.000	NO NO

TABLE F-4
FUTURE CONDITIONS WITH PROJECT (YEAR 2020)
FREEWAY SEGMENT LEVELS OF SERVICE

No.	Freeway Segment	Direction	Number of Lanes [a]	Capacity [b]	Future Conditions			Future with Project				
					Density	D/C	LOS	Density	D/C	LOS	Increase in D/C	Significant Impact?
AM Peak Hour												
1.	US-101 south of Caheunga Blvd	NB SB	5 5	10,000 10,000	7,809 6,216	0.781 0.622	D C	7,810 6,219	0.781 0.622	D C	0.000 0.000	NO NO
2.	US-101 south of Barham Blvd	NB SB	5 5	10,000 10,000	9,384 7,470	0.938 0.747	E C	9,385 7,473	0.939 0.747	E C	0.001 0.000	NO NO
3.	US-101 south of Highland Ave	NB SB	4 4	8,000 8,000	8,684 6,912	1.086 0.864	F(0) D	8,693 6,914	1.087 0.864	F(0) D	0.002 0.000	NO NO

TABLE F-5
FUTURE CONDITIONS (YEAR 2020)
ON-RAMPS EVALUATION

NO	STREET NAME	CROSS STREET	LANE CONFIG	EXISTING CONDITIONS			FUTURE WITHOUT PROJECT			FUTURE WITH PROJECT		
				VPH		EXCEEDS CAPACITY	VPH		EXCEEDS CAPACITY	VPH		EXCEEDS CAPACITY
				AM	PM		AM	PM		AM	PM	
5.	US 101 SB On-Ramp	Highland Avenue	1 LANE	193	249	NO	210	269	NO	212	278	NO

Notes:
VPH: vehicles per hour.
Capacity of metered ramps are assumed to be 900 VPH per lane.
All metered ramps are assumed to be in operation in all directions.

TABLE F-6
FUTURE CONDITIONS (YEAR 2020)
OFF-RAMPS EVALUATION

NO	STREET NAME	CROSS STREET	MOVEMENT	STORAGE LENGTH	EXISTING CONDITIONS					FUTURE WITHOUT PROJECT					FUTURE WITH PROJECT				
					VPH		85□ QUEUE LENGTH (FEET)		EXCEEDS STORAGE LENGTH	2020 VPH		85□ QUEUE LENGTH (FEET)		EXCEEDS STORAGE LENGTH	2020 VPH		85□ QUEUE LENGTH (FEET)		EXCEEDS STORAGE LENGTH
					AM	PM	AM	PM		AM	PM	AM	PM		AM	PM	AM	PM	
6.	N CAHUENGA BL	US 101 NORTHBOUND OFF-RAMP	WBL	270			175	70				188	65				188	65	
			WBLR	270	23	97	198	203		24	104	525	603		33	110	535	610	
			(RAMP)	472					NO					NO					NO

Notes:
LANE: Storage capacity exceeded in turn pocket only.
YES: Storage Capacity exceeded in entire ramp, resulting in back-up into the mainline.

TABLE F-7
INTERSECTION LEVEL OF SERVICE

Level of Service	Description	Delay [a]
		Signalized Intersections
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.	≤ 10
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	> 10 and ≤ 20
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	> 20 and ≤ 35
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	> 35 and ≤ 55
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	> 55 and ≤ 80
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	> 80

Notes

Source: *2010 Highway Capacity Manual* (Transportation Research Board, 2010).

[a] Measured in seconds.

TABLE F-8
CALTRANS INTERSECTIONS
INTERSECTION PEAK HOUR LEVELS OF SERVICE (YEAR 2020)

No.	Intersection	Peak Hour	Existing		Existing Plus Project		Future without Project		Future with Project	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
5.	Highland Avenue/Cahuenga Boulevard &	Weekday AM	0.3	A	0.3	A	0.8	A	0.8	A
	Hollywood Bowl Ent./US 101 SB On-Ramp	Weekday PM	2.7	A	2.7	A	3.0	A	3.1	A
		Weekday Event	1.6	A	1.6	A	2.1	A		A
		Saturday Midday Event	0.9	A	0.9	A	1.5	A	1.5	A
		Saturday Evening Event	2.2	A	2.2	A	1.8	A	1.8	A
6.	US 101 Northbound Off-Ramp &	Weekday AM	0.8	A	1.1	A	0.7	A	1.0	A
	Cahuenga Boulevard North	Weekday PM	3.4	A	3.5	A	5.2	A	5.5	A
		Weekday Event	1.4	A	2.5	A	3.0	A		A
		Saturday Midday Event	1.2	A	2.3	A	1.0	A	1.7	A
		Saturday Evening Event	3.1	A	4.0	A	2.6	A	3.3	A

Appendix F

Caltrans Analysis

Appendix F

Caltrans Analysis

Based on the requirements of *Agreement between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures* ("Agreement") (California Department of Transportation [Caltrans] and the Los Angeles Department of Transportation, October 2013), a freeway impact analysis utilizing *Guide for the Preparation of Traffic Impact Studies* (Caltrans, December 2002) (Caltrans TIS Guidelines), is required should a project meet the following criteria:

- The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway segment operating at level of service (LOS) E or F (based on a assumed capacity of 2,000 vehicles per hour per lane [vphpl])
- The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on a assumed capacity of 2,000 vphpl)
- The project's peak hour trips would result in a 1% or more increase to the capacity of a freeway off-ramp operating at LOS E or F (based on an assumed ramp capacity of 1,500 vphpl)
- The project's peak hour trips would result in a 2% or more increase to the capacity of a freeway off-ramp operating at LOS D (based on an assumed capacity of 1,500 vphpl)

While the Project does not meet the screening criteria listed above, as detailed below, a supplemental analysis of Caltrans facilities was prepared to provide further information to the decision makers. As mentioned in Chapter 1, a total of nine intersections were analyzed as part of this study. Of the nine study intersections, two are located at freeway ramp locations and, thus, also fall under Caltrans jurisdiction. This chapter analyzes ramps, as well as freeway segments within the Study Area, in accordance with Caltrans TIS Guidelines.

TRAFFIC VOLUMES

The Caltrans analyses used the Project trip generation estimates shown in Table 7 and the trip distribution patterns shown in Figure 9. Existing traffic volumes were collected from Caltrans' published traffic volume data for freeway segments and ramps and the peak period traffic counts shown in Figures 5A to 5C. Traffic growth in the Study Area between years 2014 and 2020 (Project buildout) was projected for freeway facilities using the same methodology as described in Chapter 3 for study intersections. The future infrastructure was assumed to be the same as present-day conditions.

CALTRANS ANALYSIS SCREENING PROCESS

Three freeway segments (US 101 south of Cahuenga Boulevard, south of Barham Boulevard, and south of Highland Avenue) and one freeway off-ramp (US 101 Northbound Off-Ramp to Cahuenga Boulevard North) were selected for the screening process described above based on the Agreement, as well as distribution of Project traffic on those facilities:

Freeway Segment Screening

Table F-1 summarizes the hourly capacity, existing peak hour traffic volumes, and Project traffic volumes for the freeway segments during the AM and PM peak hours. US 101 provides four to five travel lanes in each direction at the three freeway segments, and therefore has a capacity of 8,000 to 10,000 vehicles per hour (vph) in each direction, based on a lane capacity of 2,000 vphpl.

As shown in Table F-1, US 101 south of Barham Boulevard operates at level of service (LOS) D in the northbound direction during both the AM and PM peak hours and US 101 south of Highland Avenue operates at LOS F in the northbound direction during both the AM and PM peak hours and LOS D in the southbound direction during the PM peak hour. Based on the criteria listed above, the Project would not add enough traffic to either of the freeway segments operating at LOS D or worse to trigger a full impact analysis of Caltrans facilities.

Freeway Off-Ramp Screening

Table F-2 summarizes the hourly capacity, existing peak hour traffic volumes, and Project traffic volumes for the off-ramp during the AM and PM peak hours. The off-ramp provides a single lane for a capacity of 1,500 vph, and operates at LOS A during both the AM and PM peak hours. Therefore, the freeway off-ramp screening criteria are not met.

Results of Screening Process

As shown in Tables F-1 and F-2, the screening criteria are not met by the Project for the freeway segments or the freeway off-ramp. However, in recognizance that the Project is located is close proximity to US 101, evaluation of the Caltrans facilities was conducted according to the Caltrans TIS Guidelines.

METHODOLOGY AND ANALYSIS SCENARIOS

Caltrans TIS Guidelines outline the analysis methodology that should be used in evaluating Caltrans facilities. The Caltrans TIS Guidelines require the latest version of the Highway Capacity Manual (*2010 Highway Capacity Manual,* Transportation Research Board, 2010) (HCM) be used as the basis of the transportation analysis.

The analysis presented in this section was conducted for the following scenarios:

- Existing Conditions (year 2014)
- Existing Plus Project Conditions (year 2014)
- Future without Project Conditions (year 2020)
- Future with Project Conditions (year 2020)

The year 2020 analysis coincides with the proposed Project buildout year.

Specific incremental criteria by which to measure a significant impact on intersections or freeway mainline segments is not included in Caltrans TIS Guidelines.

2010 Congestion Management Program for Los Angeles County (Los Angeles County Metropolitan Transportation Authority, 2010) ("CMP") identifies significance criteria for the identification of potential traffic impacts on State facilities. The CMP criteria have been used recently by the City of Los Angeles in other traffic impact analyses conducted for major projects[1]. Based on CMP criteria, a traffic impact is identified at an intersection if it operates at LOS F and the project-related incremental increase the volume-to-capacity (V/C) ratio of 0.02 or greater.

FREEWAY MAINLINE SEGMENT ANALYSIS

Operating conditions on freeway mainline segments were classified by LOS based on the measured flow compared to the estimated capacity of that section of the freeway. Capacity is calculated by multiplying the lane capacity by the number of lanes in each segment. The lane capacities are conservatively assumed to be 2,000 vphpl. Auxiliary lanes were not assumed to add capacity to the freeway segments.

Table F-3 summarizes the Existing and Existing Plus Project conditions for year 2014 for the morning and afternoon peak hours, and show the incremental change in density-to-capacity (D/C) ratio that can be attributed to the Project. As shown, the Project would not result in a significant impact at freeway segments under the Existing Plus Project conditions.

Table F-4 summarizes the Future without Project and Future with Project conditions for the Project opening year 2020 for the morning and afternoon peak hours, and show the incremental change in D/C ratio that can be attributed to the Project. As shown, the Project would not result in a significant impact at freeway segments under the Future with Project (year 2020) conditions.

[1] Other studies that have used CMP impact criteria for Caltrans facilities include *Transportation Study for the NBC Universal Evolution Plan Environmental Impact Report* (Gibson Transportation Consulting, Inc. and Raju Associates, Inc., March 2010) and *Transportation Study for the Century City Center Project* (Gibson Transportation Consulting, Inc., September 2012), among others.

FREEWAY RAMPS

As mentioned above, two of the study intersections are also freeway ramp locations and, thus, also fall under Caltrans jurisdiction. This analysis was conducted for the year 2020 for the impact analysis.

On-Ramps

Caltrans has established a maximum capacity of 900 vphpl for on-ramps. An on-ramp is considered to be oversaturated or failing if the existing or future peak hour traffic on the ramp exceeds 900 vphpl. Analysis of the on-ramps was conducted for Existing, Future without Project, and Future with Project conditions.

The results of this analysis are provided in Table F-5. As shown, the US-101 Southbound On-Ramp from Highland Avenue does not exceed the Caltrans standard under Existing, Future without Project, or Future with Project conditions. Therefore, based on Caltrans' criteria, the Project would not result in significant impacts at any Study Area on-ramps.

Off-Ramps

For off-ramps, Caltrans defines a significant impact if the peak hour traffic queue length (85^{th} percentile as determined by HCM methodology) on the ramp exceeds the storage length and results in queues backing into the mainline. The vehicle storage capacity was measured between freeway mainline and the intersection. This included the approach lanes at the intersection, as well as the ramp itself. The HCM methodology calculates the queue length for each approach lane.

Analysis of the off-ramps was conducted for Existing, Future without Project, and Future with Project conditions. Results of this analysis are provided in Table F-6. A Level (1) impact, which does not require mitigation, is identified if the queue length exceeds the storage length of any individual approach lane (e.g., left turn lane on the ramp). A Level (2) impact is identified if the projected queue would result in stopped vehicles backing up onto the freeway mainline.

Based on the Level (2) impact criteria, no off-ramp is exceeding the Caltrans standard under Existing, Future without Project, or Future with Project conditions. As shown in Table F-6, none of the queue lengths at the off-ramps exceeds the available storage space under any of the analyzed conditions. Therefore, the Project would not result in a significant impact to any of the analyzed off-ramps.

RAMP INTERSECTIONS

Caltrans requires that all intersections of ramps with the city street system be analyzed with the HCM methodology. Each intersection of a ramp with a city street (two study intersections in total) was evaluated using the HCM methodology and the worksheets for each of these analyses are provided in the Attachment. The HCM methodology was used to evaluate the overall performance of the intersections by measuring the average delay in seconds per vehicle. Table F-7 provides a description of the LOS categories. Table F-8 summarizes the delay calculations for the study intersections for Existing, Existing with Project, Future without Project, and Future with Project conditions. As shown in the Table F-8, both study intersections with freeway ramps will operate at LOS A under all conditions and scenarios.

Therefore, the Project would not result in a significant impact to any of the analyzed ramp intersections.

Attachment

Calculation Worksheets

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.592
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): 2.7
Optimal Cycle: 46 Level Of Service: A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	688	1896	155	0	2288	175	40	94	103	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	688	1896	155	0	2288	175	40	94	103	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	688	1896	155	0	2288	175	40	94	103	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	688	1896	155	0	2288	175	40	94	103	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	688	1896	155	0	2288	175	40	94	103	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.66	0.66	1.00	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	1.00	2.77	0.23	1.00	3.00	1.00	0.60	1.40	2.00	0.00	0.00	0.00
Final Sat.:	1247	3459	283	1900	5187	1615	916	2153	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.55	0.55	0.55	0.00	0.44	0.11	0.04	0.04	0.04	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.93	0.93	0.93	0.00	0.93	0.93	0.07	0.07	0.07	0.00	0.00	0.00
Volume/Cap:	0.60	0.59	0.59	0.00	0.48	0.12	0.59	0.59	0.49	0.00	0.00	0.00
Uniform Del:	0.6	0.6	0.6	0.0	0.5	0.3	44.9	44.9	44.5	0.0	0.0	0.0
IncremntDel:	0.2	0.2	0.2	0.0	0.1	0.0	4.1	4.1	1.8	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.8	0.8	0.8	0.0	0.6	0.3	49.0	49.0	46.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.8	0.8	0.8	0.0	0.6	0.3	49.0	49.0	46.3	0.0	0.0	0.0
HCM2kAvg:	6	6	6	0	4	1	3	3	2	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.670
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	3.4
Optimal Cycle:	69	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	93	0	4	0	0	0	0	244	0	0	2224	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	0	4	0	0	0	0	244	0	0	2224	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	0	4	0	0	0	0	244	0	0	2224	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	0	4	0	0	0	0	244	0	0	2224	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	93	0	4	0	0	0	0	244	0	0	2224	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.96	0.00	0.04	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1727	0	74	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.62	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.92	0.00	0.00	0.92	0.00
Volume/Cap:	0.67	0.00	0.67	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.67	0.00
Uniform Del:	44.7	0.0	44.7	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.8	0.0
IncremntDel:	11.5	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	56.2	0.0	56.2	0.0	0.0	0.0	0.0	0.4	0.0	0.0	1.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.2	0.0	56.2	0.0	0.0	0.0	0.0	0.4	0.0	0.0	1.4	0.0
HCM2kAvg:	4	0	4	0	0	0	0	1	0	0	8	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	0	Average Delay (sec/veh):	1.6
Optimal Cycle:	47	Level Of Service:	A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1 2	1	0	1	0 3	0 1	0	1 1	0 2	0	0 0	0 0 0
Volume Module:												
Base Vol:	722	1457	143	0	1688	126	17	31	63	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	722	1457	143	0	1688	126	17	31	63	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	722	1457	143	0	1688	126	17	31	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	722	1457	143	0	1688	126	17	31	63	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	722	1457	143	0	1688	126	17	31	63	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	1.00	0.91	0.85	0.93	0.93	0.75	1.00	1.00	1.00
Lanes:	1.00	2.73	0.27	1.00	3.00	1.00	0.71	1.29	2.00	0.00	0.00	0.00
Final Sat.:	1232	3366	330	1900	5187	1615	1249	2278	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.59	0.43	0.43	0.00	0.33	0.08	0.01	0.01	0.02	0.00	0.00	0.00
Crit Moves:	****								****			
Green/Cycle:	0.96	0.96	0.96	0.00	0.96	0.96	0.04	0.04	0.04	0.00	0.00	0.00
Volume/Cap:	0.61	0.45	0.45	0.00	0.34	0.08	0.37	0.37	0.61	0.00	0.00	0.00
Uniform Del:	0.2	0.1	0.1	0.0	0.1	0.1	47.1	47.1	47.5	0.0	0.0	0.0
IncremntDel:	0.3	0.1	0.1	0.0	0.0	0.0	1.8	1.8	10.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.4	0.2	0.2	0.0	0.1	0.1	48.9	48.9	57.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.4	0.2	0.2	0.0	0.1	0.1	48.9	48.9	57.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	D	E	A	A	A
HCM2kAvgQ:	3	2	2	0	1	0	1	1	2	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.562
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	2.3
Optimal Cycle:	52	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	70	0	7	0	0	0	0	431	0	0	1875	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	7	0	0	0	0	431	0	0	1875	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	0	7	0	0	0	0	431	0	0	1875	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	7	0	0	0	0	431	0	0	1875	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	70	0	7	0	0	0	0	431	0	0	1875	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.91	0.00	0.09	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1633	0	163	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.52	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.92	0.00	0.00	0.92	0.00
Volume/Cap:	0.56	0.00	0.56	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.56	0.00
Uniform Del:	44.6	0.0	44.6	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.6	0.0
IncremntDel:	5.3	0.0	5.3	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	49.8	0.0	49.8	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	0.0	49.8	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.8	0.0
HCM2kAvg:	3	0	3	0	0	0	0	2	0	0	5	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.443
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	0.9
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	486	1348	232	56	1979	30	29	10	16	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	486	1348	232	56	1979	30	29	10	16	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	486	1348	232	56	1979	30	29	10	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	486	1348	232	56	1979	30	29	10	16	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	486	1348	232	56	1979	30	29	10	16	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.64	0.64	0.09	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	0.94	2.61	0.45	1.00	3.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	1147	3180	547	163	5187	1615	1534	1534	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.34	0.38	0.02	0.02	0.01	0.01	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.96	0.96	0.96	0.96	0.96	0.96	0.04	0.04	0.04	0.00	0.00	0.00
Volume/Cap:	0.44	0.44	0.44	0.36	0.40	0.02	0.44	0.15	0.13	0.00	0.00	0.00
Uniform Del:	0.2	0.2	0.2	0.1	0.1	0.1	46.7	46.1	46.1	0.0	0.0	0.0
IncremntDel:	0.1	0.1	0.1	1.4	0.1	0.0	3.5	0.3	0.5	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.2	0.2	0.2	1.5	0.2	0.1	50.2	46.4	46.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.2	0.2	0.2	1.5	0.2	0.1	50.2	46.4	46.6	0.0	0.0	0.0
HCM2kAvg:	2	2	2	2	2	0	2	0	0	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.285
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	1.2
Optimal Cycle:	32	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	0	0	1	0	0	0	0	2	0	0
Volume Module:												
Base Vol:	15	0	10	0	0	0	0	147	0	0	976	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	10	0	0	0	0	147	0	0	976	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	0	10	0	0	0	0	147	0	0	976	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	10	0	0	0	0	147	0	0	976	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	0	10	0	0	0	0	147	0	0	976	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.60	0.00	0.40	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1047	0	698	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.27	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.95	0.00	0.00	0.95	0.00
Volume/Cap:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.28	0.00
Uniform Del:	45.8	0.0	45.8	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0
IncremntDel:	1.8	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	47.5	0.0	47.5	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	0.0	47.5	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0
HCM2kAvg:	1	0	1	0	0	0	0	0	0	0	1	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.621
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): 2.2
Optimal Cycle: 49 Level Of Service: A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	722	1000	171	1	1459	157	53	23	58	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	722	1000	171	1	1459	157	53	23	58	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	722	1000	171	1	1459	157	53	23	58	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	722	1000	171	1	1459	157	53	23	58	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	722	1000	171	1	1459	157	53	23	58	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	0.10	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	1.00	2.56	0.44	1.00	3.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	1230	3152	539	198	5187	1615	1534	1534	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.59	0.32	0.32	0.01	0.28	0.10	0.03	0.01	0.02	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.94	0.94	0.94	0.94	0.94	0.94	0.06	0.06	0.06	0.00	0.00	0.00
Volume/Cap:	0.62	0.34	0.34	0.01	0.30	0.10	0.62	0.27	0.37	0.00	0.00	0.00
Uniform Del:	0.4	0.2	0.2	0.2	0.2	0.2	46.2	45.3	45.5	0.0	0.0	0.0
IncremntDel:	0.4	0.0	0.0	0.0	0.0	0.0	9.5	0.5	1.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.8	0.3	0.3	0.2	0.2	0.2	55.7	45.8	47.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.8	0.3	0.3	0.2	0.2	0.2	55.7	45.8	47.0	0.0	0.0	0.0
HCM2kAvg:	5	2	2	0	1	0	3	1	1	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.356
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	3.1
Optimal Cycle:	35	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	74	0	8	0	0	0	0	544	0	0	1120	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	8	0	0	0	0	544	0	0	1120	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	8	0	0	0	0	544	0	0	1120	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	8	0	0	0	0	544	0	0	1120	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	74	0	8	0	0	0	0	544	0	0	1120	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.90	0.00	0.10	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1620	0	175	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.31	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.13	0.00	0.13	0.00	0.00	0.00	0.00	0.87	0.00	0.00	0.87	0.00
Volume/Cap:	0.36	0.00	0.36	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.36	0.00
Uniform Del:	39.8	0.0	39.8	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.2	0.0
IncremntDel:	0.9	0.0	0.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	40.8	0.0	40.8	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	0.0	40.8	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.3	0.0
HCM2kAvg:	3	0	3	0	0	0	0	3	0	0	3	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.559
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	0.3
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	696	1634	140	50	2520	18	9	3	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	696	1634	140	50	2520	18	9	3	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	696	1634	140	50	2520	18	9	3	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	696	1634	140	50	2520	18	9	3	1	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	696	1634	140	50	2520	18	9	3	1	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.66	0.66	0.06	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	1.00	2.76	0.24	1.00	3.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	1259	3480	298	106	5187	1615	1534	1534	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.55	0.47	0.47	0.47	0.49	0.01	0.01	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.99	0.99	0.99	0.99	0.99	0.99	0.01	0.01	0.01	0.00	0.00	0.00
Volume/Cap:	0.56	0.47	0.47	0.47	0.49	0.01	0.56	0.19	0.03	0.00	0.00	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	49.2	49.1	49.0	0.0	0.0	0.0
IncremntDel:	0.2	0.1	0.1	3.4	0.1	0.0	29.0	1.4	0.5	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.2	0.1	0.1	3.4	0.1	0.0	78.3	50.5	49.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.2	0.1	0.1	3.4	0.1	0.0	78.3	50.5	49.4	0.0	0.0	0.0
HCM2kAvg:	2	1	1	1	1	0	1	0	0	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.334
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	0.8
Optimal Cycle:	34	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	20	0	3	0	0	0	0	575	0	0	1161	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	3	0	0	0	0	575	0	0	1161	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	0	3	0	0	0	0	575	0	0	1161	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	0	3	0	0	0	0	575	0	0	1161	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	0	3	0	0	0	0	575	0	0	1161	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.87	0.00	0.13	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1554	0	233	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.32	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.96	0.00	0.00	0.96	0.00
Volume/Cap:	0.33	0.00	0.33	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.33	0.00
Uniform Del:	46.8	0.0	46.8	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
IncremntDel:	2.9	0.0	2.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	49.7	0.0	49.7	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	0.0	49.7	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0
HCM2kAvg:	1	0	1	0	0	0	0	1	0	0	1	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.559
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): 0.3
Optimal Cycle: 42 Level Of Service: A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	696	1634	142	50	2520	18	9	3	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	696	1634	142	50	2520	18	9	3	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	696	1634	142	50	2520	18	9	3	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	696	1634	142	50	2520	18	9	3	1	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	696	1634	142	50	2520	18	9	3	1	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.66	0.66	0.06	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	1.00	2.76	0.24	1.00	3.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	1259	3476	302	106	5187	1615	1534	1534	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.55	0.47	0.47	0.47	0.49	0.01	0.01	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.99	0.99	0.99	0.99	0.99	0.99	0.01	0.01	0.01	0.00	0.00	0.00
Volume/Cap:	0.56	0.48	0.48	0.47	0.49	0.01	0.56	0.19	0.03	0.00	0.00	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	49.2	49.1	49.0	0.0	0.0	0.0
IncremntDel:	0.2	0.1	0.1	3.4	0.1	0.0	29.0	1.4	0.5	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.2	0.1	0.1	3.4	0.1	0.0	78.3	50.5	49.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.2	0.1	0.1	3.4	0.1	0.0	78.3	50.5	49.4	0.0	0.0	0.0
HCM2kAvg:	2	1	1	1	1	0	1	0	0	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.341
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	1.1
Optimal Cycle:	35	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	29	0	3	0	0	0	0	578	0	0	1167	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	0	3	0	0	0	0	578	0	0	1167	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	0	3	0	0	0	0	578	0	0	1167	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	3	0	0	0	0	578	0	0	1167	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	29	0	3	0	0	0	0	578	0	0	1167	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.91	0.00	0.09	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1626	0	168	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.32	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.95	0.00	0.00	0.95	0.00
Volume/Cap:	0.34	0.00	0.34	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.34	0.00
Uniform Del:	45.7	0.0	45.7	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0
IncremntDel:	2.2	0.0	2.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	47.9	0.0	47.9	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.9	0.0	47.9	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0
HCM2kAvg:	1	0	1	0	0	0	0	2	0	0	2	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.717
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	0.8
Optimal Cycle:	66	Level Of Service:	A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	746	2456	153	54	3105	19	10	3	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	746	2456	153	54	3105	19	10	3	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	746	2456	153	54	3105	19	10	3	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	746	2456	153	54	3105	19	10	3	1	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	746	2456	153	54	3105	19	10	3	1	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.67	0.04	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	0.89	2.93	0.18	1.00	3.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	1125	3705	231	76	5187	1615	1534	1534	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	0.66	0.71	0.60	0.01	0.01	0.00	0.00	0.00	0.00	0.00
Crit Moves:				****			****					
Green/Cycle:	0.99	0.99	0.99	0.99	0.99	0.99	0.01	0.01	0.01	0.00	0.00	0.00
Volume/Cap:	0.67	0.67	0.67	0.72	0.60	0.01	0.72	0.22	0.04	0.00	0.00	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	49.4	49.2	49.1	0.0	0.0	0.0
IncremntDel:	0.4	0.4	0.4	28.0	0.2	0.0	85.1	1.8	0.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.4	0.4	0.4	28.0	0.2	0.0	134.5	51.0	49.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.4	0.4	0.4	28.0	0.2	0.0	134.5	51.0	49.7	0.0	0.0	0.0
HCM2kAvg:	3	3	3	4	2	0	1	0	0	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.485
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	0.7
Optimal Cycle:	44	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	21	0	3	0	0	0	0	616	0	0	1701	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	0	3	0	0	0	0	616	0	0	1701	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	0	3	0	0	0	0	616	0	0	1701	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	3	0	0	0	0	616	0	0	1701	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	21	0	3	0	0	0	0	616	0	0	1701	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.88	0.00	0.12	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1566	0	224	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.47	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.97	0.00	0.00	0.97	0.00
Volume/Cap:	0.48	0.00	0.48	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.48	0.00
Uniform Del:	47.9	0.0	47.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
IncremntDel:	7.3	0.0	7.3	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	55.2	0.0	55.2	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	0.0	55.2	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0
HCM2kAvg:	1	0	1	0	0	0	0	1	0	0	2	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.717
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): 0.8
Optimal Cycle: 66 Level Of Service: A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	746	2456	155	54	3105	19	10	3	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	746	2456	155	54	3105	19	10	3	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	746	2456	155	54	3105	19	10	3	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	746	2456	155	54	3105	19	10	3	1	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	746	2456	155	54	3105	19	10	3	1	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.67	0.04	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	0.89	2.93	0.18	1.00	3.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	1125	3703	234	76	5187	1615	1534	1534	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	0.66	0.71	0.60	0.01	0.01	0.00	0.00	0.00	0.00	0.00
Crit Moves:				****			****					
Green/Cycle:	0.99	0.99	0.99	0.99	0.99	0.99	0.01	0.01	0.01	0.00	0.00	0.00
Volume/Cap:	0.67	0.67	0.67	0.72	0.60	0.01	0.72	0.22	0.04	0.00	0.00	0.00
Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	49.4	49.2	49.1	0.0	0.0	0.0
IncremntDel:	0.4	0.4	0.4	28.0	0.2	0.0	85.1	1.8	0.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.4	0.4	0.4	28.0	0.2	0.0	134.5	51.0	49.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.4	0.4	0.4	28.0	0.2	0.0	134.5	51.0	49.7	0.0	0.0	0.0
HCM2kAvg:	3	3	3	4	2	0	1	0	0	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.491
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	45	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	30	0	3	0	0	0	0	619	0	0	1707	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	3	0	0	0	0	619	0	0	1707	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	0	3	0	0	0	0	619	0	0	1707	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	3	0	0	0	0	619	0	0	1707	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	0	3	0	0	0	0	619	0	0	1707	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.91	0.00	0.09	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1633	0	163	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.47	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.96	0.00	0.00	0.96	0.00
Volume/Cap:	0.49	0.00	0.49	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.49	0.00
Uniform Del:	47.2	0.0	47.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
IncremntDel:	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	52.8	0.0	52.8	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	0.0	52.8	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0
HCM2kAvg:	2	0	2	0	0	0	0	1	0	0	3	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.594
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): 2.7
Optimal Cycle: 46 Level Of Service: A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	688	1896	164	0	2288	175	40	94	103	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	688	1896	164	0	2288	175	40	94	103	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	688	1896	164	0	2288	175	40	94	103	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	688	1896	164	0	2288	175	40	94	103	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	688	1896	164	0	2288	175	40	94	103	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.66	0.66	1.00	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	1.00	2.76	0.24	1.00	3.00	1.00	0.60	1.40	2.00	0.00	0.00	0.00
Final Sat.:	1247	3444	298	1900	5187	1615	916	2153	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.55	0.55	0.55	0.00	0.44	0.11	0.04	0.04	0.04	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.93	0.93	0.93	0.00	0.93	0.93	0.07	0.07	0.07	0.00	0.00	0.00
Volume/Cap:	0.60	0.59	0.59	0.00	0.48	0.12	0.59	0.59	0.49	0.00	0.00	0.00
Uniform Del:	0.6	0.6	0.6	0.0	0.5	0.3	44.9	44.9	44.5	0.0	0.0	0.0
IncremntDel:	0.2	0.2	0.2	0.0	0.1	0.0	4.2	4.2	1.8	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.8	0.8	0.8	0.0	0.6	0.3	49.1	49.1	46.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.8	0.8	0.8	0.0	0.6	0.3	49.1	49.1	46.4	0.0	0.0	0.0
HCM2kAvg:	6	6	6	0	4	1	3	3	2	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.674
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	3.5
Optimal Cycle:	70	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	99	0	4	0	0	0	0	259	0	0	2228	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	0	4	0	0	0	0	259	0	0	2228	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	0	4	0	0	0	0	259	0	0	2228	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	0	4	0	0	0	0	259	0	0	2228	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	99	0	4	0	0	0	0	259	0	0	2228	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.96	0.00	0.04	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1733	0	70	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.62	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.92	0.00	0.00	0.92	0.00
Volume/Cap:	0.67	0.00	0.67	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.67	0.00
Uniform Del:	44.4	0.0	44.4	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.9	0.0
IncremntDel:	11.3	0.0	11.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	55.7	0.0	55.7	0.0	0.0	0.0	0.0	0.5	0.0	0.0	1.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	0.0	55.7	0.0	0.0	0.0	0.0	0.5	0.0	0.0	1.5	0.0
HCM2kAvg:	5	0	5	0	0	0	0	1	0	0	9	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.735
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): 3.0
Optimal Cycle: 70 Level Of Service: A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	738	2612	168	0	3467	188	43	101	110	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	738	2612	168	0	3467	188	43	101	110	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	738	2612	168	0	3467	188	43	101	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	738	2612	168	0	3467	188	43	101	110	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	738	2612	168	0	3467	188	43	101	110	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.67	1.00	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	0.84	2.97	0.19	1.00	3.00	1.00	0.60	1.40	2.00	0.00	0.00	0.00
Final Sat.:	1073	3799	244	1900	5187	1615	916	2152	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.69	0.69	0.69	0.00	0.67	0.12	0.05	0.05	0.04	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.94	0.94	0.94	0.00	0.94	0.94	0.06	0.06	0.06	0.00	0.00	0.00
Volume/Cap:	0.73	0.73	0.73	0.00	0.71	0.12	0.73	0.73	0.61	0.00	0.00	0.00
Uniform Del:	0.7	0.7	0.7	0.0	0.6	0.2	46.0	46.0	45.6	0.0	0.0	0.0
IncremntDel:	0.6	0.6	0.6	0.0	0.5	0.0	13.4	13.4	5.7	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	1.3	1.3	1.3	0.0	1.1	0.3	59.4	59.4	51.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.3	1.3	1.3	0.0	1.1	0.3	59.4	59.4	51.3	0.0	0.0	0.0
HCM2kAvg:	9	9	9	0	9	1	4	4	3	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.827
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	5.2
Optimal Cycle:	132	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	0 0	0	0 0	1	0 0	0 0	2	0 0
Volume Module:												
Base Vol:	100	0	4	0	0	0	0	262	0	0	2779	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	4	0	0	0	0	262	0	0	2779	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	4	0	0	0	0	262	0	0	2779	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	4	0	0	0	0	262	0	0	2779	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	100	0	4	0	0	0	0	262	0	0	2779	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.96	0.00	0.04	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1734	0	69	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.77	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.93	0.00	0.00	0.93	0.00
Volume/Cap:	0.83	0.00	0.83	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.83	0.00
Uniform Del:	45.9	0.0	45.9	0.0	0.0	0.0	0.0	0.3	0.0	0.0	1.1	0.0
IncremntDel:	34.4	0.0	34.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	80.4	0.0	80.4	0.0	0.0	0.0	0.0	0.3	0.0	0.0	2.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.4	0.0	80.4	0.0	0.0	0.0	0.0	0.3	0.0	0.0	2.9	0.0
HCM2kAvg:	6	0	6	0	0	0	0	1	0	0	16	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.737
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): 3.1
Optimal Cycle: 71 Level Of Service: A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	738	2612	177	0	3467	188	43	101	110	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	738	2612	177	0	3467	188	43	101	110	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	738	2612	177	0	3467	188	43	101	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	738	2612	177	0	3467	188	43	101	110	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	738	2612	177	0	3467	188	43	101	110	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.67	1.00	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	0.84	2.96	0.20	1.00	3.00	1.00	0.60	1.40	2.00	0.00	0.00	0.00
Final Sat.:	1069	3784	256	1900	5187	1615	916	2152	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.69	0.69	0.69	0.00	0.67	0.12	0.05	0.05	0.04	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.94	0.94	0.94	0.00	0.94	0.94	0.06	0.06	0.06	0.00	0.00	0.00
Volume/Cap:	0.74	0.74	0.74	0.00	0.71	0.12	0.74	0.74	0.61	0.00	0.00	0.00
Uniform Del:	0.7	0.7	0.7	0.0	0.6	0.2	46.0	46.0	45.6	0.0	0.0	0.0
IncremntDel:	0.6	0.6	0.6	0.0	0.5	0.0	13.7	13.7	5.9	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	1.3	1.3	1.3	0.0	1.1	0.3	59.7	59.7	51.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.3	1.3	1.3	0.0	1.1	0.3	59.7	59.7	51.5	0.0	0.0	0.0
HCM2kAvg:	9	9	9	0	9	1	4	4	3	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.832
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	5.5
Optimal Cycle:	136	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	106	0	4	0	0	0	0	277	0	0	2783	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	0	4	0	0	0	0	277	0	0	2783	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	0	4	0	0	0	0	277	0	0	2783	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	4	0	0	0	0	277	0	0	2783	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	106	0	4	0	0	0	0	277	0	0	2783	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.96	0.00	0.04	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1738	0	66	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.77	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.93	0.00	0.00	0.93	0.00
Volume/Cap:	0.83	0.00	0.83	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.83	0.00
Uniform Del:	45.7	0.0	45.7	0.0	0.0	0.0	0.0	0.3	0.0	0.0	1.2	0.0
IncremntDel:	34.0	0.0	34.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	79.7	0.0	79.7	0.0	0.0	0.0	0.0	0.4	0.0	0.0	3.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.7	0.0	79.7	0.0	0.0	0.0	0.0	0.4	0.0	0.0	3.1	0.0
HCM2kAvg:	6	0	6	0	0	0	0	1	0	0	17	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	0	Average Delay (sec/veh):	1.6
Optimal Cycle:	47	Level Of Service:	A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1 2	1	0	1	0 3	0 1	0	1 1	0 2	0	0 0	0 0 0
Volume Module:												
Base Vol:	722	1457	145	0	1688	126	17	31	63	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	722	1457	145	0	1688	126	17	31	63	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	722	1457	145	0	1688	126	17	31	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	722	1457	145	0	1688	126	17	31	63	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	722	1457	145	0	1688	126	17	31	63	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	1.00	0.91	0.85	0.93	0.93	0.75	1.00	1.00	1.00
Lanes:	1.00	2.73	0.27	1.00	3.00	1.00	0.71	1.29	2.00	0.00	0.00	0.00
Final Sat.:	1232	3361	335	1900	5187	1615	1249	2278	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.59	0.43	0.43	0.00	0.33	0.08	0.01	0.01	0.02	0.00	0.00	0.00
Crit Moves:	****								****			
Green/Cycle:	0.96	0.96	0.96	0.00	0.96	0.96	0.04	0.04	0.04	0.00	0.00	0.00
Volume/Cap:	0.61	0.45	0.45	0.00	0.34	0.08	0.37	0.37	0.61	0.00	0.00	0.00
Uniform Del:	0.2	0.1	0.1	0.0	0.1	0.1	47.1	47.1	47.5	0.0	0.0	0.0
IncremntDel:	0.3	0.1	0.1	0.0	0.0	0.0	1.8	1.8	10.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.4	0.2	0.2	0.0	0.1	0.1	48.9	48.9	57.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.4	0.2	0.2	0.0	0.1	0.1	48.9	48.9	57.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	D	E	A	A	A
HCM2kAvgQ:	3	2	2	0	1	0	1	1	2	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	0	Average Delay (sec/veh):	2.5
Optimal Cycle:	52	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	0	0	1	0	0	0	0	2	0	0
Volume Module:												
Base Vol:	74	0	7	0	0	0	0	434	0	0	1878	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	7	0	0	0	0	434	0	0	1878	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	7	0	0	0	0	434	0	0	1878	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	7	0	0	0	0	434	0	0	1878	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	0	7	0	0	0	0	434	0	0	1878	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.91	0.00	0.09	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1640	0	155	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.52	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.92	0.00	0.00	0.92	0.00
Volume/Cap:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.57	0.00
Uniform Del:	44.3	0.0	44.3	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.7	0.0
IncremntDel:	5.2	0.0	5.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	49.5	0.0	49.5	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	0.0	49.5	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.9	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	3	0	0	0	0	2	0	0	6	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	0	Average Delay (sec/veh):	1.4
Optimal Cycle:	51	Level Of Service:	A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1.2	1.0		1.0	3.0	1.0	0.1	1.1	0.2	0.0	0.0	0.0
Volume Module:												
Base Vol:	774	2141	155	0	2824	135	18	33	68	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	774	2141	155	0	2824	135	18	33	68	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	774	2141	155	0	2824	135	18	33	68	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	774	2141	155	0	2824	135	18	33	68	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	774	2141	155	0	2824	135	18	33	68	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.67	1.00	0.91	0.85	0.93	0.93	0.75	1.00	1.00	1.00
Lanes:	1.00	2.80	0.20	1.00	3.00	1.00	0.71	1.29	2.00	0.00	0.00	0.00
Final Sat.:	1269	3549	257	1900	5187	1615	1245	2282	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.61	0.60	0.60	0.00	0.54	0.08	0.01	0.01	0.02	0.00	0.00	0.00
Crit Moves:	****								****			
Green/Cycle:	0.96	0.96	0.96	0.00	0.96	0.96	0.04	0.04	0.04	0.00	0.00	0.00
Volume/Cap:	0.63	0.63	0.63	0.00	0.57	0.09	0.38	0.38	0.63	0.00	0.00	0.00
Uniform Del:	0.2	0.2	0.2	0.0	0.2	0.1	47.0	47.0	47.4	0.0	0.0	0.0
IncremntDel:	0.3	0.3	0.3	0.0	0.2	0.0	1.8	1.8	11.8	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.5	0.4	0.4	0.0	0.3	0.1	48.8	48.8	59.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.5	0.4	0.4	0.0	0.3	0.1	48.8	48.8	59.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	D	E	A	A	A
HCM2kAvgQ:	4	4	4	0	4	0	1	1	2	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.712
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	3.0
Optimal Cycle:	79	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	75	0	8	0	0	0	0	462	0	0	2405	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	0	8	0	0	0	0	462	0	0	2405	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	0	8	0	0	0	0	462	0	0	2405	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	0	8	0	0	0	0	462	0	0	2405	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	0	8	0	0	0	0	462	0	0	2405	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.90	0.00	0.10	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1622	0	173	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.67	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.94	0.00	0.00	0.94	0.00
Volume/Cap:	0.71	0.00	0.71	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.71	0.00
Uniform Del:	45.8	0.0	45.8	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.6	0.0
IncremntDel:	18.7	0.0	18.7	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.7	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	64.5	0.0	64.5	0.0	0.0	0.0	0.0	0.4	0.0	0.0	1.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.5	0.0	64.5	0.0	0.0	0.0	0.0	0.4	0.0	0.0	1.4	0.0
HCM2kAvg:	4	0	4	0	0	0	0	1	0	0	9	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	0	Average Delay (sec/veh):	1.4
Optimal Cycle:	51	Level Of Service:	A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1 2	1	0	1 0 3	0	1	0 1	1	0 2	0 0 0	0	0
Volume Module:												
Base Vol:	774 2141	157		0 2824	135		18	33	68	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	774 2141	157		0 2824	135		18	33	68	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	774 2141	157		0 2824	135		18	33	68	0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	774 2141	157		0 2824	135		18	33	68	0	0	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	774 2141	157		0 2824	135		18	33	68	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900 1900	1900		1900 1900	1900		1900 1900	1900		1900 1900	1900	
Adjustment:	0.67 0.67	0.67		1.00 0.91	0.85		0.93 0.93	0.75		1.00 1.00	1.00	
Lanes:	1.00 2.80	0.20		1.00 3.00	1.00		0.71 1.29	2.00		0.00 0.00	0.00	
Final Sat.:	1268 3543	260		1900 5187	1615		1245 2282	2842		0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.61 0.60	0.60		0.00 0.54	0.08		0.01 0.01	0.02		0.00 0.00	0.00	
Crit Moves:	****							****				
Green/Cycle:	0.96 0.96	0.96		0.00 0.96	0.96		0.04 0.04	0.04		0.00 0.00	0.00	
Volume/Cap:	0.63 0.63	0.63		0.00 0.57	0.09		0.38 0.38	0.63		0.00 0.00	0.00	
Uniform Del:	0.2 0.2	0.2		0.0 0.2	0.1		47.0 47.0	47.4		0.0 0.0	0.0	
IncremntDel:	0.3 0.3	0.3		0.0 0.2	0.0		1.8 1.8	11.8		0.0 0.0	0.0	
InitQueuDel:	0.0 0.0	0.0		0.0 0.0	0.0		0.0 0.0	0.0		0.0 0.0	0.0	
Delay Adj:	1.00 1.00	1.00		0.00 1.00	1.00		1.00 1.00	1.00		0.00 0.00	0.00	
Delay/Veh:	0.5 0.4	0.4		0.0 0.3	0.1		48.8 48.8	59.3		0.0 0.0	0.0	
User DelAdj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	0.5 0.4	0.4		0.0 0.3	0.1		48.8 48.8	59.3		0.0 0.0	0.0	
LOS by Move:	A A	A		A A	A		D D	E		A A	A	
HCM2kAvgQ:	4 4	4		0 4	0		1 1	2		0 0	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	0	Average Delay (sec/veh):	3.1
Optimal Cycle:	80	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	0	0	1	0	0	0	0	2	0	0
Volume Module:												
Base Vol:	79	0	8	0	0	0	0	465	0	0	2408	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	0	8	0	0	0	0	465	0	0	2408	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	0	8	0	0	0	0	465	0	0	2408	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	0	8	0	0	0	0	465	0	0	2408	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	0	8	0	0	0	0	465	0	0	2408	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.91	0.00	0.09	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1631	0	165	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.67	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.93	0.00	0.00	0.93	0.00
Volume/Cap:	0.72	0.00	0.72	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.72	0.00
Uniform Del:	45.7	0.0	45.7	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.7	0.0
IncremntDel:	18.3	0.0	18.3	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.8	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	64.0	0.0	64.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	1.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.0	0.0	64.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	1.4	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	4	0	0	0	0	2	0	0	10	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.444
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): 0.9
Optimal Cycle: 33 Level Of Service: A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	486	1348	237	56	1979	30	29	10	16	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	486	1348	237	56	1979	30	29	10	16	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	486	1348	237	56	1979	30	29	10	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	486	1348	237	56	1979	30	29	10	16	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	486	1348	237	56	1979	30	29	10	16	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.64	0.64	0.09	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	0.94	2.60	0.46	1.00	3.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	1144	3173	558	163	5187	1615	1534	1534	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.34	0.38	0.02	0.02	0.01	0.01	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.96	0.96	0.96	0.96	0.96	0.96	0.04	0.04	0.04	0.00	0.00	0.00
Volume/Cap:	0.44	0.44	0.44	0.36	0.40	0.02	0.44	0.15	0.13	0.00	0.00	0.00
Uniform Del:	0.2	0.2	0.2	0.1	0.1	0.1	46.7	46.1	46.1	0.0	0.0	0.0
IncremntDel:	0.1	0.1	0.1	1.4	0.1	0.0	3.5	0.3	0.5	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.2	0.2	0.2	1.5	0.2	0.1	50.3	46.4	46.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.2	0.2	0.2	1.5	0.2	0.1	50.3	46.4	46.6	0.0	0.0	0.0
HCM2kAvg:	2	2	2	2	2	0	2	0	0	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.302
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	2.3
Optimal Cycle:	33	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	38	0	10	0	0	0	0	156	0	0	992	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	0	10	0	0	0	0	156	0	0	992	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	0	10	0	0	0	0	156	0	0	992	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	10	0	0	0	0	156	0	0	992	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	38	0	10	0	0	0	0	156	0	0	992	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.79	0.00	0.21	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1406	0	370	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.27	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.91	0.00	0.00	0.91	0.00
Volume/Cap:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.30	0.00
Uniform Del:	42.6	0.0	42.6	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.6	0.0
IncremntDel:	1.1	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	43.7	0.0	43.7	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	0.0	43.7	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.6	0.0
HCM2kAvg:	2	0	2	0	0	0	0	1	0	0	2	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.790
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): 1.5
Optimal Cycle: 89 Level Of Service: A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	521 2398	252		60 3216	32		31	11	17	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	521 2398	252		60 3216	32		31	11	17	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	521 2398	252		60 3216	32		31	11	17	0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	521 2398	252		60 3216	32		31	11	17	0	0	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Final Vol.:	521 2398	252		60 3216	32		31	11	17	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900 1900	1900		1900 1900	1900		1900 1900	1900		1900 1900	1900	
Adjustment:	0.65 0.65	0.65		0.04 0.91	0.85		0.81 0.81	0.75		1.00 1.00	1.00	
Lanes:	0.66 3.02	0.32		1.00 3.00	1.00		1.00 1.00	2.00		0.00 0.00	0.00	
Final Sat.:	815 3751	394		78 5187	1615		1534 1534	2842		0 0	0	
Capacity Analysis Module:												
Vol/Sat:	0.64 0.64	0.64		0.77 0.62	0.02		0.02 0.01	0.01		0.00 0.00	0.00	
Crit Moves:				****			****					
Green/Cycle:	0.97 0.97	0.97		0.97 0.97	0.97		0.03 0.03	0.03		0.00 0.00	0.00	
Volume/Cap:	0.66 0.66	0.66		0.79 0.64	0.02		0.79 0.28	0.23		0.00 0.00	0.00	
Uniform Del:	0.1 0.1	0.1		0.1 0.1	0.0		48.5 47.8	47.8		0.0 0.0	0.0	
IncremntDel:	0.3 0.3	0.3		41.4 0.3	0.0		54.1 1.0	1.7		0.0 0.0	0.0	
InitQueuDel:	0.0 0.0	0.0		0.0 0.0	0.0		0.0 0.0	0.0		0.0 0.0	0.0	
Delay Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		0.00 0.00	0.00	
Delay/Veh:	0.4 0.4	0.4		41.6 0.4	0.0		102.6 48.8	49.4		0.0 0.0	0.0	
User DelAdj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	0.4 0.4	0.4		41.6 0.4	0.0		102.6 48.8	49.4		0.0 0.0	0.0	
HCM2kAvg:	4 4	4		8 4	0		3 1	1		0 0	0	

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.488
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	44	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	16	0	11	0	0	0	0	158	0	0	1704	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	0	11	0	0	0	0	158	0	0	1704	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	0	11	0	0	0	0	158	0	0	1704	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	0	11	0	0	0	0	158	0	0	1704	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	0	11	0	0	0	0	158	0	0	1704	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.59	0.00	0.41	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1033	0	710	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.47	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.97	0.00	0.00	0.97	0.00
Volume/Cap:	0.49	0.00	0.49	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.49	0.00
Uniform Del:	47.6	0.0	47.6	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
IncremntDel:	6.6	0.0	6.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	54.2	0.0	54.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	0.0	54.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0
HCM2kAvg:	2	0	2	0	0	0	0	0	0	0	2	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.790
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): 1.5
Optimal Cycle: 89 Level Of Service: A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	521	2398	257	60	3216	32	31	11	17	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	521	2398	257	60	3216	32	31	11	17	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	521	2398	257	60	3216	32	31	11	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	521	2398	257	60	3216	32	31	11	17	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	521	2398	257	60	3216	32	31	11	17	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	0.04	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	0.66	3.02	0.32	1.00	3.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	814	3746	401	78	5187	1615	1534	1534	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.64	0.64	0.64	0.77	0.62	0.02	0.02	0.01	0.01	0.00	0.00	0.00
Crit Moves:				****			****					
Green/Cycle:	0.97	0.97	0.97	0.97	0.97	0.97	0.03	0.03	0.03	0.00	0.00	0.00
Volume/Cap:	0.66	0.66	0.66	0.79	0.64	0.02	0.79	0.28	0.23	0.00	0.00	0.00
Uniform Del:	0.1	0.1	0.1	0.1	0.1	0.0	48.5	47.8	47.8	0.0	0.0	0.0
IncremntDel:	0.3	0.3	0.3	41.4	0.3	0.0	54.1	1.0	1.7	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.4	0.4	0.4	41.6	0.4	0.0	102.6	48.8	49.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.4	0.4	0.4	41.6	0.4	0.0	102.6	48.8	49.4	0.0	0.0	0.0
HCM2kAvg:	4	4	4	8	4	0	3	1	1	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.505
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	1.7
Optimal Cycle:	46	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	39	0	11	0	0	0	0	167	0	0	1720	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	0	11	0	0	0	0	167	0	0	1720	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	0	11	0	0	0	0	167	0	0	1720	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	0	11	0	0	0	0	167	0	0	1720	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	39	0	11	0	0	0	0	167	0	0	1720	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.78	0.00	0.22	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1383	0	390	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.48	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.94	0.00	0.00	0.94	0.00
Volume/Cap:	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.50	0.00
Uniform Del:	45.9	0.0	45.9	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.3	0.0
IncremntDel:	4.1	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.4	0.0
HCM2kAvg:	2	0	2	0	0	0	0	0	0	0	4	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.622
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	2.2
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	722	1000	175	1	1459	157	53	23	58	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	722	1000	175	1	1459	157	53	23	58	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	722	1000	175	1	1459	157	53	23	58	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	722	1000	175	1	1459	157	53	23	58	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	722	1000	175	1	1459	157	53	23	58	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	0.10	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	1.00	2.55	0.45	1.00	3.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	1229	3138	549	196	5187	1615	1534	1534	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.59	0.32	0.32	0.01	0.28	0.10	0.03	0.01	0.02	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.94	0.94	0.94	0.94	0.94	0.94	0.06	0.06	0.06	0.00	0.00	0.00
Volume/Cap:	0.62	0.34	0.34	0.01	0.30	0.10	0.62	0.27	0.37	0.00	0.00	0.00
Uniform Del:	0.4	0.2	0.2	0.2	0.2	0.2	46.2	45.3	45.5	0.0	0.0	0.0
IncremntDel:	0.4	0.0	0.0	0.0	0.0	0.0	9.5	0.5	1.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.8	0.3	0.3	0.2	0.2	0.2	55.7	45.8	47.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.8	0.3	0.3	0.2	0.2	0.2	55.7	45.8	47.0	0.0	0.0	0.0
HCM2kAvg:	5	2	2	0	1	0	3	1	1	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.373
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	4.0
Optimal Cycle:	36	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	97	0	8	0	0	0	0	551	0	0	1135	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	0	8	0	0	0	0	551	0	0	1135	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	0	8	0	0	0	0	551	0	0	1135	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	0	8	0	0	0	0	551	0	0	1135	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	97	0	8	0	0	0	0	551	0	0	1135	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.92	0.00	0.08	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1661	0	137	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.31	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.37	0.00	0.37	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.37	0.00
Uniform Del:	37.8	0.0	37.8	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.8	0.0
IncremntDel:	0.8	0.0	0.8	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	38.6	0.0	38.6	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	0.0	38.6	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0
HCM2kAvg:	3	0	3	0	0	0	0	4	0	0	4	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.649
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): 1.8
Optimal Cycle: 53 Level Of Service: A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	774	2025	186	1	2658	168	57	25	62	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	774	2025	186	1	2658	168	57	25	62	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	774	2025	186	1	2658	168	57	25	62	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	774	2025	186	1	2658	168	57	25	62	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	774	2025	186	1	2658	168	57	25	62	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.67	0.04	0.91	0.85	0.81	0.81	0.75	1.00	1.00	1.00
Lanes:	1.00	2.75	0.25	1.00	3.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	1265	3474	319	80	5187	1615	1534	1534	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.61	0.58	0.58	0.01	0.51	0.10	0.04	0.02	0.02	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.94	0.94	0.94	0.94	0.94	0.94	0.06	0.06	0.06	0.00	0.00	0.00
Volume/Cap:	0.65	0.62	0.62	0.01	0.54	0.11	0.65	0.28	0.38	0.00	0.00	0.00
Uniform Del:	0.4	0.4	0.4	0.2	0.3	0.2	46.2	45.2	45.4	0.0	0.0	0.0
IncremntDel:	0.3	0.2	0.2	0.1	0.1	0.0	11.3	0.5	1.5	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.8	0.6	0.6	0.2	0.5	0.2	57.5	45.7	46.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.8	0.6	0.6	0.2	0.5	0.2	57.5	45.7	46.9	0.0	0.0	0.0
HCM2kAvg:	6	5	5	0	4	0	3	1	1	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.564
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	2.6
Optimal Cycle:	52	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	79	0	9	0	0	0	0	583	0	0	1859	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	0	9	0	0	0	0	583	0	0	1859	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	0	9	0	0	0	0	583	0	0	1859	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	0	9	0	0	0	0	583	0	0	1859	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	79	0	9	0	0	0	0	583	0	0	1859	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.90	0.00	0.10	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1609	0	183	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.51	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.91	0.00	0.00	0.91	0.00
Volume/Cap:	0.56	0.00	0.56	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.56	0.00
Uniform Del:	43.8	0.0	43.8	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.8	0.0
IncremntDel:	4.7	0.0	4.7	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	48.5	0.0	48.5	0.0	0.0	0.0	0.0	0.7	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	0.0	48.5	0.0	0.0	0.0	0.0	0.7	0.0	0.0	1.0	0.0
HCM2kAvg:	4	0	4	0	0	0	0	3	0	0	6	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cahuenga Blvd/Higland Ave @ US 101 SB On-Ramp/Hollywood Bowl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.650
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): 1.8
Optimal Cycle: 53 Level Of Service: A

Street Name:	Cahuenga Blvd/Higland Ave						US 101 SB On-Ramp/Hollywood Bowl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2 1 0			1 0 3 0 1			0 1 1 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	774 2025	190		1 2658	168		57	25	62	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	774 2025	190		1 2658	168		57	25	62	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	774 2025	190		1 2658	168		57	25	62	0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	774 2025	190		1 2658	168		57	25	62	0	0	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Final Vol.:	774 2025	190		1 2658	168		57	25	62	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900 1900	1900		1900 1900	1900		1900 1900	1900		1900 1900	1900	
Adjustment:	0.66 0.66	0.66		0.04 0.91	0.85		0.81 0.81	0.75		1.00 1.00	1.00	
Lanes:	1.00 2.74	0.26		1.00 3.00	1.00		1.00 1.00	2.00		0.00 0.00	0.00	
Final Sat.:	1263 3465	325		80 5187	1615		1534 1534	2842		0 0	0	
Capacity Analysis Module:												
Vol/Sat:	0.61 0.58	0.58		0.01 0.51	0.10		0.04 0.02	0.02		0.00 0.00	0.00	
Crit Moves:	****						****					
Green/Cycle:	0.94 0.94	0.94		0.94 0.94	0.94		0.06 0.06	0.06		0.00 0.00	0.00	
Volume/Cap:	0.65 0.62	0.62		0.01 0.54	0.11		0.65 0.29	0.38		0.00 0.00	0.00	
Uniform Del:	0.4 0.4	0.4		0.2 0.3	0.2		46.2 45.2	45.4		0.0 0.0	0.0	
IncremntDel:	0.3 0.3	0.3		0.1 0.1	0.0		11.4 0.5	1.5		0.0 0.0	0.0	
InitQueuDel:	0.0 0.0	0.0		0.0 0.0	0.0		0.0 0.0	0.0		0.0 0.0	0.0	
Delay Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		0.00 0.00	0.00	
Delay/Veh:	0.8 0.6	0.6		0.2 0.5	0.2		57.5 45.7	46.9		0.0 0.0	0.0	
User DelAdj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	0.8 0.6	0.6		0.2 0.5	0.2		57.5 45.7	46.9		0.0 0.0	0.0	
HCM2kAvg:	6 5	5		0 4	0		3 1	1		0 0	0	

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 101 NB Off-Ramp @ Cahuenga Blvd N

Cycle (sec):	100	Critical Vol./Cap. (X):	0.581
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	3.3
Optimal Cycle:	54	Level Of Service:	A

Street Name:	101 NB Off-Ramp						Cahuenga Blvd N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	102	0	9	0	0	0	0	590	0	0	1874	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	0	9	0	0	0	0	590	0	0	1874	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	0	9	0	0	0	0	590	0	0	1874	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	9	0	0	0	0	590	0	0	1874	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	102	0	9	0	0	0	0	590	0	0	1874	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	0.92	0.00	0.08	0.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	1651	0	146	0	0	0	0	1900	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.52	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.89	0.00	0.00	0.89	0.00
Volume/Cap:	0.58	0.00	0.58	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.58	0.00
Uniform Del:	42.6	0.0	42.6	0.0	0.0	0.0	0.0	0.8	0.0	0.0	1.2	0.0
IncremntDel:	4.5	0.0	4.5	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	47.0	0.0	47.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	1.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	0.0	47.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	1.4	0.0
HCM2kAvg:	4	0	4	0	0	0	0	3	0	0	7	0

Appendix G

Gibson Transportation Consulting, Inc. Resumes

Patrick A. Gibson, P.E., PTOE
President

EXPERIENCE

45 Years

EDUCATION

Master of Science,
Transportation Engineering,
Northwestern University

Bachelor of Science,
Engineering Science,
Oakland University

CERTIFICATIONS

Civil Engineer, States of California, Arizona, Illinois, and Nevada

Traffic Engineer,
State of California

Professional Traffic Operations Engineer,
National Registration

AFFILIATIONS

Institute of Transportation Engineers,
Fellow, Life Member

Committee Member on Design of Regional Shopping Centers

PUBLICATIONS

Shared Parking,
1st and 2nd Editions,
Urban Land Institute and International Council of Shopping Centers

Parking Requirements for Shopping Centers, 2nd Edition
Urban Land Institute and International Council of Shopping Centers

Fast Food Restaurant with Drive-Through Pass-by Travel Survey
Presented at Institute of Transportation Engineers Intermountain Section Meeting, May 2011

EXPERTISE

Traffic Engineering

Directed Central Business District traffic studies in Culver City, Glendale, Long Beach, Los Angeles, Santa Monica, and Santa Rosa, California; Carson City, Las Vegas, and Reno, Nevada; Boise, Idaho; Bellevue, Washington; Phoenix and Tucson, Arizona. Led office and industrial park traffic planning in Century City, El Segundo, Glendale, Irvine, Long Beach, Los Angeles, Mountain View, Pasadena, Redwood City, Riverside, San Francisco, Santa Clara, Sunnyvale, Thousand Oaks, and Universal City, California; and Reno and Stead, Nevada.

Directed campus traffic planning for California State University, Chico; California State University, Long Beach; California State University, Northridge; East Los Angeles College; Los Angeles Trade Technical College; Marymount College; Oakland University in Rochester, Michigan; Pasadena City College; San Jose State University; University of Arizona; University of California, Los Angeles West Campus; University of Illinois, Chicago Circle Campus; University of Redlands; University of Southern California (University Park and Health Sciences campuses); and West Los Angeles College. Directed pedestrian, bicycle, and school safety studies in Arcadia, Culver City, Cupertino, Glendale, Lawndale, Los Angeles, Moorpark, Newhall, Palo Alto, Pasadena, San Fernando, San Marino, Santa Barbara, and South Pasadena, California; Glendale, Arizona; and Reno, Nevada.

Directed traffic and transit studies for new and expanded shopping centers in Anaheim, Arcadia, Arroyo Grande, Burbank, Carlsbad, Chino, Concord, Culver City, Cupertino, Escondido, Fairfield, Glendale, Irvine, Larkspur, Los Angeles, Manhattan Beach, Marina del Rey, Monterey, Moreno Valley, Newark, North Hollywood, Oakland, Pasadena, Pleasanton, Redondo Beach, Redwood City, Riverside, San Diego, San Francisco, San Jose, San Mateo, Santa Clara, Santa Clarita, Santa Monica, Santa Rosa, Saratoga, Sonoma, Sunnyvale, and Thousand Oaks, California; Glendale, Paradise Valley, Phoenix, Tempe, and Tucson, Arizona; Las Vegas and Reno, Nevada; Portland, Oregon; Bellevue, Olympia, Renton and Tacoma, Washington; and Anchorage, Alaska.

Directed traffic signal timing/phasing analyses in Anaheim, Arcadia, Lawndale, Redwood City, San Francisco, San Jose, Santa Clara, and South Pasadena, California; Phoenix and Tucson, Arizona; and Carson City and Reno, Nevada. Led traffic signal system analyses in Culver City, Los Gatos, San Mateo, Santa Monica and Santa Rosa, California; Reno, Nevada; and Bellevue, Washington.

Transportation Planning

Served as the joint venture team project director on the Los Angeles Community Plan Revision Program, which developed updated specific plans for the 35 planning areas in the City of Los Angeles. Directed the transportation planning team in the development of the Los Angeles Downtown Strategic Plan.

Directed long-range transportation planning for new towns or large-scale multi-use developments in Anaheim, Chula Vista, Los Angeles, Long Beach, Playa Vista, Redwood City, Richmond, San Ramon, and Santa Monica, California; Shenandoah, Georgia; and Erin Mills and Meadowvale in Toronto, Ontario, Canada. Directed area wide transportation planning studies in Irvine, Mountain View, Riverside, San Bernardino County, and Santa Clarita, California; and San Juan, Puerto Rico; and thoroughfare and general plan updates in Hollywood, Long Beach, Los Angeles, Malibu, Morgan Hill, Pasadena, and Riverside, California.

Patrick A. Gibson, P.E., PTOE
President

Parking

Directed over 50 downtown parking studies, including the Downtown San Jose Parking Management Plan, Downtown Pomona Parking Management Plan, and downtown parking studies for Beverly Hills, Brea, Buena Park, Fullerton, Long Beach, Los Gatos, Pasadena, San Diego, Temecula, and Whittier, California.

Conducted parking needs, feasibility, and functional design studies, as well as numerous shared parking and parking financial analyses, in downtown Los Angeles, Anaheim, Arcadia, Culver City, Glendale, Hollywood, Huntington Beach, Irvine, Long Beach, Los Gatos, Monrovia, Pasadena, Pomona, San Diego, San Francisco, Santa Ana, Santa Barbara, Santa Monica, Santa Rosa, Tustin, and West Hollywood, California; Phoenix and Tucson, Arizona; Reno, Nevada; Boise, Idaho; Tacoma, Washington; and Honolulu, Hawaii.

Prepared parking studies for universities, stadia, new and expanded regional shopping centers and retail/entertainment centers throughout the United States.

Theme Park and Visitor Event Center Parking and Transportation Planning

Directed parking and transportation/traffic portions of the entitlement process and assisted in the implementation of transportation improvements for the Disneyland Resort expansion in Anaheim, California. Conducted traffic and parking analyses for Downtown Disney at Disney World in Orlando, Florida and for LEGOLAND in Carlsbad, California. Directed parking analyses for Club Disney in Thousand Oaks, California and The Huntington Library Education and Visitors Center in San Marino, California. Analyzed parking and traffic issues for long-range plan scenarios for Universal Studios in Hollywood and in Southeast Asia. Directed traffic studies for Great America theme parks. Directed the analysis of transportation and parking planning and the development of design alternatives for Huangguoshu Falls in Guizhou Province, China, and both an Entertainment District complex and the Dubailand World theme parks in Dubai, UAE.

Directed transportation and parking plans for the STAPLES Center in downtown Los Angeles, Anaheim Stadium, the Rose Bowl, University of Arizona Stadium, Arizona Cardinals NFL Stadium, Phoenix Coyotes NHL Arena, the Arrowhead Pond of Anaheim, Long Beach Aquarium of the Pacific, the Queen Mary, the Long Beach Convention Center, and the Los Angeles Convention Center.

Mixed-Use Projects

Prepared the traffic, parking, and transportation demand management programs for large, mixed-use developments for Universal Studios Hollywood, Hollywood & Highland, Paramount Pictures Studios, LAX Northside Project, and Village at Westfield Topanga, in Los Angeles; Second + PCH in Long Beach; Millenia Town Center in Chula Vista; Parsons Headquarters in Pasadena; Disney | ABC's Golden Oak Ranch in Los Angeles County; and One Paseo in Carmel Valley, San Diego.

Transit Planning

Currently working with the San Bernardino Associated Governments and the University of Redlands on the design of a light rail station at the University. Directed light rail transit corridor studies in the San Gabriel Valley and San Diego, and transit development programs in Del Mar, Irvine, San Diego, and Santa Cruz, California and Reno, Nevada. Conducted transit terminal studies in Anaheim, Long Beach, Los Angeles, Pasadena, Sacramento, San Diego, and San Jose, California.

Patrick A. Gibson, P.E., PTOE
President

Land Use Planning

Conducted citywide growth management studies in Moorpark, Oceanside, and San Clemente, California.

Teaching

Teaches the transportation engineering classes at the University of California, Los Angeles and East Los Angeles College and has been a guest lecturer for the University of Southern California; California Polytechnic University, Pomona; California State University, Los Angeles; University of California, Berkeley; San Jose State University; and the Northwestern University Traffic Institute.

Sarah M. Drobis, P.E.
Principal Associate

EXPERTISE

Traffic Engineering

Directed complex transportation planning studies for a wide variety of public and private projects throughout Southern California, with particular expertise in the preparation of transportation analysis to support the environmental review process required by CEQA as well as entitlement processing efforts. Managed numerous traffic studies that involve traffic impact analysis, transit analysis, construction analysis, site access/internal circulation reviews, and Congestion Management Program analysis. Developed comprehensive mitigation and transportation improvement programs for retail, residential, mixed-use and medical development projects as well as schools, universities and churches.

Representative projects include The Huntington Library and Visitors Center, the University of Southern California Health Sciences Campus Beautification Project, Disney Golden Oak Ranch, The Gardens Casino, Hollywood Central Park Project, Wildwood Schools, Highland-Selma mixed-use project, The Citadel shopping Center, Hyatt Place El Segundo, Lakewood Mall, Marina Marketplace, Irwindale Materials Recovery Facility and Transfer Station, Wildflower Green Energy Farm, and the Rialto Renewable Energy Center. Other projects include the Americana at Brand shopping center, Madame Tussauds Wax Museum, Pasadena Conference Center, Hahamongna Watershed Park Annex, Valley Presbyterian Medical Office Building, numerous Costco locations in various jurisdictions, and several residential and mixed-use projects in Hollywood and West Hollywood.

Transportation Planning

Directed numerous traffic studies including site access/internal circulation planning for both public and private development projects throughout California. Expertise also includes operational analyses, access and circulation planning for various travel modes (vehicular, pedestrian, truck, transit, etc.), sight distance analysis, transportation master planning, regional travel demand modeling, corridor studies, signal warrant analyses, development of trip generation models and traffic simulation modeling.

Managed the preparation of transportation planning studies and parking plans, as well as the implementation of transportation improvements, for mixed-use, commercial, residential, and institutional development projects. Key projects include the Memphis Aerotropolis: Airport City Master Plan in Memphis, Tennessee and a large scale traffic congestion improvement program for Los Angeles and surrounding areas. Other current projects include The Ford Theatres, AMPAS Academy Museum of Motion Pictures, NBC Universal, Oakwood Secondary School, and Manhattan Village Shopping Center. Recently completed projects include the University of Southern California Health Sciences Campus Master Plan, The Huntington Library Education and Visitors Center, the University of Redlands Master Plan and Light Rail Station Study, and the Wilshire Boulevard Temple Master Plan. Other projects include The Getty Center, Yamashiro Property, Stephen S. Wise Temple, Leo Baeck Temple, Green Dot Charter Schools and Pacific Charter Schools in numerous jurisdictions.

EXPERIENCE

17 Years

EDUCATION

Bachelor of Engineering,
Civil Engineering and
Mathematics,
Vanderbilt University

CERTIFICATIONS

Civil Engineer,
State of California

AFFILIATIONS

Institute of Transportation Engineers

Urban Land Institute

Women's Transportation Seminar

523 W. 6th Street, Suite 1234 Los Angeles, CA 90014 p. 213.683.0088 f. 213.683.0033

- Continued -

Sarah M. Drobis, P.E.
Principal Associate

Parking

Managed numerous parking studies and shared parking demand analyses for various commercial, residential and mixed-use developments. Directed parking accumulation and utilization surveys, review and documentation of existing parking demand, identification of peak parking demand, forecasts of future parking demand, review of published parking demand ratios, preparation of shared parking demand analyses, and public hearing representation of the studies.

Managed or assisted on several parking needs, feasibility, and functional design studies, as well as numerous shared parking, parking management plans, neighborhood intrusion, and parking financial analyses throughout Southern California.

Developed parking management plans for the Discovery Science Center, AMPAS Academy Museum of Motion Pictures, The Gardens Casino, The Ford Theatres, Brea Marketplace, Uptown Whittier, University of Southern California Health Sciences Campus, University of West Los Angeles, Marina Marketplace, and various locations for Jamboree Housing Corporation. Other projects include Valencia Town Center, The Citadel Outlets, Pasadena Playhouse Plaza, The Alhambra Campus, Granada Village, St. Monica Catholic Church, Westlake Shopping Center, the Inland Empire Center Expansion, various Abode Communities properties, and 24-Hour Fitness locations in numerous jurisdictions.

EXPERIENCE

17 Years

EDUCATION

Bachelor of Engineering,
Civil Engineering and
Mathematics,
Vanderbilt University

CERTIFICATIONS

Civil Engineer,
State of California

AFFILIATIONS

Institute of Transportation Engineers

Urban Land Institute

Women's Transportation Seminar

Richard Gibson, LEED Green Associate
Associate

EXPERTISE

Traffic Engineering

Served as the project engineer for a variety of traffic impact, sight distance, parking, and speed survey studies for proposed and existing developments in Los Angeles, Imperial, Orange and San Diego Counties. These projects required coordination and production of transportation analysis reports involving field data collection, data analysis, and impact mitigation.

Key projects include transportation studies for Manhattan Village Shopping Center, The Ford Theatres, The Citadel Outlets, and Disney | ABC at its Burbank and Golden Oak properties. Other projects include a large scale traffic congestion improvement program for Los Angeles and the analysis of a potential light rail station for the University of Redlands.

Conducted transportation studies for Westfield's shopping center expansions at Santa Anita, Carlsbad, University Towne Centre and North County. Analyzed traffic impacts for fast food restaurants in Santee, a sporting goods store in Anaheim, and the relocation of MV-22 Osprey to MCAS-Miramar/MCAS-Camp Pendleton/MCAS-El Toro project for the US Navy.

Parking Circulation

Prepared parking studies for The Gardens Casino in Hawaiian Gardens, Fallbrook Center in Los Angeles, and numerous projects in Hollywood and Downtown Los Angeles. Prepared a neighborhood protection plan for the Beverlywood community to prevent neighborhood intrusion.

Served as the project engineer on numerous parking and internal circulation studies for commercial and residential projects, including the parking lot redesign for Irvine Spectrum and residential parking permit studies for public streets in the Cortez Hill and Little Italy neighborhoods of Downtown San Diego. Conducted a financial feasibility study for the Park-It-On-Market garage in Downtown San Diego, which included an hourly count of the entire Downtown parking scenario (all on- and off-street parking spaces from Little Italy to the Gaslamp District) on multiple days.

Transportation Design

Conducted sight distance and curve analyses, speed surveys, traffic calming studies, and traffic control equipment testing and verification, including design reports to verify existing roadway conditions meet government approved standards. Assisted with the red light camera installation verification for the City of San Diego, comparing field measurements to the design drawings to verify the accuracy of the loop detector position and yellow light length.

EXPERIENCE

10 Years

EDUCATION

Bachelor of Arts,
Communications,
University of California,
San Diego

CERTIFICATIONS

LEED Green Associate

AFFILIATIONS

Institute of Transportation Engineers
Green Building Council

PUBLICATIONS

Fast Food Restaurant with Drive-Through Pass-by Travel Survey
Presented at Institute of Transportation Engineers Intermountain Section Meeting, May 2011

Appendix M

Water System and Supply Study

JOHN ANSON FORD THEATRES PROJECT
2580 Cahuenga Boulevard East
Hollywood, CA 90068

Water System and Supply Study

Project No. LA30163

April 8, 2014

Prepared For:

Ford Theatres Foundation
2580 Cahuenga Boulevard East
Hollywood, CA 90068
Tel: (323) 856-5793

Prepared by:

Civil Engineering
Survey + Mapping
3D Laser Scanning
Subdivision Mapping
Construction Surveying
MOLLENHAUER

316 W. 2nd Street, Fifth Floor
Los Angeles, CA 90012
Tel: (213) 624-2661
Fax: (213) 614-1863

Table of Contents

Page No.

JOHN ANSON FORD THEATRES PROJECT
2580 Cahuenga Boulevard East
Hollywood, CA 90068

Project Introduction and Description

Introduction:

The John Anson Ford Theatres is a historic, open air amphitheater that is located in the Cahuenga Pass and built into the Hollywood Hills. Opened in 1931, it is one of the oldest performing arts venues in Los Angeles that is still in use today. The Ford Theatres are owned and operated by the County of Los Angeles.

This report summarizes current water use, future water demands, sources and short-term construction activity related water usage.

Project Location and Overview of Existing Conditions:

The project site comprises an approximately 32-acre County of Los Angeles regional park, located at 2580 Cahuenga Boulevard East within the City of Los Angeles, California. The area surrounding the project site includes a mix of residential uses and open space. The vicinity map located in Appendix 'A' shows the location of the project site.

Project Description:

The project site includes an approximately 3.5 acre portion of existing, developed area. This includes the historic amphitheater which has a footprint of roughly 0.5 acres.

The proposed project will develop portions of the existing 3.5 acres of existing improvements, as well as expand into undeveloped parts of the site for a total developed area of 4.15 acres. This proposed work will consist of the following activities: removal of existing buildings, concrete structures, retaining walls, concrete sidewalks and pavement areas, as well as landscaping areas and trees; grading activities including fill to provide final graded surface and new subterranean buildings; installation of new storm drainage systems, sewer lines, and domestic water, and fire service lines; construction of new concrete sidewalks, pavement areas and hardscaping; and construction of parking structures and buildings with new stage area as well as new adjacent landscaping and hardscaping.

TR 5155
MB 61-36/37

TR 5155
MB 61-36/37

WEST DR

APN: 5577-023-904
HOLLYWOOD HEIGHTS
MB 1-48

APN: 5577-023-904
HOLLYWOOD HEIGHTS
MB 1-48

APN: 5577-005-902

BRUSH

UNDEV

BRUSH

LORE

APN: 5577-023-904
HOLLYWOOD HEIGHTS
MB 1-48

APN: 5577-023-904
HOLLYWOOD HEIGHTS
MB 1-48

P M 1272
BK 14-77

CITY BDRY LINE

APN: 5577-023-904
HOLLYWOOD HEIGHTS
MB 1-48

PILGRIMAGE TR

CROSS

APN: 5577-023-904
79-986378
COUNTY

APN: 5577-023-904
79-986378
COUNTY

AMPHITHEATRE

POOL

APN: 5577-023-904
79-986378
COUNTY

APN: 5577-023-904
79-986378
COUNTY

APN: 5577-023-904
HOLLYWOOD HEIGHTS
MB 1-48

APN: 5577-023-904
HOLLYWOOD HEIGHTS
MB 1-48

TR 6058
MB 69-27/28

APN: 5577-023-800

CAHUENGA TERRACE

CITY BDRY LINE

TERRACE

TR 2591
MB 25-64

APN: 5577-023-905

APN: 5577-023-800

APN: 5577-026-800

CAHUENGA

CAHUENGA BLVD EAST

CAHUENGA BLVD EAST

FORMER CITY BDRY LINE

FORMER CITY BDRY LINE

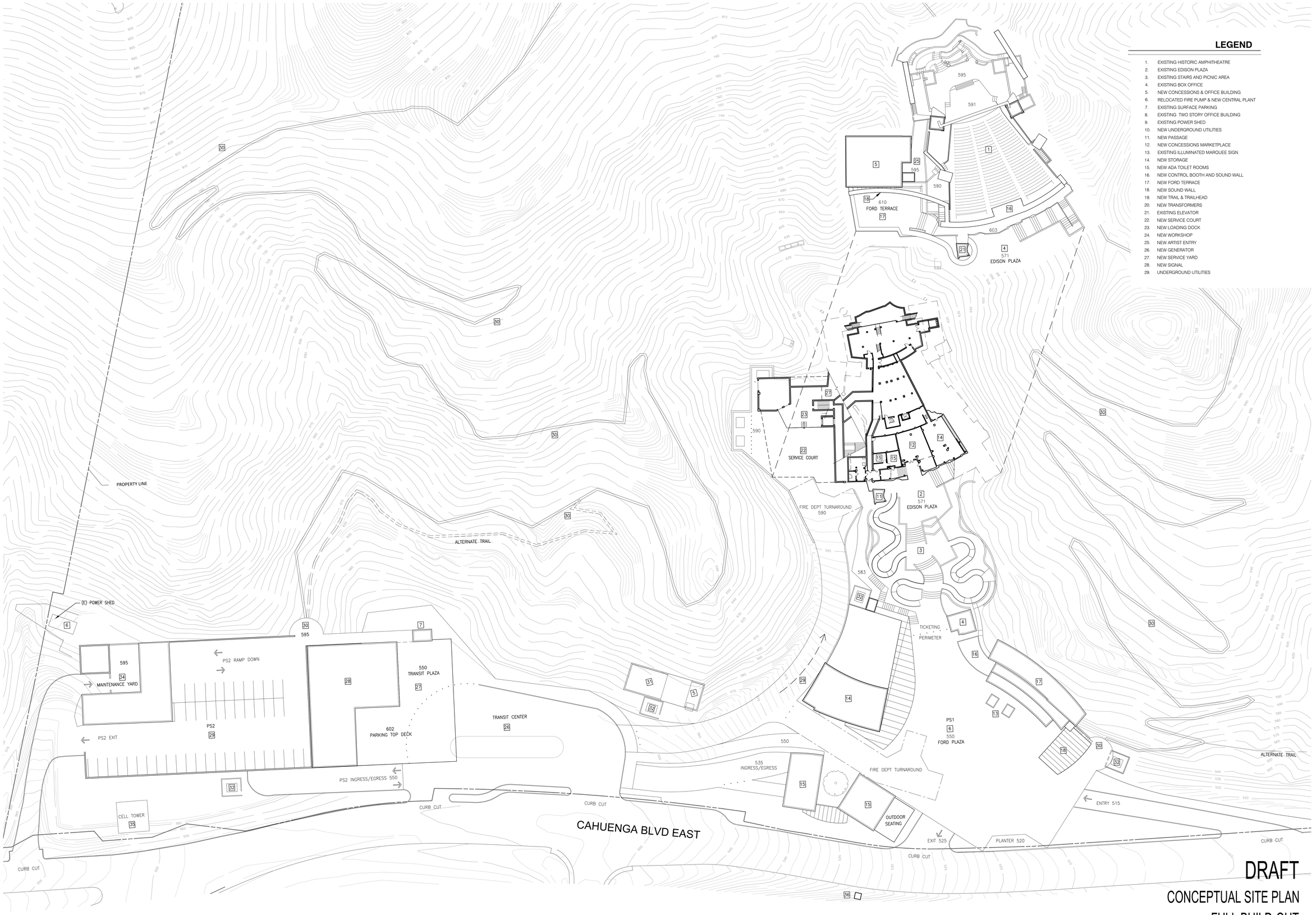
CAHUENGA BLVD EAST

HOLLYWOOD FWY RTE 101

PILGRIMAGE BRIDGE

HOLLYWOOD FWY RTE 101

HOLLYWOOD FWY RTE 101



LEGEND

1. EXISTING HISTORIC AMPHITHEATRE
2. EXISTING EDISON PLAZA
3. EXISTING STAIRS AND PICNIC AREA
4. EXISTING BOX OFFICE
5. NEW CONCESSIONS & OFFICE BUILDING
6. RELOCATED FIRE PUMP & NEW CENTRAL PLANT
7. EXISTING SURFACE PARKING
8. EXISTING TWO STORY OFFICE BUILDING
9. EXISTING POWER SHED
10. NEW UNDERGROUND UTILITIES
11. NEW PASSAGE
12. NEW CONCESSIONS MARKETPLACE
13. EXISTING ILLUMINATED MARQUEE SIGN
14. NEW STORAGE
15. NEW ADA TOILET ROOMS
16. NEW CONTROL BOOTH AND SOUND WALL
17. NEW FORD TERRACE
18. NEW SOUND WALL
19. NEW TRAIL & TRAILHEAD
20. NEW TRANSFORMERS
21. EXISTING ELEVATOR
22. NEW SERVICE COURT
23. NEW LOADING DOCK
24. NEW WORKSHOP
25. NEW ARTIST ENTRY
26. NEW GENERATOR
27. NEW SERVICE YARD
28. NEW SIGNAL
29. UNDERGROUND UTILITIES

DRAFT

CONCEPTUAL SITE PLAN
FULL BUILD-OUT

SCALE: 1" = 400'
JANUARY 30 , 2014

FORD THEATRES PROJECT

Levin & Associates Architects

JOHN ANSON FORD THEATRES PROJECT
2580 Cahuenga Boulevard East
Hollywood, CA 90068

Water System and Supply Study

Existing Conditions:

The site is situated within the City of Los Angeles and receives its domestic and fire water supplies from the municipal water supply that is operated by the City of Los Angeles, Department of Water and Power, (LADWP).

The LADWP sources its water mainly from the Sierra Nevada via the Los Angeles Aqueduct and from the Metropolitan Water District of Southern California via the California Aqueduct. The LADWP also sources 11% of their water from local groundwater.

The existing project site consumes an estimated peak usage of 6,529 gallons of water per day (GPD).

The theaters water service is supplied via an 8" LADWP water main in Cahuenga Blvd East from a 4" lateral and meter. The existing water lines are assumed to be in deteriorated condition due to their age. Based on an LADWP Service Advisory Report (SAR), see Appendix C, the existing line has a fire flow of 1750 GPM at a residual pressure of 72 PSI in-front of the site.

No record of the location and route of the existing domestic water line has been discovered for this project so it has not been mapped beyond the two known ends of the water line. This water system will be upgraded in stages with the progression of the planned development phases.

No on-site private water wells are known of, the LADWP is the sole source of water for the theater.

Existing landscaping is irrigated. The irrigation system for the recently renovated theater entrance is maintained in good order and is operational. The back of stage hillside irrigation systems is in need of repair and upgrades.

Existing Fire Service:

The site does not have a dedicated separate fire service meter, supply line or on-site fire hydrants.

Regulatory Framework:

Title 20 and Title 24 info here…

Senate Bill 610 info here……

Project Impacts:

The total future build out of the site per the master plan will increase water demand from the current 6,529 GPD to an estimated 17,470 GPD. The realistic water usage will be significantly reduced by the use of efficient fixtures throughout the project.

- Historic Amphitheater: 1,196 seats x 5 gallons per day (GPD) per person = 5,980 GPD.
- Restaurant: 13 employees x 20 GPD/employee = 260 GPD ; estimate 500 meals per day x 12 gallons per meal = 6,000 GPD.
- 299 Seat Theater: 299 x 5 GPD = 1,495 GPD.
- Plaza Office and Amenities: Training Room – 66 people x 5 GPD/person = 330 GPD ; Office – 120 employees x 20 GPD/employee = 2,400 GPD.
- Flex Space/ Rehearsal Hall: 99 seats (event) x 5 GPD/person = 495 GPD.
- Maintenance Area: 27 employees x 20 GPD/employee = 540 GPD.

The total estimate per 2010 California Plumbing code = 17,470 GPD. However this code table has not changed for at least 15 to 20 years and most water fixtures have reduced flow rates by 50% over this period of time. It is not unrealistic to use 50% of this for a total flow of 8,735 GPD.

The LADWP has reviewed the total project build out and has provided a will serve letter to the owners stating that the project will be sufficiently supplied with water subject to the rules and conditions of the LADWP, see Appendix B.

Fixture Recommendations:
The future Master Plan build out of the site will utilize the latest code required water conserving fixtures for all fixture installations; this includes new installations and replacements. By replacing existing low efficiency fixtures and with new low-flow type fixtures there will be a reduction in calculated demand from the municipal water supply.

Construction Activity Water Usage:
Existing off-site hydrants fronting the site will be used to fill water tanks for construction uses. Water will be used during construction, excavation and grading activities. It is estimated that 650,000 to 800,000 gallons of water will be used during the construction.

System Improvements:
As each phase of the master plan is implemented, the entire existing water system will be replaced in stages as well. The end result will be an entirely new water system, both domestic and fire service, to meet the increased demands and serviceability.

New Fire Service:
Up to 4 new fire hydrants are to be installed on-site to supplement two existing public hydrants fronting the site, pending fire department review and approval. As each phase of the master plan is implemented, hydrants will be added in stages as well. It has been determined by the design engineers, civil and plumbing, that the existing municipal water supply has insufficient pressure to supply new hydrants due to low available pressure and the site elevation rise from the points of connection.

The Los Angeles City Fire Department has asked for a total flow of 4,000 GPM provided to the site and 1,500 GPM at any two intermediate fire hydrant locations. As stated in the "Existing Conditions" above, the existing 8" water main under Cahuenga Boulevard is only capable of 1,750 GPM.

To accommodate the Fire Department's required 4,000 GPM, the *project proposes to relocate one existing gate valve, separating the existing 8" high and 8" low pressure water systems, southerly and making two new connections to the high pressure side of the existing water main. The existing water connection on the south side of the side will remain in service as well.* See Appendix D for a map of the extent of proposed water main improvements.

Booster pump(s) will also be required for all proposed hydrants to meet the minimum flow rate and pressure requirements around the project site. The master plan fire system is to be a dedicated separate fire service line with no shared connections to the domestic supply lines.

Landscaping Irrigation Improvements:

The landscape water use conservation requirements included in the local Municipal Code as per California Government Code Section 65591, the Water Conservation in Landscaping Act are met through the following provisions:

- Existing and proposed planting have been selected as either a native or climate adapted species that has low watering requirements and is drought tolerant.
- Plantings are arranged in groups and located to support each species ideal habit.
- The irrigation system is modeled with hydro zones to most effectively response to the specific location of the site and maximizes water efficiencies.
- Stormwater run-off and erosion is minimized through plantings, planter walls, and forms of terracing.
- A soil test of the existing conditions and management plan will improve the soil conditions and allocate the appropriate amendments within planting areas.

Groundwater:

The underlying site geology is mainly impervious bedrock formations with little to no significant percolation or infiltration to affect any groundwater sources. There are no wells or plans to draw groundwater for use of the project. The master plan project will fall under the LID and SUSMP requirements for stormwater mitigation measures, as dictated by the State of California. This will reduce surface runoff pollutants and volumes to mitigate any off-site ground water impact.

JOHN ANSON FORD THEATRES PROJECT
2580 Cahuenga Boulevard East
Hollywood, CA 90068

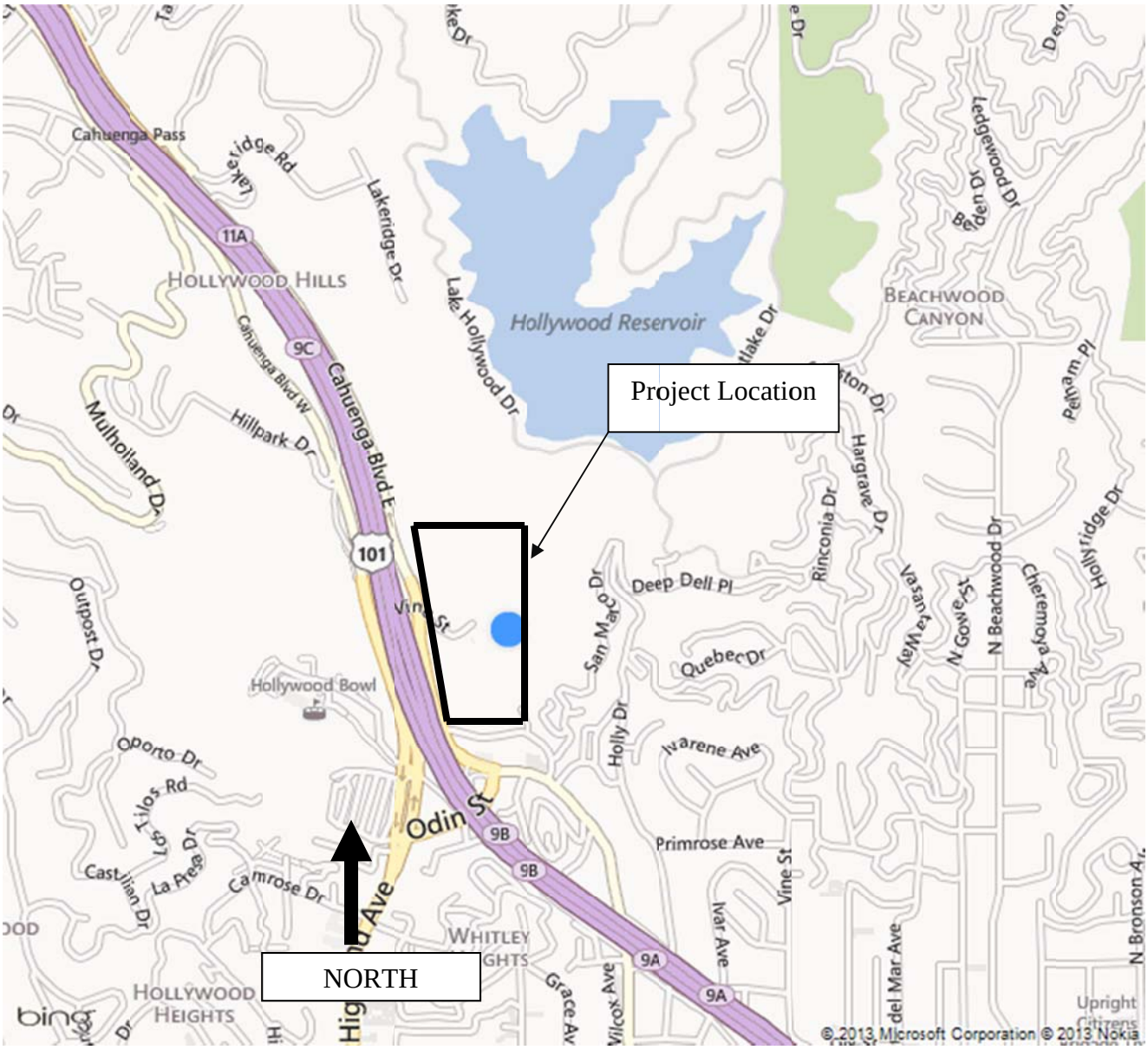
Appendix Index

Appendix:

A) Vicinity Map
B) LADWP Will Serve Letter
C) LADWP Service Advisory
D) Proposed Water Main Improvements Map

JOHN ANSON FORD THEATRES PROJECT
2580 Cahuenga Boulevard East
Hollywood, CA 90068

Appendix A Vicinity Map



Vicinity Map
Microsoft Bing Maps
Not to Scale

JOHN ANSON FORD THEATRES PROJECT
2580 Cahuenga Boulevard East
Hollywood, CA 90068

Appendix B LADWP Will Serve Letter

Los Angeles Department of Water & Power

ERIC GARCETTI
Mayor

Commission
MEL LEVINE, *President*
WILLIAM W. FUNDERBURK JR., *Vice President*
JILL BANKS BARAD
MICHAEL F. FLEMING
CHRISTINA E. NOONAN
BARBARA E. MOSCHOS, *Secretary*

RONALD O. NICHOLS
General Manager

December 9, 2013

Map No. 152-186

Mr. Grant Kai, PE, LEED AP, QSP/QSD
Mollenhauer Group
316 West 2nd Street, Fifth Floor
Los Angeles, California 90012

Dear Mr. Kai:

Subject: Water Availability
Address: 2580 Cahuenga Boulevard
APN 5577-025-904

This is in reply to your request for a statement regarding water availability for the above property. The subject property can be supplied with water from the Municipal System, subject to the Water System Rules of the Los Angeles Department of Water and Power (LADWP) and subject to all conditions as set by the LADWP.

Should you require additional information, please contact Ms. Fujiki at (213) 367-1306. Correspondence may be addressed to P.O. Box 51111, Room 1425, Los Angeles, California 90051-5700.

Sincerely,

Hugo A. Torres
Manager-Business Arrangements
Water Distribution Engineering

KF:rp

c: Ms. Kathy Fujiki

111 N. Hope Street, Los Angeles, California 90012-2607 *Mailing address:* Box 51111, Los Angeles, CA 90051-5700
Telephone: (213) 367-4211 www.LADWP.com

JOHN ANSON FORD THEATRES PROJECT
2580 Cahuenga Boulevard East
Hollywood, CA 90068

Appendix C LADWP Service Advisory

FORM 196
Rev. 04/03

COUNTY OF LOS ANGELES FIRE DEPARTMENT
FIRE PREVENTION DIVISION

Fire Prevention Engineering
5823 Rickenbacker Road
Commerce, CA 90040
Telephone (323) 890-4125 Fax (323) 890-4129

Information on Fire Flow Availability for Building Permit

For All Buildings Other Than Single Family Dwellings (R-3)

INSTRUCTIONS:

Complete parts I, II (A) when:
Verifying fire flow, fire hydrant location and fire hydrant size.

Complete parts I, II (A), & II (B) when:
For buildings equipped with fire sprinkler systems, and/or private on-site fire hydrants.

PROJECT INFORMATION
(To Be Completed By Applicant)

PART I

Building Address: 2580 Cahuenga Blvd. East

City or Area: Hollywood

Nearest Cross Street: Highland

Distance of Nearest Cross Street:

Applicant: Robert Stone- Levin & Assoc. Architects Telephone: (213) 623-8141

Address: 811 W. 7th Street #900

City: Los Angeles

Occupancy (Use of Building): A-1 Sprinklered: Yes [x] No [ ]

Type of Construction: IIB

Square Footage: 16,205 s.f. Number of Stories: 2

Present Zoning: PF1-XL-H, R1-1

RJS
Applicant's Signature

1/2/2014
Date

RECEIVED
FEB 13 2014

8"Del 1953
8' WE

West.
152-186

PART II-A **INFORMATION ON FIRE FLOW AVAILABILITY**
(To be completed by Water Purveyor)

Location EAST SIDE CAHUENGA BLVD., 100' NORTH OF PILGRIMAGE BRIDGE. PROPOSED 8" F.S. Hydrant Number NA

Distance from Nearest Property Line _____ Size of Hydrant NA Size of Water main 8"

Static PSI 98 Residual PSI 72 Orifice size NA Pitot NA

Fire Flow at 20 PSI 1750 GPM Duration CONTINUOUS Flow Test Date / Time HYDRAULIC MODEL

Location _____

_____ Hydrant Number _____

Distance from Nearest Property Line _____ Size of Hydrant _____ Size of Water main _____

Static PSI _____ Residual PSI _____ Orifice size _____ Pitot _____

Fire Flow at 20 PSI _____ Duration _____ Flow Test Date / Time _____

Location _____

_____ Hydrant Number _____

Distance from Nearest Property Line _____ Size of Hydrant _____ Size of Water main _____

Static PSI _____ Residual PSI _____ Orifice size _____ Pitot _____

Fire Flow at 20 PSI _____ Duration _____ Flow Test Date / Time _____

PART II-B **SPRINKLERED BUILDINGS/PRIVATE FIRE HYDRANTS ONLY**

Detector Location (check one) ☐ Above Grade ☐ Below Grade ☐ Either

Backflow Protection Required (Fire Sprinklers/Private Hydrant) (check one) ☐ Yes ☐ No

Minimum Type of Protection Required (check one) ☐ Single Check Detector Assembly

☐ Double Check Detector Assembly ☐ Reduced Pressure Principle Detector Assembly

---

LADWP
Water Purveyor

Signature

3/6/2014
Date

CIVIL ENGINEERING ASSOCIATE
Title

This Information is Considered Valid for Twelve Months

Fire Department approval of building plans shall be required prior to the issuance of a Building Permit by the jurisdictional Building Department. Any deficiencies in water systems will need to be resolved by the Fire Prevention Division only prior to this department's approval of building plans.

S A R - For County 8 inch Fire Service

Service Number: _____ .
From: Water Services
To: Water Distribution Systems Design Section
Receipt Number: W20140220010 .
Information is needed for Water Services as indicated below:

Date SAR Prepared-
Date SAR Initiated- February 20, 2014
Date SAR Released-
Requested by: Linda G. De Vita

County Size 8-inch Type F.S.

Address: 2580 Cahuenga Blvd East

Name(Organization or Firm): Mollenhauer email: gkai@mollenhauergroup.com .
Mailing Address: 316 W 2nd St Ste 500 LA CA 90012 .
SAR Applicant: Grant Kai Phone: 213-624-2661 FAX: 213-614-1863 .

The 8 -inch main is located Approximately 8 -feet from the property line.
The Requested Location is Approximately 260' SCL Cahuenga Te(?) .
On the E side of Cahuenga Bl East .

Notified by: Mail/FAX ☐ Phone ☐ Plan Check ☐ LAFD ☐
Remarks:

Engineering Report

PRESSURE IN STREET MAIN			
☐ Dom. Ser.	Enter Service Zone Below		
☐ Fire Ser.	757		
☐ F.M. Ser.			
Hydraulic Grade	Grade Elevation	Pressure	
Max. 777	Lowest 550	Max. ---- 98	
Min. 717	Highest 550	Min. ---- 72	
Dom. Only		Dom. Only	

Street
Water Main Charge
ASC District
Charges per Acre
Area(acreage)
Chargeable Size
Steel or Other
Plotted/Checked by

☒ This section has reviewed the applicant's request for a **County 8-inch F.S.** at the location noted above. Attached is a Fire Service "Pressure Report" showing the existing system's capability to serve at this location.

☐ The existing system is not capable of providing the service capacity.

☐ If a larger (demand) is required, a cost estimate for main replacement(s) will be prepared upon written request by the applicant.

☐ Domestic service to this parcel is available from the existing main in _____ .

Other remarks: _____

M. PATTERSON

MAR 06 2014

Prepared by _____ Checked by _____ Approved by _____

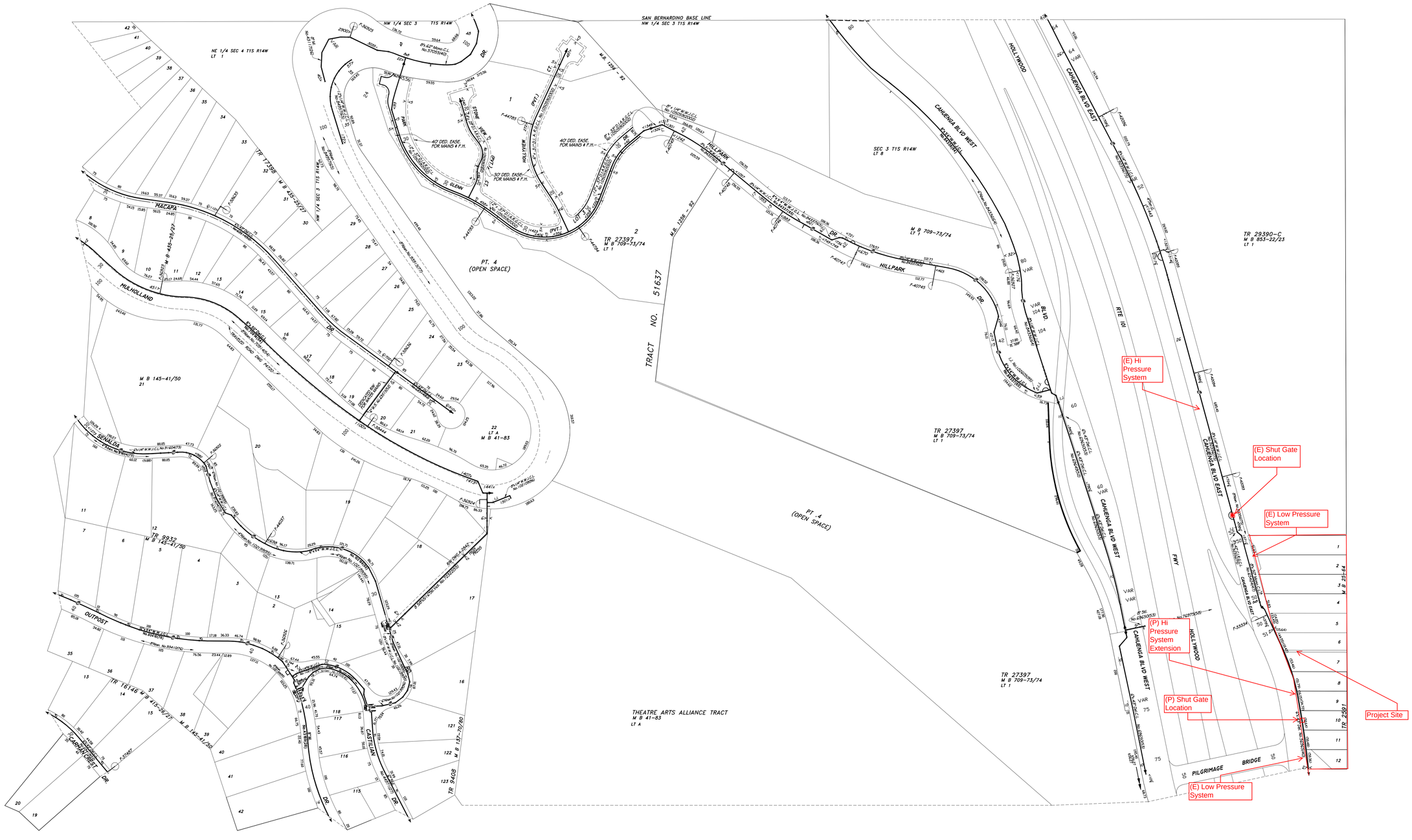
Coord. No. 152-186
Pipe Map No.

Printed:

Rev. 8/99 AP

JOHN ANSON FORD THEATRES PROJECT
2580 Cahuenga Boulevard East
Hollywood, CA 90068

Appendix D Proposed Water Main Improvements Map


SAN BERNARDINO BASE LINE
NW 1/4 SEC 3 T1S R14W
NE 1/4 SEC 4 T1S R14W
LT 1
SEC 3 T1S R14W
LT 6
TRACT NO. 51637
PT. 4
(OPEN SPACE)
PT. 4
(OPEN SPACE)
THEATRE ARTS ALLIANCE TRACT
M B 41-93
LT A
TR 27397
M B 709-73/74
LT 1
TR 29390-C
M B 853-22/23
LT 1
TR 9937
M B 145-41/50
TR 16146
M B 415-26/27
TR 3408
M B 157-70/80
TR 2591
M B 25-84
HACAPA
MULHOLLAND
SIERRA SENALDA
OUTPOST
CARRIAN CREST
CASTILIAN
GLENN
HILLPARK
CAHUENGA BLVD WEST
CAHUENGA BLVD EAST
HOLLYWOOD
FWY
RTE 101
BRIDGE
PILGRIMAGE
(E) Hi Pressure System
(E) Shut Gate Location
(E) Low Pressure System
(P) Hi Pressure System Extension
(P) Shut Gate Location
(E) Low Pressure System
Project Site

Robert J. Poppe
Senior Project Manager

Education

University of Oklahoma, School of Environmental Design
California State University, Los Angeles, Computer Technology

Professional Experience and Credentials

Mr. Poppe has over 28 years of experience in all aspects of Civil Engineering Design and Management. He has served as the Senior Project Manager for numerous multi-million dollar projects ranging from flagship OSHPD hospital and medical facilities, governmental projects including police, fire and sheriff's facilities, senior housing projects, mixed-use housing and retail centers, professional and collegiate sports arenas and fields, education projects ranging from elementary school projects, school site rehabilitations and high school campuses.

Mr. Poppe has extensive Civil Engineering experience in all areas of site development including grading, paving as well as utility design and storm water management and mitigation designs. In addition, he has designed and managed street plan projects for numerous local city and county agencies and acts as a mentor to the younger engineers in the firm in utilizing the numerous aspects of AutoCAD as it relates to the civil engineering profession.

Recent Projects of Note

Recent completed projects of note for which Mr. Poppe has served as the senior project manager are as follows:

- Kaiser Ontario Valley Medical Center
  A new $550 million medical center located on a 27-acre campus included a new 386,000-square foot hospital, service building expansion and a new HSB hospital support building. This green projects civil designs provided several stages of storm water filtration and retention on site with creative bio-swales and retention ponds that were incorporated into the campus landscaping and architecture.

- University of Southern California, Galen Center
  This 10,258 seat, $147 million collegiate multipurpose arena and athletic facility on the campus of USC was one of the first facilities in Los Angeles to incorporate stormwater filtering measures and was awarded the Engineering Project of the Year by the Los Angeles Council of Engineers and Scientists.

- Los Angeles Dodgers 2013 and 2014 Stadium Renovations
  Stadium and site improvements were designed and implemented within an extremely tight off-season schedule that concluded each year's developments by opening day. Improvements included stadium additions, site grading renovations, LID stormwater mitigation features.

MOLLENHAUER

Grant Kai, PE, LEED AP, QSD/QSP
Senior Project Manager

Education

University of California, Los Angeles
Bachelor of Science, Civil Engineering

Professional Experience and Credentials

Mr. Kai is a senior project manager in the civil engineering group of Mollenhauer's Los Angeles office. During his tenure at Mollenhauer, Mr. Kai responsibilities have increased in a natural and logical progression to allow him to fulfill his desire to serve the firm's clients in the area of project management, utility design and precise grading.

Relevant Projects Experience

Recent projects of note for which Mr. Kai has served as project manager are as follows:

- Burbank Water and Power Magnolia Service/Control Building–LEED Platinum Certified
  Burbank, CA
  Design of grading, paving drainage and utilities for Service Center/Warehouse and adjacent structure. $11.8 million construction cost.

- Palm Desert Sheriff's Station- LEED Gold Certified
  Palm Desert, CA
  Developed a previously vacant 10-acre site located in Palm Desert into a sheriff station complete with roadways and parking lot improvements. Prepared all site grading and utility (domestic water, fire water, sewer and storm drain) plans as well as a large Best Management Practice infiltration system. Prepared the LEED submittal for the civil engineering aspects of the project.

- Martin Luther King Jr. Medical Center Ancillary – LEED Gold Certified
  Los Angeles, CA
  Design of grading, paving drainage and utilities for the New Pediatrics and Trauma Center. The design included the realignment of a fire water line and storm drain lines to clear the site for this 5 story with basement seismic tower constructed in two phases. $173.4 million construction cost.

- El Cariso Community Regional Park Gym / Community Center – LEED Silver Certified
  Sylmar, CA
  Design-Build Los Angeles County project consisting of 16,000 square foot includes a gymnasium, classroom, multipurpose room, office area, restrooms, full kitchen and exterior surface parking lot. $10 million construction cost.

Professional Registrations

- State of California Professional Engineer License No. 73252
- Leadership in Energy and Environmental Design Accredited Professionals (LEED AP)
- Qualified SWPPP Developer (QSD) and Practitioner (QSP)

Appendix N

Electricity and Natural Gas Estimates
and Will Serve Letters

LUCCI & ASSOCIATES, INC.
CONSULTING ELECTRICAL ENGINEERS

May 14, 2014

TO: **Andrea Rawlings, AIA**
Levin & Associates Architects
811 West Seventh Street, Suite 900
Los Angeles, California 90017
T 213.623.8141 **F** 213.623.9207
www.levinarch.com

FROM: Kenneth Lucci, Lucci & Associates

SUBJECT: Ford Theater – Electrical Loads

Per your request, please find our "best guess" Electrical Demand Loads for the Ford Theatres Project to support the EIR. The existing peak load at the Theater Area is 180 KW at present per LADWP.

1. Ford Theater Stage, Lower Levels, Back-of-House, Support Areas, Theatrical Lighting, A/V systems for main building - 550 KW
2. Emergency Power for the Project Area Support - 225 KW
3. Chiller Plant – 275 KW
4. Theater 299 seat – 295 KW
5. Main Plaza and Parking – 190 KW
6. Box Office, Rest Rooms, Conference Room and Offices – 125 KW
7. Restaurant – 200 KW
8. Rehearsal Hall – 150 KW
9. Parking #2 – 95 KW
10. Existing lower level office building - 40 KW

These are Peak KW levels and are not KWH numbers. The KW Peak levels are the maximum power in KW consumed during a year period and are used to base the size of the transformers and feeders providing power to the facilities.

Hopefully this answers your questions.

LUCCI & ASSOCIATES, INC.
CONSULTING ELECTRICAL ENGINEERS

Kenneth W. Lucci, PE
Principal, President
Lucci & Associates, Inc.
3251 Corte Malpaso #511
Camarillo, CA 93012
Founded 1988

Education
Ohio University, Bachelor's Degree from Honors College Engineering Physics 1970;
Ohio State University, Master's Degree in Electrical Engineering, 1971;
California Lutheran University, Masters in Business Administration, 1978

Affiliations

ACEE	IAEI
AEE	IEEE
BICSI	IES
IAAPA	NFPA

Professional Credentials

California PE 1974	Illinois PE 1993	Oregon PE 1998
Arizona PE 1997	Kentucky PE 2001	Pennsylvania PE 2001
Colorado PE 1993	Nebraska PE 2002	South Carolina PE 2004
Connecticut PE 2005	Nevada PE 1991	Texas PE 2002
Florida PE 1990	New Jersey PE 2004	Utah PE 2001
Georgia PE 1998	New York PE 1991	Virginia PE 2000
Hawaii PE 2003	Ohio PE 1991	Washington PE 1998

Associations
Mr. Lucci was named president of the Association of Consulting Electrical Engineers for the 1995-96. The ACEE is a professional organization comprised of registered Professional Electrical Engineers in Southern California with a policy of public service and mutual education. The Association of Energy Engineers has certified Mr. Lucci as a Lighting Efficiency Professional.

Relevant Projects
Lucci and Associates has assisted in the development of Environment Impact Reports for the following projects:

- LEGOLAND Carlsbad
- Universal Studios - Various Projects
- Santa Clara Court - Ventura California
- Ventura Community College District - Various Projects

THE SULLIVAN PARTNERSHIP, INC.
529 HAHN AVENUE. SUITE 201. GLENDALE, CA 91203.
E-MAIL. TSP@SULLIVANPARTNERSHIP.COM
TEL 818.240.6873 FAX 818.240.2455

Memo

To: Levin and Associates

Attn: Andrea Rawlings

From: Mark Alcalde

Date: May 7, 2014

Re: Ford Theater- Master Plan Gas Demand

We estimate the gas demand for the Master plan to be 8,500 (CFH) Cubic Feet per Hour, which would serve cooking, domestic hot water and space heating.

Cordially,
Mark Alcalde

THE SULLIVAN PARTNERSHIP, INC. E-MAIL . tsp@sullivanpartnership.com

529 HAHN AVENUE . SUITE 201 . GLENDALE, CA 91203 . TEL 818.240.6873 . FAX 818.240.2455

Mark Alcalde the current President of The Sullivan Partnership, Inc. began his career in mechanical engineering 30 years ago working as an air conditioning designer for various firms in the Los Angeles area. Mark joined The Sullivan Partnership, Inc. as a project engineer in 1988 and has served as Project Engineer on many jobs including commercial buildings, educational facilities, large private residences and government projects.

In 1993 Mr. Alcalde became a registered professional mechanical engineer in the State of California and is currently also registered in Nevada.

Mr. Alcalde is a LEED's accredited professional.

Mr. Alcalde attended College at California State Polytechnic University, Pomona.

He is a member of the following Professional Organizations:

American Society of Heating, Refrigeration and Air Conditioning Engineers.

American Society of Plumbing Engineers.

Association of Energy Engineers.

Toastmasters International

POWER SYSTEM
ENGINEERING
DIVISION

NEW BUSINESS & CUSTOMER
SUPPORT SUBSECTION

METROPOLITAN SERVICE PLANNING

2633 Artesian Street, Suite 210, Los Angeles, CA 90031 (213) 367-6000 FAX: (213) 367-6027

Darrell A. Miller
District Engineer

WILL SERVE

December 13, 2013

Mr. Grant Kai
316 W. 2nd St., Fifth Floor
Los Angeles, CA 90012

Dear Mr. Kai:

2580 E. Cahuenga Boulevard
John Anson Ford Theatre
Project No. P257221

This is in response to your letter dated December 9, 2013 regarding electric service for the proposed project at the above address.

Electric service is available and will be provided in accordance with the Los Angeles Department of Water and Power Rules and Regulations. The estimated power requirement for this proposed project is part of the total load growth forecast for the City and has been taken into account in the planned growth of the power system.

If you have any questions regarding this matter, please call Mrs. Dzenita Mehic at (213) 367-6082.

Sincerely,

Darrell Miller /LN

Darrell A. Miller
District Engineer, Metro East Service Planning

c: Dzenita Mehic
Victor Gonzales

Southern
California
Gas Company

A Sempra Energy utility®

December 31, 2013

Attn: Thomas Tran
Mollenhauer Group
3165 W. 2nd St., 5th Floor
Los Angeles, CA 90012

RE: Will Serve Letter Request for – Job ID# 43-2013-12-00025: 2850 Cahuenga Blvd., Los Angeles

Dear Mr. Tran:

Thank you for inquiring about the availability of natural gas service for your project. We are pleased to inform you that Southern California Gas Company (SoCalGas) has facilities in the area where the above named project is being proposed. The service would be in accordance with SoCalGas' policies and extension rules on file with the California Public Utilities Commission (Commission) at the time contractual arrangements are made.

This letter should not be considered a contractual commitment to serve the proposed project, and is only provided for informational purposes only. The availability of natural gas service is based upon natural gas supply conditions and is subject to changes in law or regulation. As a public utility, SoCalGas is under the jurisdiction of the Commission and certain federal regulatory agencies, and gas service will be provided in accordance with the rules and regulations in effect at the time service is provided. Natural gas service is also subject to environmental regulations, which could affect the construction of a main or service line extension (for example, if hazardous wastes were encountered in the process of installing the line). Applicable regulations will be determined once a contract with SoCalGas is executed.

If you need assistance choosing the appropriate gas equipment for your project, or would like to discuss the most effective applications of energy efficiency techniques, please contact our area Service Center at 800-427-2200.

Thank you again for choosing clean, reliable, and safe natural gas, your best energy value.

Sincerely,

Zakee Singleton

Pipeline Planning Assistant

Compton Headquarters

Appendix O

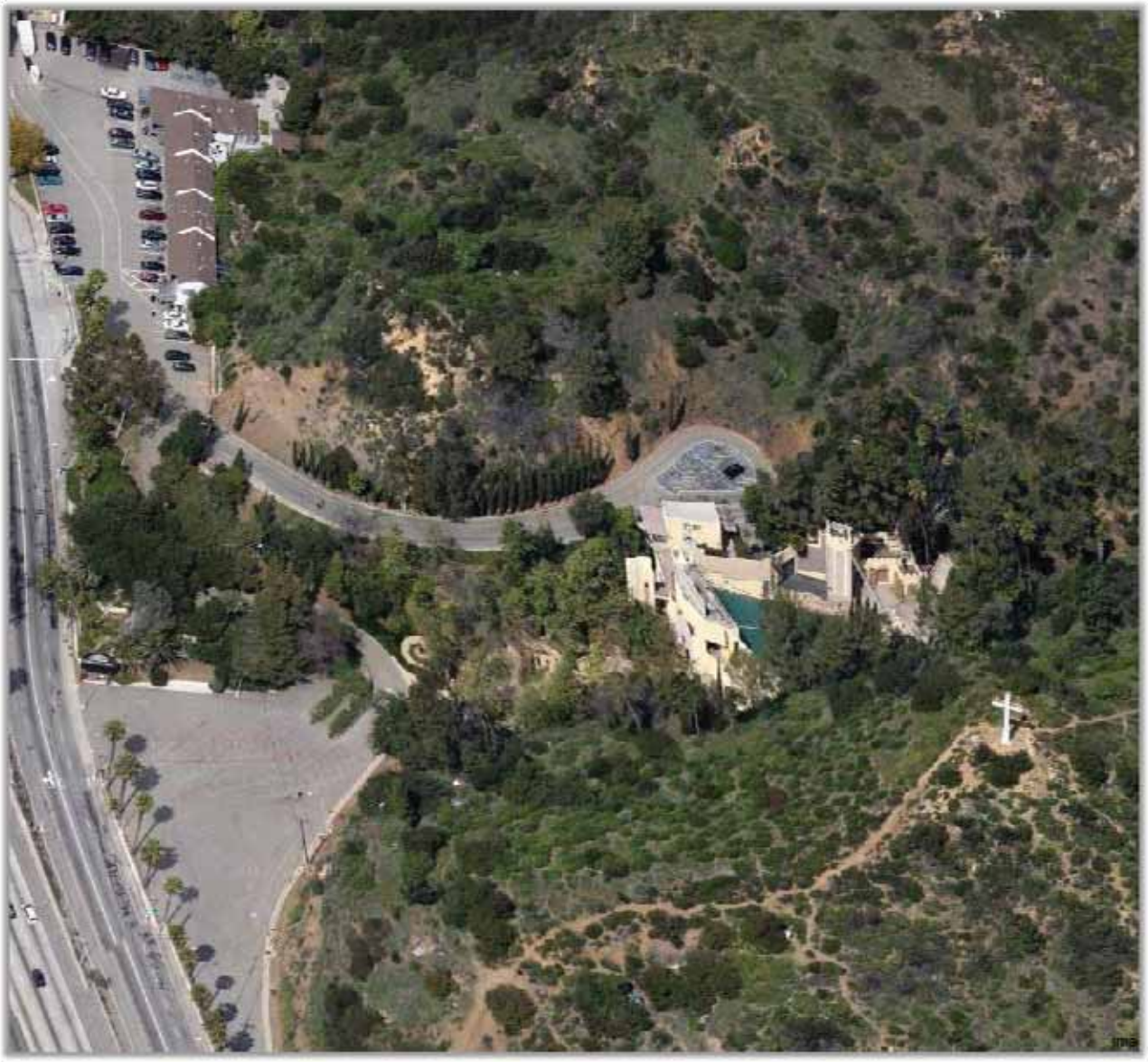
The Ford, Transformed: Realizing the Potential of Ford Theatres County Regional Park

CARS

COMMUNITY ARTS RESOURCES, INC.

The Ford, Transformed

Realizing the Potential of Ford Theatres County Regional Park



Researched and prepared by Community Arts Resources

October 2012

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Executive Summary

The 45 hilly acres of the Cahuenga Pass where Ford Theatres County Regional Park is located spark the imagination. Christine Wetherill Stevenson found the landscape a spiritual place and in 1920 built an outdoor amphitheatre for her religious play. The L.A. County Arts Commission, which assumed operation of the Ford Amphitheatre in 1992, saw the site as a place where County arts groups from all cultural communities could find a major stage and residents from throughout the region could discover homegrown art. In 2012 there is a new vision: The John Anson Ford Theatres Master Plan transforms Ford Theatres County Regional Park 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 and uses.

Today, on average, the Ford presents over 180 performances throughout the year, including its commercial rental business in addition to partnership presentations, and attracts more than 50,000 patrons that mirror the diverse demographic makeup of the County and come from nearly all its zip codes. It is a rare, if not singular achievement for a performing arts center to attract such a broad representation of residents.

Beyond the art presented and the audience that enjoys it, the Ford possesses considerable assets. The historic architecture, views of the starry evening sky and the natural backdrop of the amphitheatre stage are signature features of the Ford. The park is ideally located for a cultural and recreational destination, in the center of the County just off the 101 freeway, one of the busiest thoroughfares in the region.

Currently, the Ford faces numerous challenges in serving residents. It's difficult to find and enter the Ford because it has no street presence on Cahuenga Boulevard East. Once parked, patrons have to wend their way to the box office through entering traffic. The same audience members who praise the beauty of the site and the caliber of performances complain about the stacked parking and concessions. Stacked parking is necessary to accommodate the maximum number of cars on the site, but does not allow patrons to come and go freely and make post-performance events impossible. The Ford's lack of kitchen facilities, equipment and concession space limits the range and quality of the food and beverage offerings.

The arts groups and producers have very limited rehearsal time at the Ford because the stages, which are heavily booked, are the only places to rehearse. The outdoor and indoor theatres cannot be used at the same time because of sound bleed-through. The amphitheatre stage needs to be reconfigured to allow for better drainage, create an even surface and reduce the angle of the rake. Amphitheatre seating, light and sound need to be upgraded to compete with other venues and allow partner arts groups to raise production standards for their shows. The Ford, like the region as a whole, needs an indoor mid-size theatre to accommodate arts groups and producers whose shows are not appropriate for the 1200-outdoor amphitheatre or are seeking to graduate from 99-seat venues without risking a jump to 1000 seats or more. The Ford staff is spread out in several locations across the site making communication difficult.

This Community Arts Resources report examines the wide regional reach of the Ford and its potential for vastly expanding the amount of cultural programming it can offer, tripling its audience base and fully establishing its county-wide identity as a recreational destination. This assessment builds on the Ford Theatres Master Plan developed by Levin & Associates, a firm

with a wealth of experience rehabilitating historic sites including the Griffith Observatory and Los Angeles City Hall.

The plan, informed by research with stakeholders and users, activates the entire Ford site, enabling year round activity seven days a week. It concentrates on three functional areas:

1) the **outdoor amphitheatre** with a **new theatre plaza** just to the north with a large concession area and space for picnicking, pre- and post-show events such as receptions and family participatory activities

2) the **Ford entryway plaza** incorporating a **150-seat flagship restaurant** with a kitchen to support all food service on the site, a **new 299-seat theatre**, a new **two-story office building** for staff, picnicking and landscape areas. The plaza, highly visible from Cahuenga Blvd. East, would sit atop a **three-level, non-stacked parking structure**.

3) the new **transit plaza** at the north end of the site accommodates **bus and patron drop off** and a **non-stacked parking structure** with a **new 99-seat flex space** for rehearsals, small performances and other activities on its lower level

A **.75 mile hiking trail** offering unparalleled 360- views of the Los Angeles region would also be created.

While cost estimates for the overall project have not yet been developed, the CEO has outlined a ramp-up plan designed to accommodate construction, maintain a public presence for the Ford while it is closed and prepare for the reopening of the new Ford. Construction on a limited scale will be done in winter 2012-13 and 2013-14, permitting summer seasons to be staged in the amphitheatre in 2013 and 2014. In fall 2014 the Ford would close for 18 months for major construction and off-site programming would be presented in 2015-16. The Ford would reopen in June 2016.

The new Ford, offering more activity spaces and programming, is projected to attract more than 150,000 users annually, tripling the current 54,640. The number of events is estimated to increase by 80% from 184 to more than 330. This year-round, arts and recreation center open daily will require an annual County operating budget of $8 million, up from the current $1.3 million, as well as increases in earned revenue and the addition of new revenue streams. Even though earned revenue is expected to increase, that revenue, currently a small part of the Ford's budget, will not offset the increased costs of operation to any significant degree. In order to fulfill the promise of the vision of the expanded Ford Theatres complex the County's ongoing contribution to Ford operations will be required as a matter of policy.

To effectively program and operate the expanded Ford Theatres facility, an expansion of staffing and budget resources will be necessary. The staff is projected to increase from 15 to 40 to create an organizational structure to stabilize and sustain annual operations. Budget increases are also projected in the categories of marketing, equipment repair and replacement, facility maintenance and campus security. The Ford Theatre Foundation will continue to play a crucial role in supporting operations and programming, raising funds for the Ford's diversity, educational and outreach initiatives, but also working toward building a robust operating endowment that will provide annual and long-term program support for the Ford Theatres.

With expanded programming and a beautiful, amenity-rich campus attracting audiences and artists alike, the Ford will be poised to become a new kind of arts center that not only enriches the lives of County residents through cultural and recreational experiences but also strengthens regional arts organizations and producers, and forges mutually beneficial bonds with communities. A historic venue will become an energy center whose impact will radiate across the County.

Imagining a Day in the (Future) Life of the Ford

Picture the plan above coming alive with activity on a Saturday in August 2016. It would look something like this:

7:00 a.m. The first hikers hit the Ford trail.

9:00 a.m. Kids learn how to fashion Mexican clay sun ornaments in the new Theatre Plaza next to the amphitheatre.

10:00 a.m. Kids and parents keep time with Mexican folk musicians and dancers performing the family show in the amphitheatre.

10:00 a.m. Hip hop dancers hone their moves for an upcoming amphitheatre performance in the new flex space.

11:00 a.m. Kids and parents meet Big!World!Fun! artists in the new Theatre Plaza next to the amphitheatre.

11:30 a.m. Family show attendees and park visitors buy food in the grab and go market place and picnic or lunch in the new restaurant, relax on the new Ford Plaza or hike.

1:00 p.m. Attendees for 2:00 p.m. workshop performance in the new 299-seat theatre gather on Ford Plaza to relax, chat, grab a bite.

2:00 p.m. Actors developing a new play give a workshop performance in the 299-seat space. Audience members give their feedback following the performance.

5:00 p.m. Ticket holders for the evening show start to arrive for picnicking and dining.

6:00 p.m. Patrons take Jamaican Creole dance lessons on the Theatre Plaza.

8:00 p.m. Los Angeles-based reggae band stages show celebrating release of new album in the amphitheatre.

10:30 p.m. Jamaican community organization hosts post-show party/fundraiser in the restaurant.

Now contrast the above scenario with an actual Saturday from August 2012:

9:00 a.m. Kids and parents make Korean hand drums on Edison Plaza before a Big!World!Fun! family show

10:00 a.m. Families enjoy folk dances of Korea and China, Japanese taiko drumming in Ford Amphitheatre

11:00 a.m. Kids meet Big!World!Fun! artists on Edison Plaza, take pictures

12:00 p.m. Staff closes the theatre until the evening show

6:00 p.m. Staff opens the gates so patrons can begin to picnic in the Ford entryway

8:00 p.m. Patrons get into the rhythms of the tango show in the amphitheatre

The journey from current reality to an even more expansive and inclusive future is achievable. This report is a road map for getting there.

Building on a Mission

The Los Angeles County Arts Commission fosters excellence, diversity, vitality, understanding and accessibility of the arts in Los Angeles County. The Arts Commission provides leadership in cultural services for the County, including information and resources for the community, artists, educators, arts organizations and municipalities.

When the Arts Commission took over operation of the Ford in 1992 it looked to its mission, stated above, for guidance.

The commission decided not to compete with other County presenting organizations such as UCLA that bring name artists from across the globe. Instead it chose to concentrate on strengthening County-based arts organizations and producers. The Arts Commission launched an innovative presenting model, the Ford Partnership Program, that nurtures regional arts organizations and puts them in a position to grow and benefit from exposure in a major venue.

The commission's purview is County-wide and, from the beginning it looked at the Ford in this perspective. Many theatres do not think this way. The rule of thumb for theatres is that the majority of a venue's patrons live within a 20 to 30-minute drive. The Arts Commission's constituents – grantees, those who attend technical assistance workshops, Holiday Celebration and Free Concerts performers, school districts that are part of the arts education program, artists who are commissioned to create public art – come from throughout the County. The commission invited arts groups and producers from all over the region to apply to the Ford and bring their core audiences with them.

The Partnership Program Strengthens the County Arts Infrastructure

The Partnership Program was the key element in creating a new profile for the Ford, starting with the 1993 Ford Amphitheatre Summer Season.

Almost all performing arts facilities function as presenters — they curate and select performing groups, pay them a fee to perform, do all promotion and keep the revenue minus the artist fees and other costs of presenting. In the Ford Partnership Program the emphasis is on developing relationships with L.A. County-based arts groups and producers, honing their presenting skills, and helping them to reach new audiences by staging professional productions as part of a coherent performance season, at an attractive, high profile facility.

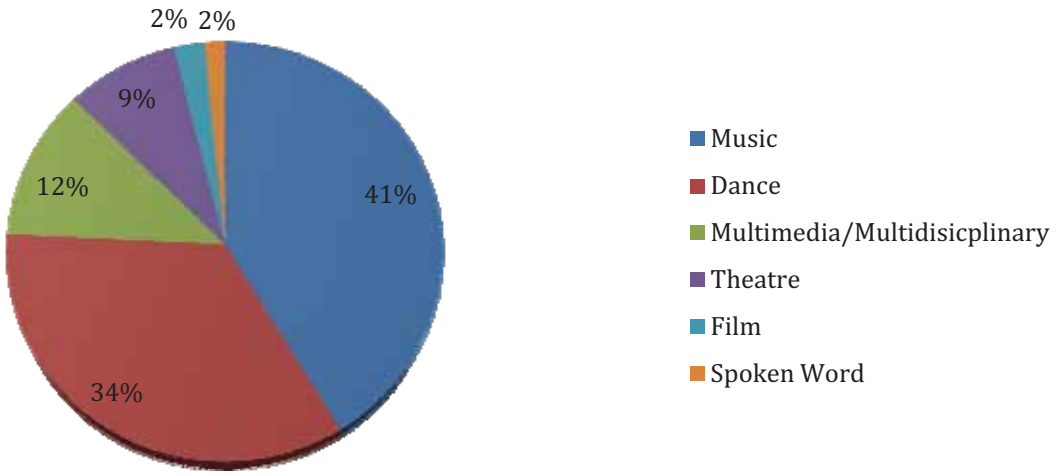
At Ford marketing workshops experienced partners provide advice to new partners.

The arts groups and producers for Ford seasons are chosen through a competitive application process. The Arts Commission selects the strongest applications based on artistic excellence; suitability of proposed work for the 1,200-seat Ford Amphitheatre; demonstrated financial, administrative and producing capabilities; realistic marketing

and production plans and budgets and how the proposal will contribute to a diverse, interesting and stimulating season that reflects the County's population. The Arts Commission provides the amphitheatre space; a tech package of light, sound and projection equipment; event services including box office and house management; a season marketing campaign and technical assistance from the marketing, box office and production staffs. Partner artists provide their productions and bring their audiences to the Ford. Ticket revenues are split, with the lion's share going to the partner artists.

Since the Ford summer season of 1993, the first under the aegis of the Arts Commission, 176 different Los Angeles County-based arts organizations have participated in the Partnership Program. A close look at the 128 groups from the last eight seasons, 2005-12 indicates the variety of Ford offerings. The groups represented the disciplines of music, dance, multimedia/multidisciplinary, theatre, film and spoken word. The chart below illustrates the breakdown of the last six seasons of partners by discipline. Cultural affiliations of partners from this time period are included on page 17 and a list of 2005-2012 partners are included in Appendix A.

Disciplines Represented by Ford Partner Organizations, 2005-2012



Disciplines	# Partners
Music	53
Dance	44
Multimedia/Multidisicplinary	15
Theatre	11
Film	3
Spoken Word	2

The case studies of six partners, detailed in Appendix B, demonstrate how these groups have benefitted from the partnership experience.

For **Grandeza Mexicana Folk Ballet Company**, whose core audience is described as "100% Mexican folklorico fans," mostly lower income families and children, the partnership has had an impact on new audience development. President Erica Bawek cited the opportunity to be in the same brochure with an Italian electronica band and felt strongly that the company was part of a larger family of shared audiences. The company's 2011 Ford Amphitheatre performance was featured on the KCET series, "Live @ the Ford."

Allison Tanaka, co-director of **Culture Shock L.A.,** a hip hop dance company, finds that being a Ford partner provides a seal of approval. "Being part of the Ford season has given us greater legitimacy as an arts organization and helps break stereotypes about our art form."

Ted Benito, principal partner of the production organization **PAE Live!,** which presents primarily Filipino-American and Asian/Pacific Islander artists, lauds the technical assistance provided by Ford staff. "The atmosphere they create, you could never find that elsewhere… It takes so much pressure off." Commenting on the production team, he indicated that "the staff came in with the attitude of 'Let's work together, let's build a show together. Tell us what you need and we'll give you our two cents, and we'll make it work.'" This results, he feels, in everyone performing at the level expected by the Ford: "It raises the bar…"

Artistic Director Tim Wright of **Circle X Theater Company** credits the Ford with revitalizing his organization, which he describes as "on the verge of collapse" when it was accepted into the Winter Partnership Program at [Inside] the Ford. He notes that the support offered by the program is invaluable, and that small, emerging theater companies usually do not have much in the way of resources, stating, "We needed a lot of guidance and hand-holding." He cited especially the assistance with box office, front of house operations, press relations, marketing support and production expertise. "They have our back." he commented.

The Ford Theatre Foundation Extends the Ford into the Community

The Ford looks continually to extend its reach in the County. The Ford Theatre Foundation, a non-profit organization, supports the Ford's programming through fundraising and complements that programming through a series of outreach initiatives:

- **Community Bridges** connects artists and audiences through a wide range of live performing events held in parks and community centers throughout Los Angeles.

- **J.A.M. (Jazzed and Motivated) Sessions** nurtures the artistic development of both youth and adults and invites active participation in music, dance and the creation of art alongside professional local artists.

- **Big!World!Fun!** provides the opportunity for Los Angeles families to enjoy high caliber performing arts presentations at affordable prices: the events are free for children and $5 for adults.


Young audiences enjoy crafts before a Big!World!Fun! performance.

Several years after the launching of the Partnership Program, the Arts Commission compared the demographics of the County with the makeup of the audiences and arts groups on the Ford season roster and found disparities. At the time, Latinos comprised 37.8% of the County's population but only 15% of the Ford's audience. Starting in 2002 the Ford launched a number of programming, marketing and outreach and initiatives to address the disparities.

The Foundation's **Latino Arts/Audience Initiative** (2002) and an **Asian/Pacific Islander Arts/Audience Initiative** (2006) closed this gap. The Foundation used an advisory panel representing a cross section of cultures and later community liaisons with knowledge of and connections with specific cultural communities to identify candidates for the Partnership Program and help them with the application process. The Foundation also held a series of informal, small scale events to become acquainted with, entertain and educate targeted groups about the Ford and its opportunities.

The **Youth Residencies** program has been another means by which Community Bridges accomplishes its mission. This program provides access through exposure and education to the performing arts for underserved families in the Latino, African-American and Asian Pacific Islander communities of Los Angeles. Qualified Ford performers conduct a series of performance-based classes in their discipline for students and families who are also provided with free tickets and transportation to attend Ford Amphitheatre performances. In 2012 the residencies had a banner year, collaborating with 16 organizations to reach 2,283 people, including 1,063 youths. The cultural orientation of the organizations included African-American, Native American, Causasian, Chinese, Filipino, Japanese, Latino, Korean, Pacific Islander and Vietnamese. (For more detail on Youth Residencies, see Appendix C.)


Youth residency participant performs at [Inside] the Ford.

Drum circle J.A.M. Session at East Los Angeles Civic Center.

2012 was the largest for **J.A.M. Sessions** as well. A grant from Metabolic Studio made it possible to extend these free, popular participatory activities beyond the Ford to five satellite locations, one in each County supervisorial district. Making community connections at each of the sites was key to attracting participants to the total of 40 (8 in each district) J.A.M.s.

The Community J.A.M.s provide a model for off-site programming when the Ford is closed during the major construction phase of realizing the master plan.

In 2013 and 2014, through funding allocated by Supervisor Zev Yaroslavsky's office, the Foundation will produce the Signature Series, which pairs name arts groups with L.A.-based groups to generate new audiences and cultivate new funding sources for the Ford. This series will also lay the groundwork for some of the programming envisioned for the expanded campus after completion of the master plan and will raise funds to support the stability and longevity of Ford operations.

The Ford Partnership Program, based on the mission of the Arts Commission, is a presenting template unique in the region, if not the country, in its emphasis on nurturing arts groups and producers and embracing wholeheartedly the diversity of the region. The experience of the program and the activities of the Ford Theatre Foundation have given the Ford a deep knowledge of the arts presenting landscape and what patrons, arts groups and producers need and expect.

Other Assets

Ford Theatres receives overwhelming positive reviews on Yelp – 4.5 out of possible 5.0 based on 101 reviews - for its programming and ambiance.

> *"I think I found my new favorite music venue. Great location, gorgeous, outdoor, intimate, and just plain easy."*
>
> *"This is a great music venue with fantastic acoustics and an intimate feel."*
>
> *"Oh man this place is AWESOME. The venue itself is nestled in the hills, surrounded by trees and rocks, under the open sky. Gorgeous."*

The Ford is so popular on Yelp that the organization chose the Ford as one of a handful of L.A. area sites for their "100 Days of Summer" promotion. In May 2012 Yelp partnered with the Ford to co-host a party for 250 "Yelp Elite," individuals who review regularly on Yelp. The Yelp track record is only one indicator of the emotional response the Ford stirs in visitors.

The Beauty and Magic of the Site

The historic architecture, views to the starry evening sky and the natural backdrop of the amphitheatre stage are signature features of the Ford.

A summer concert at the Ford. *Photo: Paul Antico*

Author Christine Wetherill Stevenson, the heiress to the Pittsburgh Paint fortune, believed the site's rugged beauty would provide a dramatic outdoor setting for her *Pilgrimage Play* based on the life of Christ and she built the outdoor amphitheatre, called the Pilgrimage Theatre, to house it. The theatre, befitting the *Pilgrimage Play*'s subject, was designed in the style of ancient Judaic architecture to resemble the gates of Jerusalem. Architecturally, the Ford is unique.

The site has continued to cast its magical spell on visitors even though it is a stone's throw from the 101 freeway and the noise and congestion of Hollywood. Members of the Icelandic rock band Sigur Ros,

performing at the Ford in 2001, said that the atmosphere reminded them of the churches where they began their career. One of the Ford's "super subscribers," who comes to several events in both indoor and outdoor theatres each year, noted in an interview for the Ford Web site, "The thing I like most about the Ford is the experience of walking up the hill — the fountain, the picnic area and the rusticness of it. The approach puts you in a terrific mood for art… I'm not selling the (Hollywood) Bowl short, but, at the Bowl, you're in the audience looking at a manmade structure. At the Ford, you're sitting in a manmade structure looking at the hillside. It's a completely different feeling."

L.A. County Arts Legacy

The Ford is intertwined with the history and public support of the arts in the County. The building of the Pilgrimage Theatre in 1920, one year before the development of the Hollywood Bowl, marked the beginning of the Cahuenga Pass as a cultural mecca. In 1976 the theatre was named after L.A. County Supervisor John Anson Ford (1883-1983) to honor his significant support of the arts, including helping to found the L.A. County Arts Commission and encouraging the Board of Supervisors to support the building of the Music Center, among many other achievements.

Former L.A. County Supervisor Ed Edelman led the revival of the theatre in the 1990s. An amateur cellist, Supervisor Edelman and some musician friends performed on the amphitheatre stage for the L.A. Philharmonic's Ernest Fleischmann to persuade him – successfully – to start a summer chamber music series at the Ford. Before the Arts Commission took over the operation of the theatre, the supervisor's office sponsored a series of events there. It was Supervisor Edelman who made possible the creation of the Ford Amphitheatre Season (originally called "Summer Nights at the Ford") under the Arts Commission in 1993 and later obtained funding for capital improvements to the facility. The County named the amphitheatre stage in his honor.

Supervisor Edelman testing the Ford's acoustics with a chamber music quartet.
Credit: Los Angeles County Photo Archives

Welcoming All Cultures and All Audiences

One of the first things the Arts Commission discovered when it began to program seasons at the Ford was that it was a neutral site, not associated with a particular kind of patron. People from all communities felt comfortable going to the Ford. This factor, combined with a non-traditional presenting model in which generating earned income is secondary to fulfilling the Arts Commission's public service mission, enabled the theatre to be responsive to demographic changes earlier than the presenting field in general.

Diverse families enjoy performances at the Ford.

Since the Arts Commission took over operations of the Ford, demographics in Los Angeles County have shifted rapidly. US Census Bureau reports show that from 1990 to 2010 (below) the white ethnic majority that created so many of the mid-century, Eurocentric cultural institutions declined drastically. In its place, the Hispanic/Latino population has grown 40% since 1990 and has become the largest ethnic population in Los Angeles County. The Asian/ Pacific Islander population is the fastest growing demographic group in Los Angeles County: since 1990, their numbers have increased by nearly 49%.

Los Angeles County Census Statistics- Racial/Ethnic Demographics

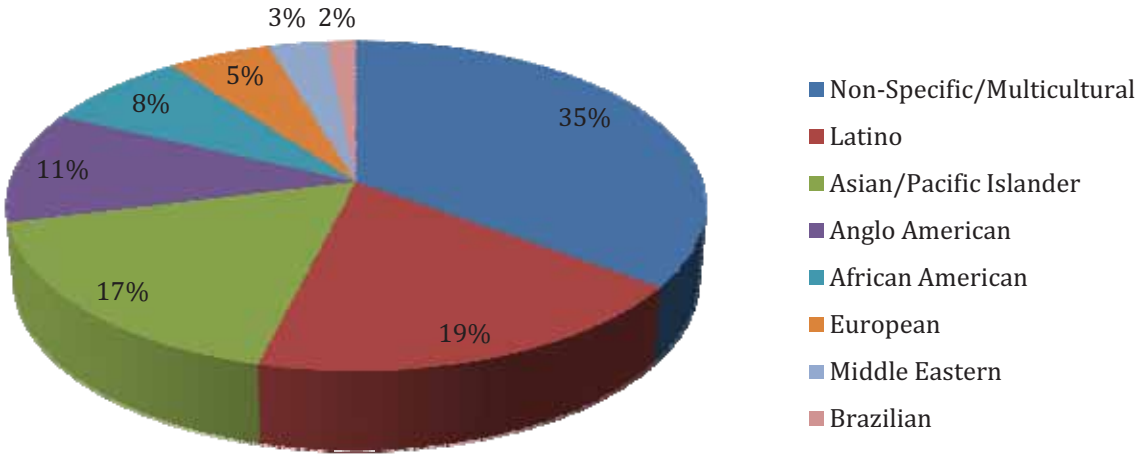
Ethnic Group	2010 Census		2000 Census		1990 Census	
	Population	Percentage	Population	Percentage	Population	Percentage
Total Population	9,818,605	100.00%	9,519,338	100.00%	8,863,164	100.00%
White	2,728,321	27.79%	2,959,614	31.09%	3,618,850	40.83%
Hispanic/Latino	4,687,889	47.74%	4,242,213	44.56%	3,351,242	37.81%
Asian/Pacific Islander	1,348,135	13.73%	1,147,834	12.05%	907,810	10.24%
African American	815,086	8.30%	901,472	9.47%	934,776	10.55%
American Indian/Alaskan Native	18,886	0.19%	25,609	0.27%	29,159	0.33%
Other	25,367	0.26%	19,935	0.21%	21,327	0.24%
Two or More Races*	194,921	1.99%	222,661	2.34%	-	-

*2000 marked the first Census that individuals could identify themselves as bellowing to two or more ethnic groups.

The Ford has been able to reflect these changing demographics in its programming and take risks when other organizations continued to present Eurocentric performing arts and events featuring well known, popular artists out of fear that culturally specific programming could not yet be supported by the marketplace. As noted in the Partnership Program section of "Building

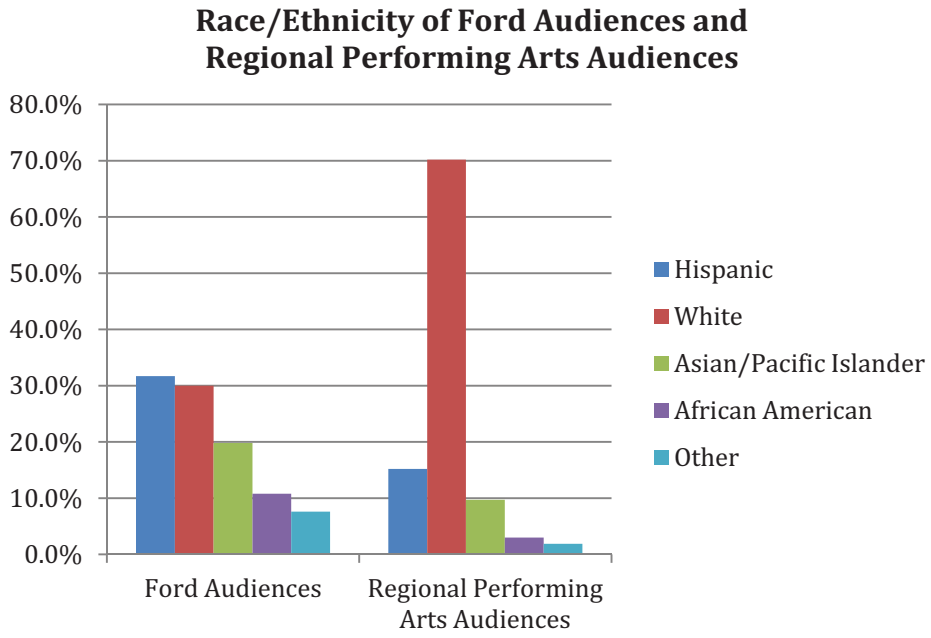
on a Mission" above, the Ford has co-presented art forms with roots all over the globe since 1993. Because it sources its presentations directly from the diverse communities it serves and represents, the Ford has been very successful in developing culturally specific audiences and becoming a home for all cultures. The Ford has led the way in programming that is now emulated by presenters across the state and country. The Ford gives equal opportunity and access to the arts in the same way that public libraries and parks give equal opportunity and access to information and recreation. The cultural traditions and affiliations of Ford partners from the last eight years of partnership programming are illustrated below.

Cultural Affiliations of Ford Partner Organizations, 2005-2012



Cultural Affiliation	# Partners
Non-Specific/Multicultural	45
Latino	24
Asian/Pacific Islander	22
Anglo American	14
African American	10
European	7
Middle Eastern	4
Brazilian	2

Audience demographics are similarly diverse and reflect the Ford's role as a venue that shares its stage with all communities of Los Angeles County. The Ford's demographics, assessed through audience surveying during the 2012 summer season, are compared below with the most recent available demographic data aggregated by Target Resource Group for audiences of 113 performing arts organizations in Los Angeles County. This comparison illustrates the success of the programming model and audience development and outreach initiatives the Ford has implemented over the past two decades.

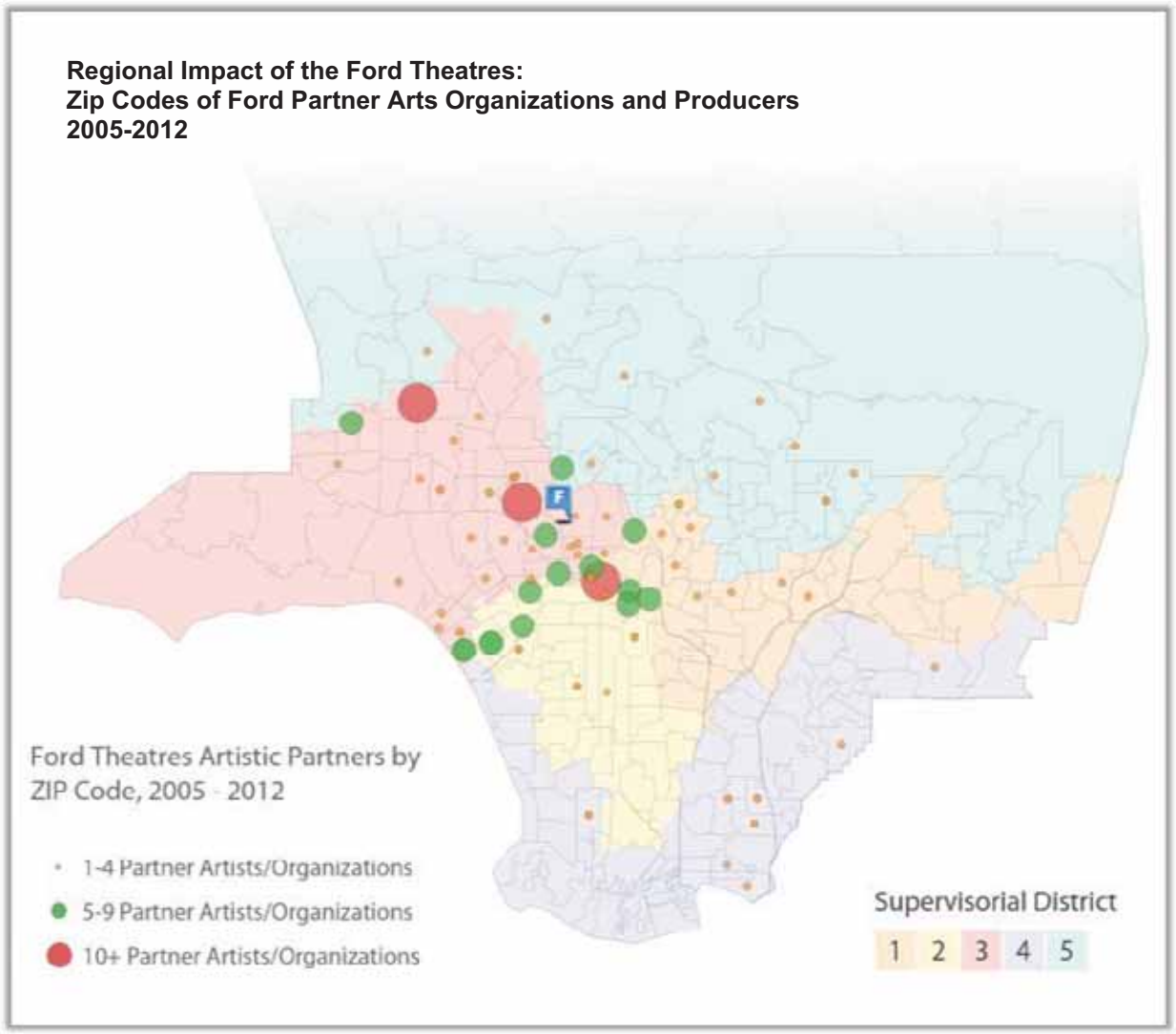


Audience Race/Ethnicity	Ford Audiences	Regional Performing Arts Audiences
Hispanic	31.7%	15.2%
White	30.0%	70.2%
Asian/Pacific Islander	19.8%	9.7%
African American	10.8%	3.0%
Other	7.6%	1.9%

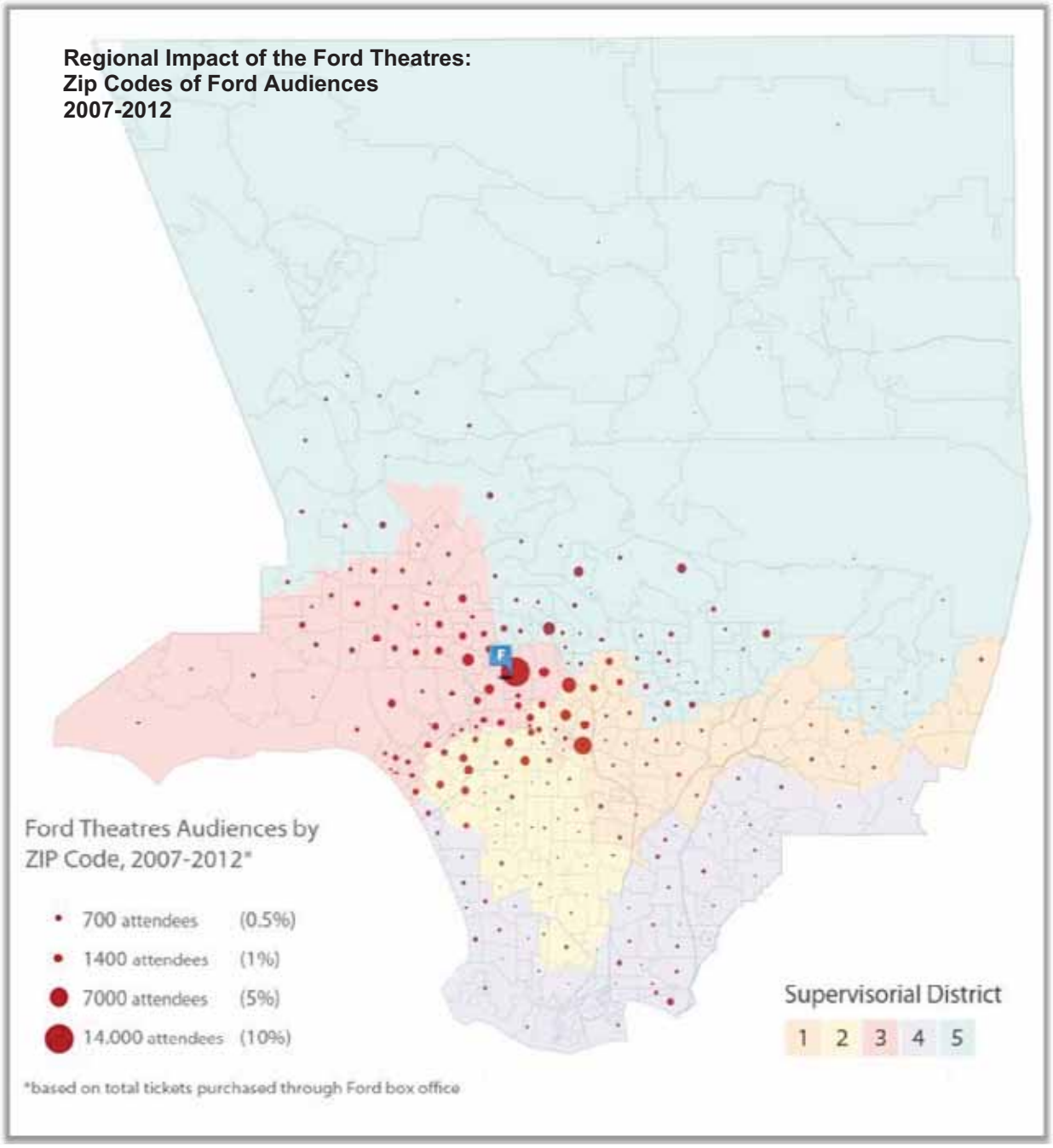
Regional Scope

Ford programming touches every supervisorial district in Los Angeles County. Geographic distance is not a barrier for either partner artists or their audiences. As can be seen in the following graphics, over the last eight years, Partnership Program participants have hailed from distances as far as 30 miles away and audiences have traveled from nearly every zip code in Los Angeles County.

Regional Impact of the Ford Theatres:
Zip Codes of Ford Partner Arts Organizations and Producers
2005-2012



Utilizing the marketing support that the Ford provides, partner artists have been extremely successful in bringing their communities to experience their shows at the Ford. Audiences are willing to make the long drive to the Ford to support their community artists in what is usually their biggest, most ambitious program of the year. By leveraging already existing relationships between artists and their audiences, the Ford has broken the 20 to 30-minute drive radius that typically dictates the geographic area in which audiences are willing to travel for performing arts events. Through the Ford Theatre Foundation's Community Bridges outreach and J.A.M. Session programs in satellite locations, the Ford expects to expand both its partner and audience base in future years.


Regional Impact of the Ford Theatres:
Zip Codes of Ford Audiences
2007-2012
Ford Theatres Audiences by
ZIP Code, 2007-2012*
700 attendees (0.5%)
1400 attendees (1%)
7000 attendees (5%)
14,000 attendees (10%)
*based on total tickets purchased through Ford box office
Supervisorial District
1 2 3 4 5

The Challenges

Since 1993, the County has made $6.1 million in capital improvements to the Ford to meet modern safety, access and performance standards. Although helpful, these are stopgap measures and do not overcome the most significant obstacles to making the Ford useful to more and a greater variety of County residents.

Patron Needs

Ford audiences, as expressed in their online post-performance surveys, like their Ford Theatre experience – with two exceptions: stacked parking and concessions offerings and service. The Ford is also hard to identify from the street and challenging to navigate once patrons enter.

Non-Stacked Parking and Car Traffic Flow – Stacked parking is the #1 complaint in audience surveys (averaging 20% of all negative comments 2009-12). To accommodate the maximum number of parked cars, stacked parking is utilized in all three parking lots - one to the south of the theatres and two to the north. Stacked parking does not permit patrons to stay for post-event receptions nor to come and go during all day festivals. Personal emergencies of those in stacked parking are especially problematic.

Higher Quality and More Varied Concessions – The quality and service of concessions is the #2 complaint in audience surveys (averaging 12% of all negative comments 2009-12). The concessions areas are under-sized, under-equipped and unable to successfully serve the patrons during a 15-minute intermission, especially if the 1200-seat amphitheatre is sold out. The lack of facilities to actually cook and prepare food limits the range of offerings. There are no facilities for pre- or post-show events that can be separated from the general audience.

Greater Street Visibility – Except for glimpses of the facade from a distance, the Ford Theatres structure is hidden in a canyon and not visible from Cahuenga Boulevard. The speed of traffic on Cahuenga Boulevard East makes entry and exit to the site difficult and dangerous. There is no obvious arrival and entry point other than the parking lot. Visitors must find their way through the lot to the box office. The

only site identification is an electronic sign south of the main entrance off Cahuenga Boulevard East, which can be seen only by northbound traffic, and standard freeway exit signs. What people see from the street and the 101 freeway conveys no sense of place and identity.

Easier Site Navigation for Patrons –The two north parking lots have no dedicated pedestrian connection to the amphitheatre; pedestrians headed toward the theatre from those lots have to dodge entering traffic. ADA parking, immediately to the north of the Ford Amphitheatre, is limited (6 spaces) and is accessed by a road also used for fire department access, artist loading and unloading, trash pick up and media truck parking. The County has done as much as possible to date to make the historic facility ADA compliant but implementation of the master plan can make the facility fully compliant, enabling all patrons to move from their cars to the box office.

Partner/Production Needs

Ability to use more than one theatre at the same time – The existing [Inside] the Ford is not acoustically separated from the amphitheatre making their concurrent use impossible.

Allow for post-performance events – Because of stacked parking, it is not possible to hold post-performance events such as receptions, fundraisers or audience feedback sessions.

Rehearsal Space –The stage of the amphitheatre and of [Inside] the Ford are the only spaces for rehearsal and their availability is very limited because of the heavy performance schedule. Also, groups performing in the outdoor amphitheatre can rehearse only at night because stage lighting can't be operated during daylight hours and it is typically too hot to use the stage during the day in the summer. Lack of rehearsal time in the amphitheatre is particularly challenging for dance companies as the stage is an unusual configuration not duplicated elsewhere.

Improved Amphitheatre Seating, Stage, Audio Visual and Theatrical Lighting Infrastructure - Because the seats are drilled into the amphitheatre floor, there is water leakage to the areas beneath the theatre. The stage needs to be reconfigured to allow for better drainage, create an even surface and reduce the angle of the rake. The lighting and sound systems need to be upgraded to meet higher production standards.

County Arts Infrastructure Needs

Mid-Size Theatre – There is a scarcity of theatres in the region with a seating capacity of 299. This size is right for art forms such as contemporary dance or traditional arts from cultures like those of Thailand or Senegal that are not familiar to the general audience. A 299-seat theatre can also provide a stepping stone for theatrical productions that have received strong critical notices in 99-seat venues but can't make the high risk jump to a 1,000-seat venue.

Dance Is a Challenged Art Form in the Region - Dance in particular is in critical need of support in Los Angeles County. The dance ecology is exceedingly fragile, and it needs a consistent, safe and welcoming environment with low- to no-cost, accessible rehearsal and performance space.

Administrative Needs

Coherent Office Space to Accommodate Operational Personnel – Currently Ford staff is spread out in several locations across the site and are physically separated from the rest of the Arts Commission staff located in downtown L.A. Bringing all Arts Commission staff together in one location would improve communications and efficiency.

The Answer

"The time has come to devise the kind of comprehensive strategy to guide the Ford's development that only a master plan can provide. The County has invested $6.1 million in capital improvements to the Ford over the past two decades. These have greatly enhanced the visitor experience there, but at the same time they've only been piecemeal solutions to upgrade a facility originally built in 1920. The Ford needs to envision how to maximize its services to patrons in the long term."
– L.A. County Supervisor Zev Yaroslavsky

Zev Yaroslavsky, who succeeded Ed Edelman as supervisor for the Third District, home to the Ford, is responsible for key developments at the site. He was a vital player in securing County funds for the construction of the new Ford entryway in 2000. In 2006 he established an endowment fund for the Ford, donating $250,000 from Third District office funds to the Ford Theatre Foundation. In 2010 Supervisor Zev Yaroslavsky provided $350,000 in Third District Capital Improvement funds to support the development of a master plan to envision the future of the Ford.

Through a competitive process Levin & Associates Architects were selected to develop the plan. The firm, headed by Brenda A. Levin, FAIA, came to the project with a wealth of experience in revitalizing and enhancing historic sites. Levin worked on similar rehabilitation projects, including the Griffith Observatory Renovation, Frank Lloyd Wright's Hollyhock House, the Bradbury Building and Los Angeles City Hall Restoration.

Levin & Associates engaged a team of consultants to work on the project. The consultants' fields of expertise include landscape architecture, engineering, theatres, acoustics and audio visual, transportation, historic preservation and cost estimating.

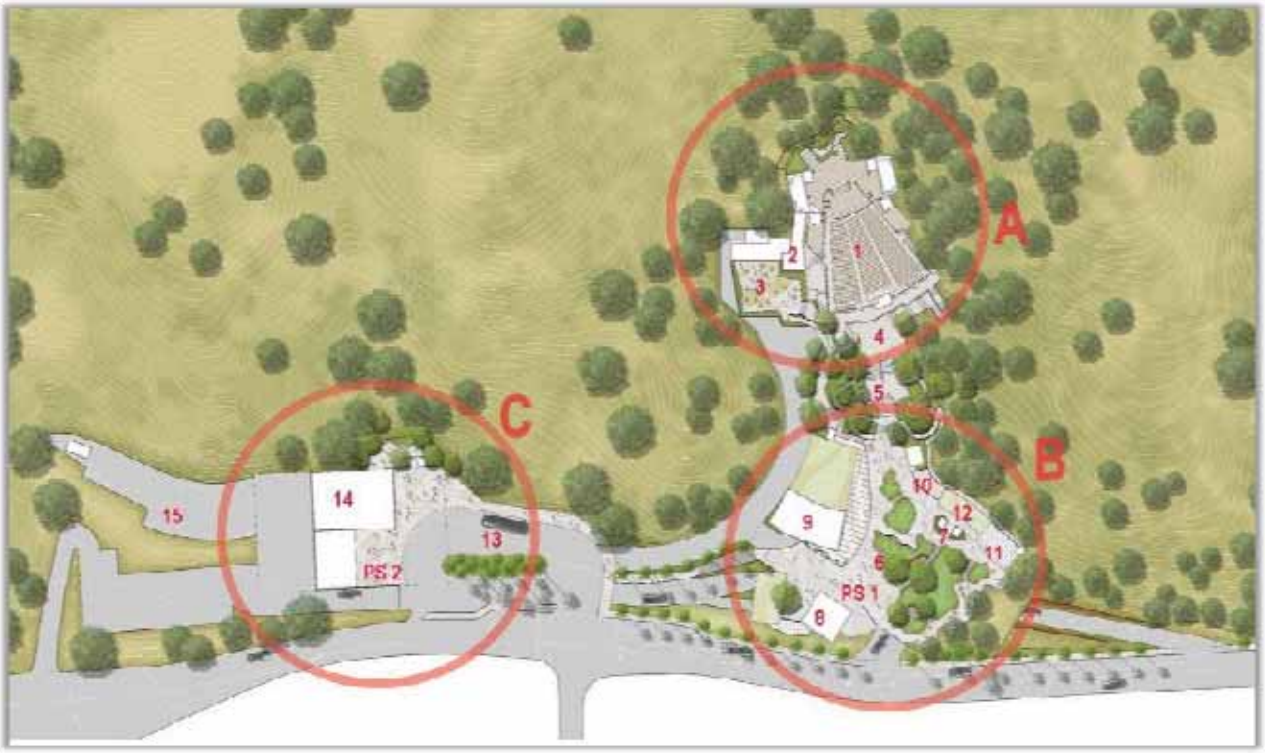
Ford stakeholders discuss (above) and present (below) facility needs and priorities.

Research from Users

Levin & Associates and its consultant team developed two workshops to engage the stakeholders for their input. Participants included performers, producers, donors, patrons, staff, partner organizations, L.A. County Arts Commissioners, County officials and members of the Los Angeles theatre community. Participants supported the concept of reinvesting in the theatres and, without exception, emphasized the need to restore the historic amphitheatre as a high priority. In addition, it became apparent that to reach a larger community, encourage more theatrical partnerships and maintain a diverse audience, a plan for the development of the whole campus was needed.

The New Vision for the Site

The master plan is designed to fully activate the entire Ford site, enabling year-round activity, seven days a week. The plan concentrates on three functional areas shown in the below aerial schematic.



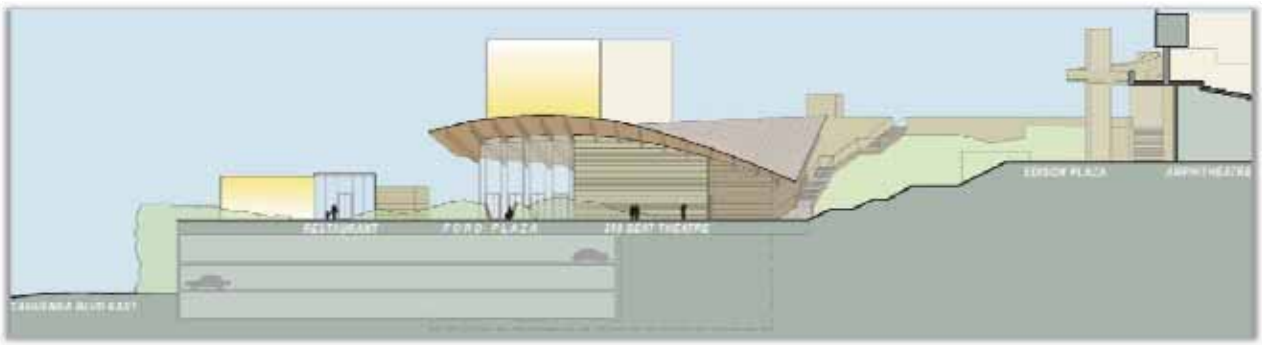
Ford Amphitheatre and Adjacent Areas (area A)

- The outdoor amphitheatre (1) would be upgraded with new seating, audio visual and theatrical lighting systems.
- A new theatre plaza (3), to the north of the amphitheatre, would accommodate more spacious concessions and serve as an area for private pre- and post-show receptions and audience participatory activities.
- A new marketplace concessions area (4) featuring pre-packaged food and drink would be installed adjacent to the existing Edison Plaza.

The Ford Plaza – the New Entryway (area B)

Set atop a new three-level, non-stacked, parking structure (PS 1), The Ford Plaza, accessed by elevator from the below grade parking or from the transit plaza (see below), will be the gathering and meeting place for the site. The plaza features

- a new 150-seat flagship restaurant (8) with a kitchen sized to support not only the restaurant but all food service for the site including picnic boxes, the marketplace, amphitheatre concessions on the theatre plaza and catering/receptions.
- a new 299-seat theatre,(9)
- a new two-story office building containing Ford Theatres box office (10) and staff offices (11) on the second floor and conference/work areas on the first level facing the plaza
- picnicking and landscape areas



Area B- Section looking north through main plaza and existing stairway to Amphitheatre.

The Transit Plaza (area C)
At the north end of the site, the new transit plaza (13) accommodates

- bus and patron drop off
- a new 99-seat flex space (14) on the lower level of the north parking structure (PS 2)
- routing of traffic to the two new, non-stacked parking structures

In addition to these areas, there would also be a .**75 mile hiking trail** that lies between trailheads at the north and south ends of the park area. The trail, details of which are included in Appendix E, will offer unparalleled 360-degree views of the Los Angeles region and landmarks including downtown Los Angeles, the Hollywood Sign, the Hollywood Reservoir, Hollywood Bowl and Griffith Observatory.

A .75 mile hiking trail will be a scenic addition to the County's trail system.

The New Vision for Users

Visible, Easily Accessible Green Space Destination in Hollywood – As shown in the image above, the new Ford plaza, especially the new 299-seat theatre and flagship 150-seat restaurant, gives the Ford a major street presence for the first time, while the landscaping of the plaza, echoing the hills behind, makes it clear that the Ford is a green space. The hiking trail, whose trailhead markers will be on Cahuenga Boulevard East., is another invitation to discover the park.

The entrance to the parking structure below the Ford Plaza and the Transit Plaza farther north on Cahuenga Boulevard. would be evident from the street. Pedestrian routes from parking areas to activity centers would be clearly marked and traffic-free.

A Lifelong Learning Center – The new Ford provides more space, both outdoors and indoors, to engage the public in events other than performances. The theatre plaza adjacent to the amphitheatre as well as the 299-seat space and the 99 to 150-seat flex space could be used for the free participatory J.A.M. Sessions, Big!World!Fun! family series (free for children, $5 for adults) pre-show activities and post-show meet and greet with the performers. These activities would be especially important in cultivating new audiences because, since they are no or low cost, they will often be a patron's first Ford experience. Pre- and post-event lectures and conversations can help build relationships with patrons; the new Ford provides more spaces for both and, with non-stacked parking, would make post-event activities possible for the first time.

A State-of-the-Art Historic Outdoor Amphitheatre – The 1200-seat amphitheatre would remain the centerpiece of the Ford. Upgrading the lighting, sound and projections systems and completely renovating house seating, while preserving the space's historic character, would give arts groups and producers the ability to deliver higher quality production values, make the amphitheatre more attractive to potential renters and take audience enjoyment to a new level of sophistication.

A Home for Festivals and Series – Ford partners have included groups such as the Los Angeles Film Festival and Angel City Jazz Festival that include presentations in other venues in the region in addition to evening presentations in the Ford Amphitheatre. The new Ford would make it possible for such entities to have all their festival events at the Ford, including performances and screenings in spaces smaller than the amphitheatre, free lectures, receptions and post-show panels and audience feedback sessions. The new Ford may also inspire new festivals such as one devoted to celebrating regional dance.

Greater Variety of Programming to Attract New Audiences - Each year when the Ford receives applications for its summer Partnership Program, the selection panel inevitably encounters proposals that are intriguing from an artistic point of view but are rejected because they are not right for the 1200-seat amphitheatre. The most common reasons for this are that the applicant has no producing experience in larger performance spaces, the event is not seen to its best advantage in an outdoor setting or is experimental in nature and needs to blossom in an intimate space. The 299-seat theatre and 90 to 150-seat flex space would provide sites for such offerings. Bluegrass is a good example of musical genre which has a small but loyal following in L.A. Bluegrass shows in the amphitheatre have drawn only 300-400, yet every year some patrons ask for more bluegrass offerings. East Indian classical dance has been proposed for the amphitheatre, but the subtleties of hand gestures, facial expressions and head movements are much better appreciated in a smaller space. The Ford has been approached by established artists who want to go in a new direction but the Ford currently doesn't have the right-sized place for them to experiment, get feedback and develop new material. The 299-seat theatre and 90 to 150-seat flex space would provide sites for these kinds of offerings.

It would be possible to operate both these spaces, as well as the amphitheatre, simultaneously, expanding the number of offerings available to the public. This is a key factor in projecting an 80% increase in number of events and a tripling of the current number of facility users.

Enhanced Support for Dance and Theatre in the County - The 299-seat theatre would provide a place for theatrical productions that have been hits in 99-seat venues but have reached the limits of financial success in those small venues. Ford staff would be able to provide resources – primarily technical assistance in the production and marketing areas - to help small theatre companies, who tend to run very lean, transition to a run in a state-of-the-art mid-size theatre and expose their work to audiences beyond their current demographic/geographic reach.

The 299-seat theatre as well as the flex space could become valuable resources for the dance community and open opportunities for collaboration. The mid-size theatre could be home to a dance series alternating with theatre presentations. The idea of the Ford collaborating with Glorya Kaufman Presents Dance at the Music Center, pairing County dance companies with national or international touring companies presented at the Music Center, is under discussion. This partnering would yield opportunities for joint rehearsals and other performance and educational projects, enriching regional dance.

Space for Rehearsals and Intimate Events – Arts groups are always challenged to find rehearsal space. The flex space, featuring a stage area of the same dimensions as the amphitheatre, will enable arts groups to rehearse on the Ford site. Since the space can also accommodate 90 to 150 spectators, it could be used for small scale performances and rehearsals open to the public or invited groups. This flex space also would provide an informal environment for interactive events designed to bring audiences in close contact with working artists such as workshops, readings and youth and educational activities.

Making the Vision a Reality

This report outlines a five-year operational and staffing ramp-up plan that will accommodate construction, maintain a public presence for the Ford while it is closed and prepare for the opening of the new Ford.

Construction Schedule

Construction on a limited scale will be done in winter 2012-13 and 2013-14, permitting summer seasons to be staged in the amphitheatre in 2013 and 2014. In fall 2014 the Ford would close for 18 months for major construction and off-site programming will be presented in 2015-16. The Ford would reopen in June 2016.

Off-site Programming While the Ford Is Closed

The major construction period when the Ford would be dark offers an exciting opportunity to further develop programming in satellite locations throughout the County. In summer 2012 the Ford's free, participatory J.A.M. (Jazzed and Motivated) Sessions were extended to five satellite locations, one in each County supervisorial district, funded by a grant from Metabolic Studio, a project of the Annenberg Foundation. A public presence for the Ford would be vital during construction. The ramp-up plan includes morphing the J.A.M.s into "Free Community Events" that incorporate music concerts and other presentations in addition to participatory sessions. These events would deepen community relationships and build visibility for the Ford and the County both before and after master plan implementation.

Preparing for the Re-Opening

To effectively program and operate the expanded Ford Theatres facility, an expansion of staffing and budget resources will be necessary to create an organizational structure to stabilize and sustain annual operations. The proposed staffing plan gradually increases County positions during key periods to ensure not only that the expanded grounds and facilities have been completed and equipped for the grand opening in June 2016, but that the first season of programming is developed, marketed and ready for sale to the public. County positions will be added in the areas of finance, facility operations, programming, outreach, fundraising, information technology and marketing. Budget increases are projected in the categories of administration/operations, information technology, maintenance and replacement of theatrical equipment, production supplies, security, and facility maintenance.

The Ford Theatre Foundation would continue to play a crucial role in supporting operations and programming, raising funds for the Ford's diversity, educational, and outreach initiatives, and would also work toward building a robust operating endowment that would provide annual and long-term program support for the Ford Theatres.

What It Will Take

The new Ford, offering more activity spaces and programming, is projected to attract 152,875 users annually, tripling the current 54,640. The number of events is estimated to increase by 80% from 184 to 331. (Please see Appendix E for details on these estimates.) The expansion of the Ford to a year-round, arts and recreation center open daily will require an annual County operating budget of nearly $7.6 million up from the current $1.3 million as well as increases in earned revenue and the addition of new revenue streams. Details of this budget projection are contained in Appendices F through M and the narrative that follows.

The Ford operation is mission-driven. It invests in the County's diverse artistic and audience communities by supporting the work of local arts groups and producers and creating an accessible and welcoming space for all County residents. As a result, the Ford cannot be self-sustaining from its earned revenues. Even though earned revenue is expected to increase from greater use of the facility, that revenue, currently a small part of the Ford's budget, will not offset the increased costs of operation to any significant degree. This is usually the case with major cultural institutions: they are significantly dependent on contributed income for stable operations. In order to fulfill the promise of the vision of the expanded Ford Theatres complex the County's ongoing contribution to Ford operations will be required as a matter of policy.

The Ford Theatre Foundation plans to launch an endowment campaign as part of the ramp-up for the new Ford. An increased endowment has the potential to provide an annual revenue stream to augment the County's investment in the Ford's central operations and programming.

Significant Areas of Increased Expense

Staffing – Staff is key to the success of the Ford Partnership Program, especially given the vital nurturing component of the program. The County currently employs a staff of approximately 15 full-time employees for the Ford, 13 devoted to programming and operations and 2 responsible for care and maintenance of the physical structure. To successfully meet the needs of L.A. County arts groups, producers, audiences and communities engaged in Ford activities, the program and operations staff will need to grow to a total of 40 employees, including additions to the following divisions:

- *Programming*: Expansion of the partnership model to new initiatives in new spaces will require more program staff to increase community and artist outreach and ensure that the Ford maintains a high standard of presentation in all its activities.
- *Operations and Productions*: With a tri-fold increase in the number of users of the Ford and the addition of vendors to accommodate visitor needs (parking, concessions/restaurant, security), additional staff will be required to ensure efficient operation of the facility.
- *Seasonal event and production crew*: The increase in the number of events will require additional hourly staff and crew to serve patrons and run production elements for shows.
- *Marketing*: The increased number of events and kinds of usage (picnicking, private events, hiking, restaurant, leisure etc.) will necessitate more positions to adequately

market the facility as an arts and recreational destination and keep County residents informed about myriad opportunities at the facility.

- *Facilities*: The increased usable square footage of the Ford campus, greater number of structures and new publicly accessible hiking trails will require a staff of approximately 21 Parks and Recreation employees to care for the grounds, buildings and systems infrastructure.

According to budget projections, the annual staffing cost will increase from $1,506,250 to $5,857,695.

Marketing Expenses - Introducing the new Ford to the public will require a major publicity and marketing campaign that not only focuses on the Ford Amphitheatre's re-opening and 2016 summer season, but draws attention to the Ford Theatres as a new cultural and recreational destination with an array of opportunities and amenities for the public. The expanded annual schedule of 160 events means increased costs for advertising, printed materials, postage and design, publicity, Web site and electronic communications services. New amenities such as the flagship restaurant, hiking trails, non-stacked parking and Ford Plaza public space will also require robust public information.

Equipment Repair and Replacement - An often overlooked aspect of building and operating a performing arts space is regular maintenance and replacement of theatrical equipment. Outfitting the amphitheatre, 299-seat and 99-seat flex spaces with electrical, lighting, and audio systems, control boards, and projection equipment will require initial investment. The cost report prepared as part of the Levin & Associates Master Plan estimates approximately $3.8 million to purchase systems and equipment appropriate for all spaces. While this is a one-time cost, regular equipment replacement must be built into the annual budget cycle.

Similar to computers and common office machinery (copy machines, printers, etc.), theatrical systems wear with use; they also become outdated as technology is developed and improved. Expense projections include a replacement cycle similar to the County's method for funding computer replacement. As illustrated in Appendix F, a five-year amortization schedule would allocate funding for partial replacement of theatrical equipment each year. Costs for equipment repair and replacement would be partially offset through a facility usage fee applied to ticket sales.

Facility Maintenance - Facility maintenance expenses are chiefly funded through the Los Angeles County Department of Parks and Recreation with support from the Arts Commission's service and supply budget. For the past three years, Parks and Recreation has expensed an average of $110,000 for services and supplies annually and the Arts Commission's budget allocates another $36,000 annually for services such as elevator and fountain maintenance, pest control and trash pickup. Leading up to reopening, a major ramp up will be needed to purchase equipment and supplies and secure services to prepare the campus for re-opening. Facility maintenance cost is difficult to project at this point as it is reliant on the design of the new facility, i.e. number and size of water features and planted areas, types of building materials used, number of users, etc. However, approximating that the square footage of the facility will triple (not including parking lot facilities), projections triple the facility maintenance budget.

Campus Security –The Ford currently uses contracted security services through the Los Angeles County Sheriff 's Department only for amphitheatre events with challenging audience

logistics. However, the expansion of the campus and number of visitors using the facility will likely necessitate the addition of 24/7 campus security to monitor employee and public safety, prevent theft and vandalism, and provide immediate response to emergencies. In preliminary conversations, a representative from the Los Angeles County Sheriff's Department forecast that two security officers in three shifts be stationed at the Ford, costing approximately $689,000 per year. This deployment may fluctuate depending on the cycle of seasonal activity but is used as a base figure.

Earned Revenue

Event Revenue - Revenue driven by partner events, rentals and ticket sales is projected to increase from $615,000 to nearly $1 million. This increase would be due to additional rental opportunities of the added performance structures and increased ticketed activity. As is the case today, a large portion of ticket sales will be returned to artist organizations through the Ford's revenue sharing partnership model.

Facility Usage Fee - As a way to offset the expense of annual maintenance and replacement of theatre equipment a proposed facility usage fee would apply to all ticket purchases for Ford events. This is common practice of performing arts facilities and ensures that there is a revenue stream available to keep equipment in working order. The proposed revenue assumes an average fee of $1 per ticket purchased.

Concessions Revenue – Ford Theatre concessions have been operated through vendor Crumble Catering, Inc. since 1994. The caterer provides food for purchase at all events at the Ford Theatres and also provides a majority of the catering services for receptions at the Ford. The Ford retains 15% to 20% of the gross revenue generated, approximately $25,000 in 2012-13.

Addition of a 150-seat restaurant, marketplace and new picnicking areas will allow major enhancements to be made to concessions offerings. Restaurant and concessions operations would be contracted to a restaurant facility on a long-term basis, similar to the model of operations in effect for the Los Angeles County Center for the Performing Arts (Music Center) and Patina Group. Patina Group has a 20-year contract to handle all food service related operations at the Music Center; the contract term is intended to help Patina amortize both the venture risk and the considerable costs of having built out the restaurant infrastructure. The Music Center receives percentages of all Patina Group revenues based on a multi-tiered sliding scale (ranging from 7% for restaurant sales to 14% collected from liquor sales and theatre concessions). Patina Group also pays 1% of gross receipts to the Music Center as a use fee.

Projections assume a similar operation, scaled to the size of the Ford, in which a contracted restaurateur would bear the expense of building out the restaurant and concessions facilities to suit its operations and branding, would operate the restaurant and all concessions activities and pay a use fee and sales percentage. Using the same revenue ratio used by the Music Center, $1.00 per ticketed patron, an annual revenue stream of approximately $90,000 is budgeted.

This projection is conservative and only based on concessions activities related to events. It doesn't project variables like restaurant and liquor volumes, percentages for catered events, casual concessions during the daytime on the Ford Plaza or lunch business. If successful as a

cultural and recreational destination, revenues from the concessions contract could be significantly higher than the estimate.

Parking Revenue - Parking lots at the Ford Theatres are currently operated and managed by the L.A. Philharmonic through its lease contract with Los Angeles County for programming and operating the Hollywood Bowl with all parking revenue being retained by the L.A. Philharmonic. It is essential that the operation be returned to the County, not only for the revenue that it will generate, but also to ensure that parking services are scheduled and priced in a way that ensures successful operation of the Ford Theatres complex.

After reviewing event related parking needs and anticipated non-event related use of the site by daytime hikers, restaurant-goers and picnickers, the parking services team of the Los Angeles County Internal Services Department (ISD) projects an annual revenue estimate of $256,000 if rates are averaged at $10 per car.

The addition of two parking structures as proposed in the facilities master plan will bring with it staffing and maintenance expenses. ISD's preliminary recommendation is to contract with, and pay a maintenance and operations fee to a County-approved parking operator. A revenue sharing model in which the parking vendor retains a percentage of parking revenues would reduce the annual maintenance costs. Based on the projected number of events and this contract arrangement, parking operations would cost approximately $107,000 each year. Expenses should be fully offset by revenues. While these estimates are based on expected audience capacities, a thorough parking study will need to be conducted to determine appropriate parking rates and further refine operating estimates.

Arts Commission Staff and Lease Savings -The expansion of the Ford and construction of office space will provide a valuable opportunity to realize ongoing savings in the annual budget for the Arts Commission if the entire organization is housed on the new campus. Currently, offices for the Arts Commission are leased in the City of Hope building in downtown Los Angeles. Office space for 30 Arts Commission employees and contractors costs nearly $300,000 each year (including parking, utilities and rent). Migrating Arts Commission employees to the new site would result in significant savings for the County, $3 million over 10 years, and would result in programmatic benefit to the division as a whole. Staff location on a single site would improve communication between divisions and create opportunities for additional program collaboration and sharing of skill sets.

The Role of the Ford Theatre Foundation

With implementation of the master plan, the Ford Theatre Foundation will continue to support programming activities, but will also work toward building a robust operating endowment that will provide annual and long-term program support for the Ford Theatres. The 2013 and 2014 Signature Series productions will increase visibility of the Ford Theatres and create opportunities for the Foundation to cultivate major donors.

Development Successes and Opportunities - As the fundraising entity for the Ford Theatres, the Foundation currently raises between $350,000 and $500,000 per year primarily from corporate, government, and foundation grants. According to the Cultural Data Project, a national project of the Pew Charitable Trust which has been aggregating staff, budget and program

information from nonprofit arts organizations since 2004, the Ford Theatre Foundation raises 52% more from corporate, foundation and government sources than other arts organizations with similar budgets. Grant revenue is projected to increase year after year as Foundation staff targets new giving sources.

Historically, the Ford has faced challenges in raising funds from individual donors as the makeup of its season is not conducive to attracting a consistent donor base: each event at the Ford is produced by a different partner which brings its own community audience. Often times these audiences are already invested in the work of the producing partner as it speaks to their own cultural affiliations. However, the Ford is currently implementing an incentive program to attract entry-level donors and development staff is strategizing ways to attract potential individual donors that support the Ford's mission. It is expected that these strategies will lead to a steady increase in the Foundation's contributions from individuals.

The Endowment, Major Donors, and Long-Term Annual Support - Currently, the Ford Theatre Foundation has an endowment of $250,000. Income from the endowment can offset operational expenses for the Foundation or be reinvested to increase endowment principal. During the five-year ramp up to fully expanded operations at the Ford, the Foundation would launch a major gift campaign to grow the endowment that has the potential to provide a significant annual revenue stream to support the Foundation's central operations and programs. While a development feasibility study would be necessary to determine a realistic campaign goal (the cost of which is estimated at between $20.000 and $30,000), current projections are based on a $5 million goal. If the Ford Theatre Foundation reinvests annual endowment interest and Signature Series event revenue and meets its $5 million goal by 2016, it would realize approximately $283,000 (or 5%) in interest income annually, which would be used to offset the Ford's general operating and staffing expenses, This annual contribution may be more if the Foundation's development feasibility study determines that a larger endowment campaign goal is realistic.

Benefits of the New Ford: Greater Opportunity for County Residents, Arts Groups and Producers

The new Ford will be greater than the sum of its considerable parts. The sheer volume of users and activity it will generate is the intangible element that will spark continued growth of audience and attract new collaborators and new public and private funding. The beautiful, amenity-rich campus will be a new kind of arts center that not only enriches the lives of County residents through cultural and recreational experiences but also strengthens regional arts organizations and producers, and forges mutually beneficial bonds with communities. The historic venue will become an energy center whose impact will radiate across the County.

Rendering of the new Ford Plaza. *Credit: Brenda Levin & Associates*

Ford Theatres Partner Organizations, 2005-2012

Afrasia Productions
AMOS Presents
Angel City Arts
Art Culture Workshop
ARTScorpsLA ACLA
ASIAN JOURNAL FOUNDATION, INC.
Asiatic Empire
Backhausdance
Bahay Kubo Center for Philippine Culture
Baker Tarpaga Dance Project, Catch Me Bird
Ballet Folklorico Ollin, Inc.
BARE Dance Company
Blue13 Dance Company
Bluegrass Association of So. California
Born Dance Company
Brazilian Nites Productions
Cantori Domino
Catch Me Bird
Celtic Arts Center
Charles Phoenix
Circle X Theatre
City Ballet of Los Angeles
Citysound Music
Clayton-Hamilton Jazz Orchestra
Colibri Entertainment
Conjunto Jardin
CONTRA-TIEMPO
Cornerstone Theater Company
Corniche Entertainment
Cosmos Entertainment
Culture Shock Los Angeles
del Mate Productions
DMG Music Association, Inc.
DreamDance Foundation
Dunbar Economic Development Corporation
Element Band
Elvis Schoenberg's Orchestre Surreal
Encuentro Jaranero de California
Ensemble Studio Theatre
Film Independent, Inc.
Floricanto Dance Theatre
Flypoet Entertainment
FOCUSfish
Fountain Theatre
Furious Theatre
Future Roots
Gecko Records, Inc.
Ghost Road Theatre
Grandeza Mexicana Folk Ballet Company
Gregorio Luke
Hollywood Arts Council
Huayucaltia
Hysterica Dance Co.
Immigrant American Foundation
Instrumental Women Project
International Academy of Middle Eastern Dance
IRDOR, Inc
J.U.I.C.E.
Jamaica Cultural Alliance
Jazz Bakery Performance Space
Jazz Tap Ensemble
JazzAntiqua Dance Music Ensemble
Jung Im Lee Korean Dance Academy
Kayamanan Ng Lahi Philippine Folk Arts
Ke Po`okela Cultural Foundation
Keshet Chaim Dance Ensemble
Kim Eung Hwa Korean Dance Academy
Koffeehouse Music Productions LLC
Kollaboration
Korean Classical Music Institute
Korean Cultural Center, Los Angeles
KPFK
Kultura Philippine Folk Art
Kwan Gyu Lim Dance Company
L.A. Contemporary Dance Company
L.A. Music and Art School
LA Dance Invitational
Latin American Cinemateca of Los Angeles
Levantine Cultural Center
LML Music
Los Angeles Accordion Festival
Los Angeles Contemporary Dance Company
Los Angeles Jewish Symphony
Lula Washington Dance Theatre
Luminario Ballet of Los Angeles
Making Faces Productions
Maldonado Music
Mandrill
Mantra Siam Performing Arts
Media City Ballet
Mela Inc.
Movimiento Jaranero de California
Moving Arts
Musica Angelica
Neo Ensemble Theatre
Norman's Ark
Outfest
Pacifico Dance Company
PAE Live!
PAE Live!
People Informing People
Philippine Chamber Singers
Reprise! Best of Broadway
Resurreccion Mexican Folk

Rogue Artists Ensemble
Sergei Tumas Productions Tango Nuevo
Society For the Activation of Social Space through Art and Sound
Stage Of The Arts, Inc.
Star Entertainment Education Group
State Street Ballet
String Theory Productions
TAIKOPROJECT
Taiwan Center Foundation of Los Angeles
Thai Health And Information Services, Inc.
The SpyAnts
Theatre Perception Consortium
Tia Chucha's Centro Cultural
TRIP Dance Theatre
Troupe Vertigo
uniCvisions
Upright Cabaret
Viver Brasil Dance Company
Vox Lumiere
Vs. Theatre
Winifred R. Harris
WordTheatre
Yellow Brick Music
Young Artists International, Inc.

PARTNER PROFILES

One of the best ways to understand and illustrate the role of Ford Theatres and how it has functioned in the local performing arts landscape is to let Ford Partners speak for themselves. The following pages include portraits of six Ford Partner organizations, based on March 2012 interviews with Partner senior staff. These organizations were selected to represent a diversity of cultural and artistic disciplines and to show longitudinal impact of the Partnership program as each has participated in the Ford Partnership Program between 3 and 7 seasons.

A number of common themes emerged through the interviews with Ford Partners. Without exception, the staff at the Ford received the highest possible marks for professionalism, collegiality and expertise. The resources and support offered through the Partnership program are “invaluable” and “not available anywhere else.” It was expressed many times that the main objective of everyone involved with the Ford programs — from the outset of the Partnership process — was the ultimate success of the Partners, not just the success of the night’s performance.

Even more importantly, many of the principals interviewed expressed this idea: the Ford Partnership “raises the bar” for their own group and for all organizations in the region. The extraordinary venue — its history, intimacy, physical setting and name recognition — is one of the exceptional gifts of the partnership program. The chance to work at the Ford legitimizes the Partner organizations and, especially if the Partners are working within an ethnic, traditional or folkloric idiom, presenting at the Ford legitimizes the art form in the eyes of the arts community and audiences. The Ford represents “unparalleled opportunity” to present Partners’ works at the highest possible level, with the mentoring of forward-thinking, supportive staff.

The profiles will highlight the following organizations that have benefitted from the technical assistance and support offered by the Ford Partnership Programs:

- A *folklórico* company has honed every aspect of its artistic and organizational skill set.
- A *hip-hop troupe* has been instilled with confidence and had their art form validated.
- A young *theater company* on the verge of going under has found a permanent facility and become an award-winning and highly regarded innovator.
- An eclectic *jazz festival* has grown its audience to fill venues even larger than the Amphitheatre.
- A *Brazilian dance company* has found a home in a beautiful natural setting which compliments their work, rooted in nature.
- A *cultural festival* producer has learned important marketing skills and feels part of a presenting family.

Grandeza Mexicana Folk Ballet Company

"The Ford is the most important venue for our company; there is nothing else out there like it."

— Erica Bawek, President

Mission: To perpetuate and showcase the splendor of Mexican folk dance, and to cultivate and promote public awareness and an appreciation of this rich and diverse cultural heritage.

Erica Bawek and Jose Vences (Artistic Director) founded Grandeza Mexicana in 2003, but have worked together for over 20 years. Ms. Bawek's title is President, an unpaid position, but she essentially functions as the Executive Director. The company's first performance as a Ford Partner was in 2006, and they have partnered every year since then except one, when they participated in the "Big!World!Fun!"series at the Ford.

Ms. Bawek reports that the Ford Partnership application process gets easier every year. The Ford staff is extremely responsive, via online messaging and phone calls, to assist with the application process. When asked if the partnership has an impact on new audience development , she reported that this is the most important reason to continue the relationship with the Ford.

Grandeza Mexicana's core audience is described as "100% Mexican *folklórico* fans," mostly lower income families and children. However, this year was a major step forward in diversifying their audience; she cited the opportunity to be on the same brochure with an Italian electronica band and felt strongly that the company was part of a larger family of shared audiences.

She mentioned the importance of the oversight that the Ford staff provides in reviewing the company's marketing plan with advice on how it could be expanded. The staff also fine-tuned the publicity plan and provided guidance in interacting with local media outlets. On the production side, Ms. Bawek praised the Ford production staff, who were helpful in suggesting low-cost solutions to production challenges, asking questions such as "how can we support you?" and "what do you want to say

artistically?" "They give me such good tools to use as a producer," she noted. "Other theatres do not ask for this level of marketing plan or artistic goals. Any other place would be a shot in the dark."

Overall, Ms. Bawek observed that the Ford Amphitheatre is "such an important part of the L.A. arts community, and a voice for regional artists."

Web site: www.grandezamexicana.org

The 2011 Grandeza Mexicana Folk Ballet production was featured on KCET as part of the "Live @ the Ford" program co-produced by KCET and the Los Angeles County Arts Commission. The episode can be viewed at: http://www.kcet.org/shows/live_at_the_ford/ruta-del-norte/

Culture Shock L.A.

"Being part of the Ford season has given us greater legitimacy as an arts organization, and helps break stereotypes about our art form."

— Allison Tanaka, Co-Director

Mission: To use urban dance forms to engage traditionally underserved populations in the arts, to present these forms with the same dedication and artistry given to classical dance styles, and promote the positive attributes of the hip-hop culture by teaching self-worth, dignity and respect through training in the visual and performing arts.

Culture Shock L.A. is the Los Angeles arm of Culture Shock Dance Troupes, a network of nonprofit dance companies organized in 1993 to bring urban dance forms into thprofessional dance arena. Culture Shock L.A. is a mainly volunteer organization, "very grassroots," according to Allison Tanaka. The company's season averages one show at the Ford and one to two other self-produced shows; for the last three years the Ford performance has been their primary focus.

Now in their fifth year as a Ford Partner, Ms. Tanaka reports that the experience has meant the difference between success and failure for the company. "We were so scared at the beginning. Really, our first year was terrible," she said. "The staff at the Ford was so patient, helpful and nurturing. They went over everything with us after that first awful show. Now it runs like clockwork."

Culture Shock L.A.'s core audience was initially friends and family and the hip-hop dance community, but Ms. Tanaka feels that the partnership has definitely expanded this core, reporting that "our attendance level at the Ford is the now the bar we set for company." In addition, the partnership has expanded the company's perspective. In the beginning, she says, "we had no knowledge or tools to market ourselves." Over subsequent seasons at the Ford, she notes, their production quality has risen dramatically through the program requirements, referrals (lighting designers, publicists, etc.), feedback on press releases and encouragement.

She spoke definitively about the "sustainability" her company has developed as a result of the partnership. In one example, she mentioned that the confidence they gained from the Ford experience has enabled them to pitch their show to other venues. Culture Shock L.A. presented at a recent California Presenters conference, resulting in an invitation to perform this April 2012 at the George Nakano Theatre (the black box space at the Torrance Cultural Arts Center). She also referred to sustainability when describing Culture Shock L.A.'s local J.A.M. Sessions and teaching workshops, which she says have been "priceless for the community."

The most valuable aspects about being at the Ford, she reports, are the learning experience, the increased marketing capacity, improved production values, heightened artistic values, and a more robust administrative capacity. "All this," she notes, "is because of the amazing Ford staff." In addition, the venue itself confers important legitimacy. "People say, 'If they're at the Ford, they must be good,' and they perceive us more as artists."

Web site: http://cultureshockla.org/

Circle X Theater Company

"The Ford has been our security blanket — their investment is in seeing us succeed."
— Tim Wright, Artistic Director

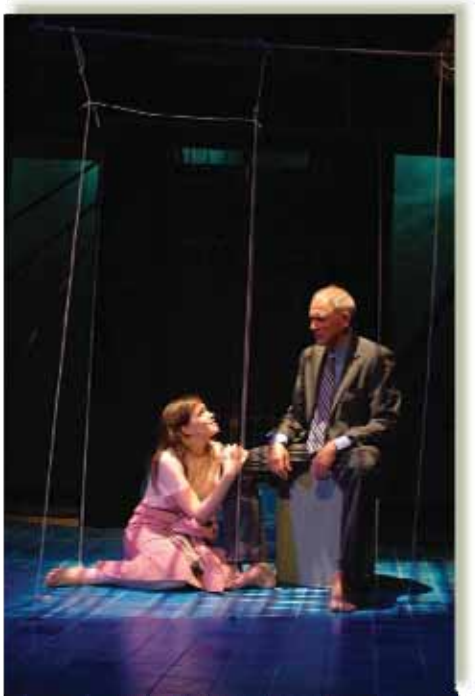
Mission: Circle X Theatre Co. is a not-for-profit ensemble of artists dedicated to highly provocative, boldly theatrical productions of new and rarely-seen plays and the development of new works for the stage. Circle X believes in imagination over budget, adrenaline over inertia, irreverence over convention and excellence over all.

Circle X was founded in 1996 by seven artists with a common desire to create an artistic home in Los Angeles, with an emphasis on innovation in play selection, design, performance, direction, administration. Tim Wright has been the company's Artistic Director since 2004. The play at the Ford in Winter 2012, NAKED BEFORE GOD, was the seventh Ford Partnership production; four productions were presented as part of the Ensemble Theatre Collective's [INSIDE] the Ford residency, three have been part of the Winter Partnership Series.

Though Circle X had eight years under their belt before coming to the Ford, they were "on the verge of collapse" at the time of the [INSIDE] residency. Mr. Wright reports that this opportunity initiated critical momentum for the company, which resulted in consistently improving organizational health, increased visibility and critical acclaim.

Because Circle X was nomadic during its early years, its core audience during that time was “the typically hard-core group of people in their twenties and thirties” who are interested in newer, more adventurous theater. However, the productions at the Ford have seen a “huge increase in attendance,” according to Mr. Wright, attracting older audiences and more professionals. The company is currently adding yet another core audience demographic since establishing a permanent home at the Atwater Village Theatre, with outreach to the local Armenian community.

According to Tim Wright, the Ford Partnership “revitalized the company.” He notes that the support offered by the program is invaluable, and that small, emerging theater companies usually do not have much in the way of resources, stating that “we needed a lot of guidance and hand-holding.” He cited especially the assistance with box office, front of house operations, press relations, marketing support, and production expertise. “They have our back,” he commented, “and want to keep the art onstage.”



Mr. Wright is certain that this revitalization at a crucial moment is what enabled the company to ultimately find a permanent space, and go on to garner an impressive array of awards, including 18 LA Weekly Awards and 43 nominations; 4 Ovation awards and 23 nominations; 10 LA Drama Critics Circle awards and 19 nominations; 15 Garland awards; the Ted Schmitt award from the LA Drama Critics Circle; and one GLAAD Outstanding LA Theatre Nomination. Among many individual productions singled out for praise, THE BROTHERS KARAMAZOV won a record-breaking seven Los Angeles Drama Critics' Circle awards for the 2006 season. In addition, the opportunity to network with other theater professionals through the Ford Partnership led in a very direct way to the Atwater Village Theatre opportunity.

Web site: www.circlextheatre.org

Angel City Arts

> *"At the Ford, the lines of communication are always open. I still don't know how they do it — the relationships are so personal."*
>
> — Rocco Somazzi, Creative Director

Mission: Angel City Arts is dedicated to presenting, commissioning, recording, and teaching the performing arts in Los Angeles. ACA presents innovative music through the Angel City Jazz Festival, and regular concert events through the Angel City Composer Series, which provides composer support through commissions and recordings of new works. Educational programs include the Angel City Music Experience — workshops and master classes at all educational levels with an emphasis on presenting creative music in the public schools.

Rocco Somazzi founded Angel City Arts five years ago as a vehicle for presenting concerts and festivals with an eclectic programming roster focusing on music but including some multimedia work. Presenting as Angel City Jazz Festival, the Ford Amphitheatre has been the primary festival location for the past three years. During the first year of the festival, there were two performance days at the Ford; now the Amphitheatre is the festival's flagship event. This year Angel City will also perform at LACMA, REDCAT, the Broad Stage, and Royce Hall; the latter venue is especially noteworthy because it has a larger seating capacity than the Ford, which Angel City is able to fill.

Angel City Arts' core audience does not fall into specific demographic or geographic areas; instead, the core audience is made up of individuals with a special connection to music — composers, arrangers, instrumentalists, serious musicians, filmmakers, writers, artists with a

passion for music — from students to very famous musicians and from ages 15 to 80. The common ground is a drive to experience creative expression. Mr. Somazzi confirms that this audience has grown as a result of the Ford Partnership. "It took a lot of work, expanding every year, but the move to the Ford was the first step. The marketing structure made the difference."

"The Ford Partnership program is unique in that the staff is there to help you. They go through every aspect and tool," he comments. "They introduce each staff member and explain what he or she does, emphasizing that they are there to help, but that you are responsible."

Even though Rocco Somazzi had a great deal of production experience, the productions still improved with the Ford's support. "We didn't have to worry — they take care of everything on the production side."

When asked about the most important features of being a Ford partner, Mr. Somazzi said that in addition to the marketing and production assistance, it is the venue itself. "The sound, the intimacy, the recognition value. People like to go there. It's a magical venue."

Web site: http://www.angelcityarts.org

The 2011 Angel City Jazz Festival production was featured on KCET as part of the "Live @ the Ford" program co-produced by KCET and the Los Angeles County Arts Commission. The episode can be viewed at: http://www.kcet.org/shows/live_at_the_ford/angel-city-jazz-festival/

Viver Brasil

"The Ford was our school. What we learned at the Ford is that we have to be excellent."
— Linda Yudin, Founding Artistic Director

Mission: Viver Brasil is committed to increasing awareness of the rich history of Afro-Brazilian dance and music through performances and residencies in elementary and high schools through school assemblies, interactive dance and music workshops and professional development opportunities for classroom teachers. Viver Brasil's arts education programs are also available at the college and university level and include dance and music workshops, setting choreography on student ensembles, and lectures on Afro-Brazilian culture and history.

Viver Brasil was founded in 1997 by co-artistic directors Linda Yudin and Luiz Badaró, and is an award- winning dance company rooted in the traditional and contemporary forms and techniques of Salvador, Bahia, Brazil. The partnership at the Ford Amphitheatre began in 2003, when, Ms. Yudin reports, they were "shocked" to have a sold-out performance. It proved, she says, that the company could produce. Having completed eight consecutive seasons there, the Ford has "become our home."

Ms. Yudin describes the numerous ways in which the Ford Partnership has benefitted Viver Brasil. "The Ford has warmly and openly supported dance in L.A.," she notes. "Being at the Ford has helped us find ways to be better administratively, to brand our art form, and to hone our artistic vision."

Viver Brasil's core audience reflects the diverse palette of Los Angeles, and includes, according to Ms. Yudin, all ethnicities. The core audience also reflects the company's community dance classes and includes many college students and seniors. Viver Brasil has, she believes, developed new audiences as a result of being at the Ford, reporting that people now bring their friends to performances.

Everything about the Ford Partnership has been outstanding, she notes, especially the marketing support. "They think creatively about how to develop new audiences and how to tailor the marketing plans," she states. "We have used what we learned at the Ford at other performing venues."

On the production side, she particularly cites the value of working with the sound engineer "because we are so loud." However, she also noted an example of critical feedback on pushing artistic boundaries. "At one point we wanted to expand to multimedia, but weren't sure if we were could handle it. The Ford Production Manager said, 'It's OK not to do it if you're not ready.' It's so important to get it right and they do."

Ms. Yudin spoke about the ways in which the Ford partnership has allowed the company "time to create big work." Viver Brasil has mounted three touring shows in the last four years, and developed several full-length shows. In addition, they have broadened their vision to consider how to take the work developed for the Ford stage and translate it to a proscenium setting. That said, Ms. Yudin again noted that the company feels so deeply at home at the Ford. "Our work is about nature," she observes, "so the Amphitheatre's beautiful natural setting is just perfect."

Web site: www.viverbrasil.com

PAE Live!

"The atmosphere they create, you could never find that elsewhere. The Ford brings marketing resources to the table that a producer can only dream of. It takes so much pressure off."

— Ted Benito, Principal Partner

Mission: The mission of PAE LIVE! is to produce, promote and present the talents of Filipino-American and Asian/Pacific Islander-American artists in all entertainment genres — concerts, live events, television, movies and documentaries, publications, theater, and through online/Internet platforms.

PAE LIVE! was founded about 10 years ago when Ted Benito perceived the need for someone to showcase Filipino-American artists. The group has participated in the summer Partnership at the Ford since 2009, presenting the popular "AlohaFest!"; the 2011-12 season was their first as a winter partner.

Mr. Benito reports that the company's core audience depends on the type of show, but generally represents Asian and Pacific Island communities. Geographically, the core audience is very diverse but mostly in enclaves such as Anaheim, Carson, San Pedro, the San Fernando Valley, Glendale, Eagle Rock and Valencia. He feels strongly that the company is both expanding its existing audience base and also attracting audiences not typically interested in the genre. For example, AlohaFest! and TAIKOPROJECT, another Ford partner, were able to create cross-promotional opportunities. The Partnership with the Ford is, according to Mr. Benito, "a Godsend. And we complement each other. One performing group that I brought to the Ford was then used for the County's Holiday Celebration at the Dorothy Chandler Pavilion."

Mr. Benito adds that his company has learned much from the staff and fellow producers, noting

that “it’s like a collective.” He had high praise for the marketing staff’s strong social media component. “The staff is on the cutting edge, ahead of the mainstream. “I didn’t even know what a hashtag was when we started.”

Their winter partnership show, ”The Romance of Magno Rubio,” sold out 11 performances and was notable for alternating performances in English and Tagalog — the first time a play has been performed in both languages in this way. The play went on to win two L.A. Weekly awards for Best Direction and Best Choreography.

Commenting on the production team, Mr. Benito indicated that “the staff came in with the attitude of ‘Let’s work together, let’s build a show together. Tell us what you need and we’ll give you our two cents, and we’ll make it work.’ Everybody is phenomenal. It’s like a family — ‘welcome to the fold.’”

This results, he feels, in everyone performing at the level expected by the Ford; “it raises the bar. Each cog in the wheel of the entire Ford organization meshes so that everything runs so smoothly. Who wouldn’t want to work at the Ford?”

Web site: http://www.facebook.com/pae.live

Ford Theatre Foundation
Youth Residency Locations and Ethnic Communities Served

	# of Orgs	# of Youths*	Total # Served	# of Disciplines	Cultural Rep of the Orgs	Location of Orgs
2012	16	1,063	2,283	26	African-American Native American Caucasian Chinese Filipino Japanese Latino Korean Pacific Islander Vietnamese	Altadena Monterey Park Long Beach Los Angeles San Gabriel South El Monte Sylmar Panorama City
2011	14	762	1,614	12	African-American Native American Caucasian Chinese Filipino Japanese Latino Korean Samoan Vietnamese	Carson Hollywood Los Angeles Long Beach Panoram City Sylmar San Gabriel Santa Ana Valencia
2010	11	367	811	13	African-American Native American Caucasian Chinese Filipino Japanese Latino Korean Samoan Tongan Vietnamese	Gardena Los Angeles San Gabriel Valencia

Ford Theatre Foundation
Youth Residency Locations and Ethnic Communities Served

	# of Orgs	# of Youths*	Total # Served	# of Disciplines	Cultural Rep of the Orgs	Location of Orgs
2009	10	362	698	13	African-American Cambodian Caucasian Native American Chinese Filipino Latino Vietnamese	Garden Grove Long Beach Los Angeles Lynwood Panorama City Valencia
2008	20	768	1334	21	African-American Native American Cambodian Caucasian Chinese Filipino Japanese Korean Latino Pacific Islander Vietnamese	Canoga Park Carson Hollywood Long Beach Los Angeles San Gabriel San Fernando Westminster
2007	15	485	969	31	African-American Cambodian Caucasian Chinese Filipino Japanese Korean Latino Vietnamese	Canoga Park Carson Hollywood Long Beach Los Angeles San Gabriel San Fernando

Ford Theatre Foundation
Youth Residency Locations and Ethnic Communities Served

	# of Orgs	# of Youths*	Total # Served	# of Disciplines	Cultural Rep of the Orgs	Location of Orgs
2006	15	410	820	25	African-American Cambodian Caucasian Chinese Filipino Japanese Korean Latino Vietnamese	Canoga Park Hollywood Long Beach Los Angeles Panorama City San Fernando Watts
2005	10	383	766	31	African-American Cambodian Caucasian Chinese Korean Latino Vietnamese	Canoga Park Hollywood Los Angeles Panorama City San Fernando Sylmar Watts
2004	15	304	608	23	African-American Caucasian Chinese Latino	Hollywood Long Beach Los Angeles Monterey Park Panorama City Sylmar
2003	4	170	340	8	Latino	Hollywood Los Angeles Panorama City
* up to 18 years old						

Event Schedule, Attendance, and Users Estimate
Current v. Expanded Facility and Programming

Current Schedule

Amphitheatre			
1200 seats			
May -- October		Avg. Attendance	Total Series
	Shows	Per Event	Attendance
Partner Events	40	760	30,400
Rental Events	20	700	14,000
Family Events	8	620	4,960
J.A.M. Sessions	16	80	1,280
			50,640

[Inside] the Ford			
87 seats			
November -- April		Avg Attendance	Total Series
	Shows	Per Event	Attendance
Partner Events	90	40	3,600
Rental Events	10	40	400
			4,000

Total Audience	54,640
Total Events	184

Expanded Schedule

Amphitheatre			
1200 seats			
May -- October		Avg. Attendance	Total Series
	Shows	Per Event	Attendance
Partner Events	40	850	34,000
Rental Events	20	800	16,000
Family Events	16	600	9,600
J.A.M. Sessions	20	100	2,000
			61,600

299-Seat Theatre			
299 seats			
September -- July		Avg. Attendance	Total Series
	Shows	Per Event	Attendance
Partner Events	160	165	26,400
Rental Events	15	165	2,475
			28,875

Flex Space			
99 seats			
July -- June		Avg. Attendance	Total Series
	Events	Per Event	Attendance
Rentals	10	75	750
Open Rehearsals	50	50	2,500
and Readings			3,250

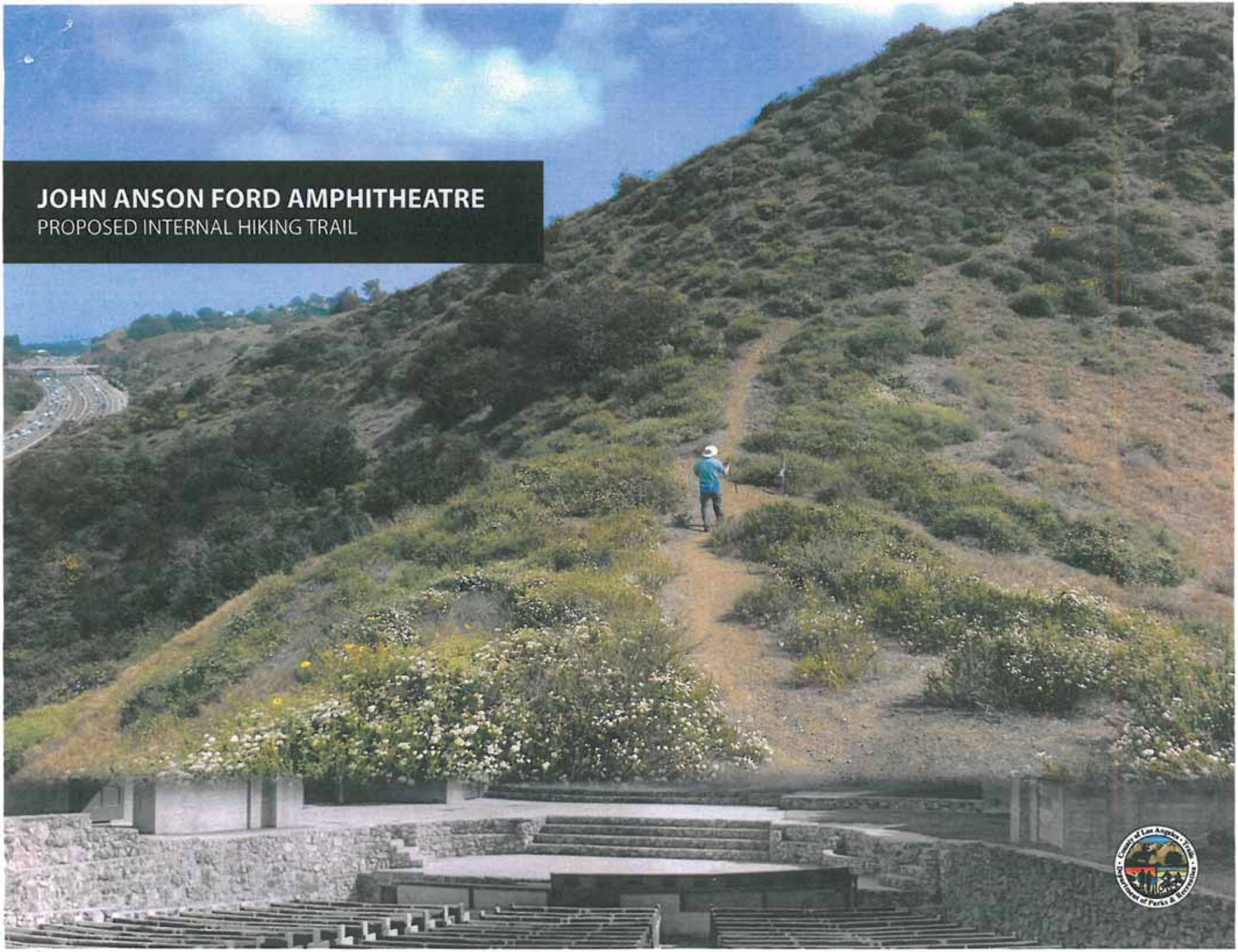
Total Audience	93,725
Total Events	331

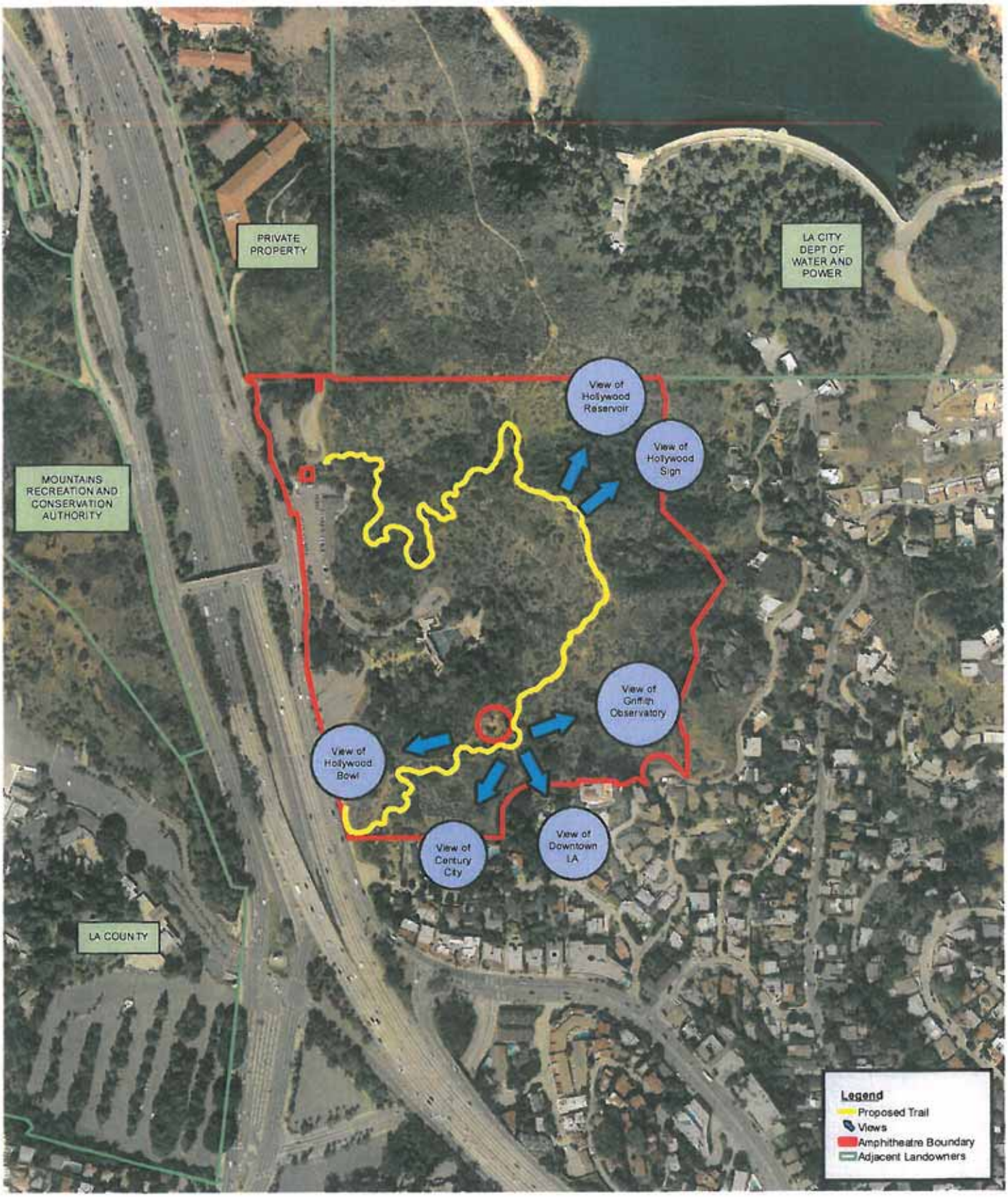
	Days	Avg Hikers per Day	Total Hikers
Hikers	365	100	36,500

	Days	Patrons per Day	Total Patrons
Restaurant Visitors	302	75	22,650
(not tied to shows)			

*365 minus 1 day/week and County holidays

Other Users	59,150
Total Users of Facility	152,875


JOHN ANSON FORD AMPHITHEATRE
PROPOSED INTERNAL HIKING TRAIL



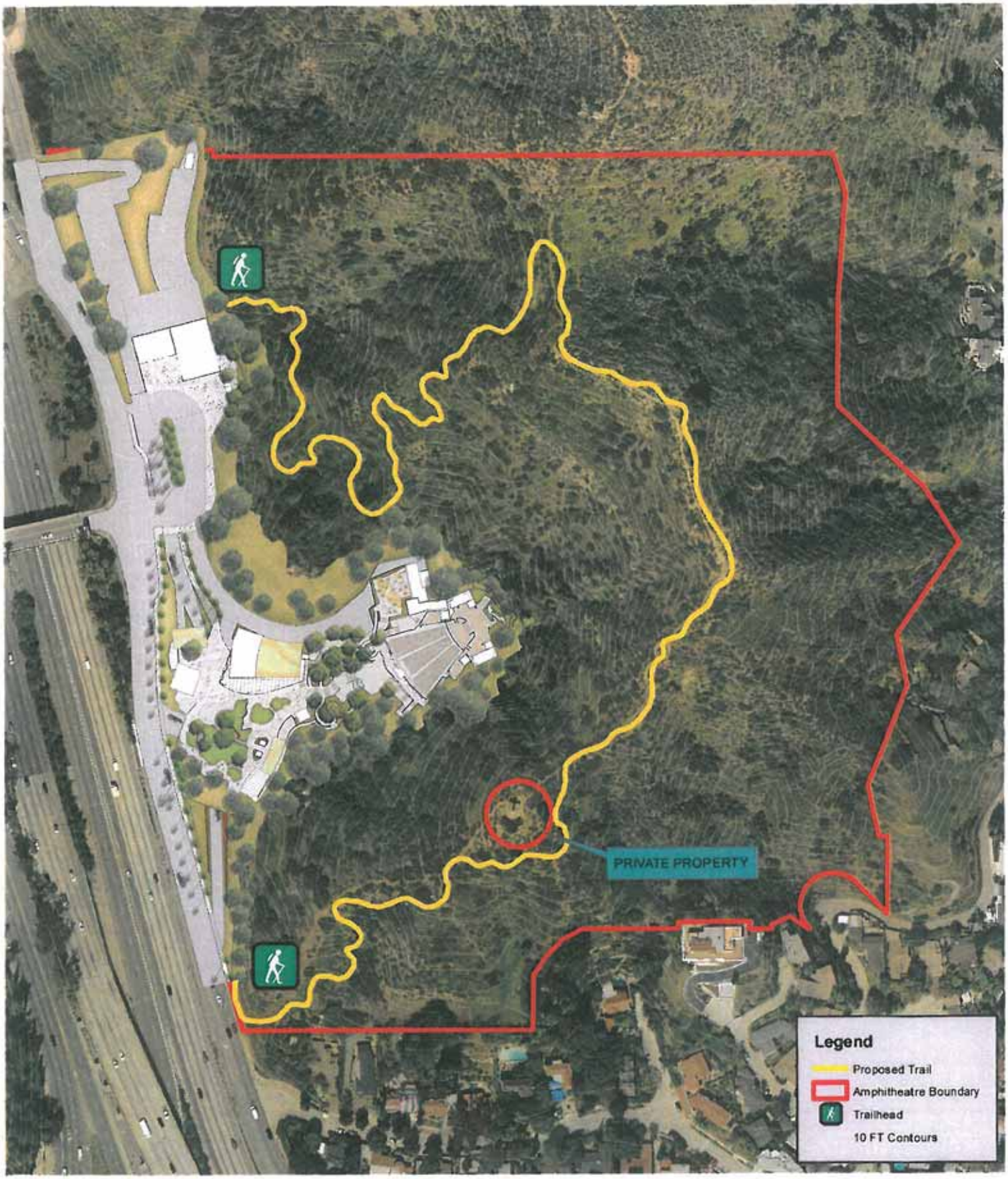
John Anson Ford Amphitheatre

Views & Adjacent Landowners Map

200 Feet

Date: 06/12/2012
Map Prepared By: PLANNING_ZL

Aerial: LAR-IAC2
Parcels: Assessor 2010
Roads: Thomas Brothers (All rights reserved)
Trails: DPR (tentative)



John Anson Ford Amphitheatre

Proposed Trail & Trailheads within Park Facility

200 Feet

Date: 06/12/2012
Map Prepared By: PLANNING_ZL

Aerial: LARIAC3_4INCH
Parcels: Assessor 2010
Roads: Thomas Brothers (All rights reserved)
Trails: DPR (tentative)

JOHN ANSON FORD AMPHITHEATRE

VISTAS ON PROPOSED TRAIL

NE Views of Hollywood Sign

SW Views of Hollywood Bowl

SE Views of Downtown LA

Views of Cross

Views of Native Vegetation

NW Views of Cahuenga Pass

JOHN ANSON FORD AMPHITHEATRE
PROPOSED INTERNAL HIKING TRAIL

PROPOSED PROJECT DESCRIPTION:

The John Anson Ford Theater (JAFT) Trail Project is a proposed .75 mile hiking trail that lies between two (2) trail head areas on either side of the theater and reaches into existing natural areas in the Master Plan area. The proposed trail would utilize some user-established informal trails in excellent hiking terrain that offers unparalleled 360-degree views of the Los Angeles region and landmarks including downtown Los Angeles, Hollywood Hills and the reservoir.

Trail width shall be approximately 7'-10' per LACO-DPR "Natural Trail Classification"*. Trailheads shall be a maximum of 1000 sq. ft. each.

TRAIL/TRAILHEAD/SCENIC REST AREAS DEVELOPMENT COMPONENTS:

- Clearing, grading, leveling and compaction necessary to modify or create new trail or trailhead surface, scenic view rest area(s) or profile and/or pad;
- Construct retaining or "sutter" walls (where required);
- Install drainage control infrastructure and erosion control prevention measures;
- Install decomposed granite surfacing, edging and stabilizer (select areas);
- Install protective gates, fencing and/or railings (where required);
- Construct stairs and/or ramps (where necessary);
- Install trail identification, regulatory and interpretive signage;
- Construct entry monuments at trailheads;
- Install temporary irrigation;
- Install shade trees and landscape;
- Revegetation of native landscape where required;
- Install temporary erosion control measures;
- Install temporary fencing to protect revegetation areas or "spider" trails;
- Install security-solar lighting at trailheads;
- Construct shade shelters at trailheads and select rest areas;
- Install water drinking fountain(s);
- Install or construct benches;
- Install waste dispensers; and/or
- Install or construct all required or necessary infrastructure and utilities to support above.

***Project will be in conformance with Los Angeles County Trails Manual**

Operations Pro Forma

RAMP UP AND EXPANSION OF FORD THEATRE OPERATIONS

To effectively program and operate the expanded Ford Theatres facility, an expansion of staffing and budget resources will be necessary. This section will detail a five-year ramp up which will take the Ford from its current staffing and budget levels to what will be necessary to effectively operate the expanded facility and implement programming to benefit the constituents of Los Angeles County.

The Ford Theatres operates with resources from the County, the Ford Theatre Foundation, and the Department of Parks and Recreation. Each of these entities maintains its own staff and budget — but all programs and facility operations are overseen by the Arts Commission Executive Director and the Managing Director of the Ford. For the purposes of this analysis the Arts Commission and Parks and Recreation Department budgets have been consolidated to show total County costs. Because the Ford Theatre Foundation is a separate entity from the County and its financials must be maintained independently, its operating budget ramp-up is separate from the County budget.

Appendix G details income and expenditures for the next five years of operation of the Ford Theatres and illustrates projected financial impact through first stages of construction to the opening of the completed facility as envisioned by the Levin & Associates Master Plan document. This section summarizes major income and expense items and how and why they are expected to change over five years as the Ford Facility and Operations Master Plans are implemented.

Note: This pro forma attempts to project a preliminary operating budget for the expanded Ford Theatres complex based on expected future programming and facility needs. However, there are many unknown variables that could significantly impact these projections. Additional operating cost analyses, soft-cost estimates, construction timelines, and staff re-location plans will be needed to generate a more complete and accurate picture of the final costs to the County for the full expansion and operation of the proposed campus.

CONSTRUCTION AND PROGRAM SCHEDULE

The five-year ramp up commences in the current fiscal year 2012-13, during which the first phase of Master Plan construction will begin. During the winter months (October through April) the Ford will be closed for construction associated with improvements to the facility funded through the first $7.5 million appropriation as approved by the Board of Supervisors at the July 3, 2012 board meeting. Planned improvements include reconstruction of the Ford Theatre stage, repair and waterproofing the audience seating area, and improvements to the Ford's technical infrastructure. To accommodate these construction activities the Ford's Winter Partnership Program has been cancelled and income and expenditures associated with that program have been removed.

Year 1 (FY 2012-13) construction activities are expected to be completed in April 2013 in time to resume event operations from May through October. At the close of the 2013 summer season, the Ford will again close to accommodate more improvements in the winter months. Projects are yet to be determined, but may include reconstruction of the sound baffle, addition of picnic and reception space, conversion of the 87-seat [Inside] the Ford Theatre into a concessions marketplace, and/or reconfiguration of the interior of the theatre to expand dressing rooms, green room, production, and storage spaces. Construction again would end in April 2014 in time to resume event operations from May through October 2014.

Immediately following the end of the 2014 summer season, it is anticipated that the entire Ford campus would be closed while construction on the new parking facilities, office space, restaurant, 299-seat theatre and rehearsal hall is in process. This phase of construction is expected to last for approximately 18 months, during which the Ford will go through a major transition period in programming and staffing. Although the physical facility will be closed, the Ford will take programming “on-the-road.” Off-site programming is an essential part of the Ford’s overall strategy: it will keep the Ford brand active and provide important opportunities to engage and develop audiences and inform the public of the major expansion of the Ford Theatres. Additionally, targeted outreach in under-represented communities via off-site programming will continue the Ford’s work in building diversity in, and access to, the arts. This relationship building will position the Ford to identify and develop culturally diverse producers, arts organizations, and audiences for future seasons. Off-site programming will take the place of the Ford’s Summer Partnership Program in 2015. (Reference *Program Integration* below for programming details).

Construction will continue into Year 4 of the ramp-up. During FY 2015-16, the Ford will be preparing for the grand opening of the new campus scheduled for June 2016. During this year, while producing off-site programming, the Arts Commission will ramp up the staff and equipment necessary to program and open the expanded campus. (Please see sections below to read more detailed summaries of changes in staffing, income, and expenditures during the ramp-up period.) Year 5 reflects the first complete fiscal year of operations at the expanded Ford Theatres.

PROGRAM AND OPERATING EXPENSES: PROJECTIONS AND CONSIDERATIONS

This section will review projected operational expenses during the five-year ramp up to Ford campus expansion. Each operational expense line item in Exhibit A will be discussed below. (Note: Some significant expenses such as office furniture and facility fixtures are not included in this pro forma as they are expected to be budgeted as part of the construction soft costs. This pro forma focuses on ongoing operating expenses that will impact the annual budget for the Ford Theatres.)

Los Angeles County Staff (Lines 4, 5 and 12)

The proposed staffing plan gradually increases County positions during key periods to ensure not only that the expanded grounds and facilities have been completed and equipped for the grand opening in June 2016, but that the first season of programming is developed, marketed, and ready for sale to the public.

Currently the Ford employs a staff of approximately fifteen full-time employees (see Appendix I for current organizational chart); five employees are County positions through the Arts Commission, two are County positions through Parks and Recreation, and the remaining positions are a mix of Foundation-funded staff and contractors. Due to this patchwork of employee types, there are inconsistencies in salary and benefit schedules, and the sustainability of central operations is an issue the organization faces. Additionally, with the exception of occasional cost of living increases, the County's General Fund allocation for the Ford has not increased in over 10 years. In 2009, a number of allocated positions were eliminated from the Ford's budget requiring the Arts Commission to reallocate the Ford's internal program budget to maintain staff. Due to this reduction and a current General Fund allocation that, when adjusted for inflation is less than its FY 2000-01 allocation, the Ford is running an operational deficit; even without the physical or programmatic expansion, it is projected that the Ford's Special Fund (which operates as a holding account for earned revenue- line 55) will be depleted by the end of Year 2 and that the Ford will require an additional allocation from the County to ensure that community services remain intact.

The proposed staffing plan provides an opportunity to correct inconsistencies in employee classifications and create an organizational structure to stabilize and sustain annual operations at the expanded facility. A sheet detailing the staff ramp-up over the next five years is included as Appendix H and an organizational chart reflecting full staff expansion in Year 5 is included as Appendix J. Consistent with the Chief Executive Office's policy for budgeting, each position in the ramp up has been budgeted at the top salary step and employee benefits are calculated at 42% of the top step salary. These are draft employee classifications that would be subject to review by the CEO's classification division.

Year 1 (FY 2012-13) reflects the County positions that are currently in place at the Ford. In Year 2 (2013-14) three existing contracted positions would transition into County employee positions as the first step in moving existing staff into a consistent County employee structure (as contractor positions are transitioned into County employee positions, their corresponding allocation in the Full-time Contractor Staff line item- line 12- will reduce). Transition of the **Associate Program Manager** and **Assistant Ticketing Services Manager** contractor positions into County positions would reinstate two previously allocated County positions that were eliminated during budget curtailments in FY 2009-2010. These positions will also provide the core operational support that will sustain current operations while management prepares the Ford for the major facility and programmatic expansion. The addition of a **Productions Marketing Manager** as a new County position will sustain season marketing activities and allow the Ford to begin creating and implementing a comprehensive marketing campaign that will rebrand the Ford Theatre's campus and advertise its reopening as a cultural and recreational

destination projected to attract at least three times the current number of annual visitors. A **Grounds Maintenance Worker I** would also be added to clean and maintain the amphitheatre and grounds during and after the planned construction in the winter months, which will generate debris that will need to be cleaned before the 2014 season opening.

In Year 3 (FY 2014-15), nine County employee positions would be added, including key staff to support construction, including the following:

Finance Manager to oversee program budgets and track expenses related to Master Plan construction and general operations.

Facilities Operations Manager to become familiar with the infrastructure of the built campus and begin planning with necessary County departments and vendors (ISD, Sherriff, restaurateur, etc.) to ensure that parking, security, concessions, and other services are secured and integrated upon the facility's grand opening.

Staff Assistant to the Parks Superintendent to provide assistance in coordinating with the Parks and Recreation Department during construction and ensure that the existing facility and plantings are maintained and cleaned during the construction process.

Key program staff would also be added including a **Director of Programming** and **Outreach Manager** who would immediately begin the work of scouting, community outreach, and developing the inaugural season of Ford programming. Since the Ford's Partnership Program model is based on community building and technical assistance for emerging organizations, the process of season planning requires a longer timeline than does the traditional presenting model. It is essential to start these positions just before the start of the construction period to ensure adequate time is given to lay the groundwork for program development.

Two existing contracted marketing positions, the **E-Communications Coordinator** and **Marketing Assistant**, would transition into County positions during Year 3. These positions will be essential to support marketing efforts, not only for the off-site programming replacing the Partnership Program in 2015, but also to provide support as the Arts Commission begins to develop the marketing and branding plan for the new Ford campus and oversees publicity during the Master Plan construction. This work would need to start in Year 3 to allow adequate time to develop long-lasting materials, graphics, and copy to establish the Ford as a major cultural and recreational destination in Los Angeles County. Due to the closure of the Amphitheatre for 18 months, earned revenue in Years 3 and 4 would be dramatically reduced and would not be adequate to continue funding contracted positions from year to year. Therefore, it is proposed that these positions be funded for the long term through the County staffing allocation to the Arts Commission.

Finally, two development positions would be integrated into permanent County staff. A **Director of Development** and **Grants Development Associate** would manage core fundraising activities and campaigns that would focus on leveraging Master Plan construction to attract new donors and develop the Ford Theatre Foundation endowment. Please see *Contributed Income and the Ford Theatre Foundation Ramp-Up* on page 16, for further discussion of the role of the

Ford Theatre Foundation and the planned use of endowment interest income to offset annual staffing costs.

The last month of Year 4, June 2016 will mark the grand opening of the Ford's campus- therefore, starting in July of 2015, nearly all remaining County positions necessary for operations and programming would be added to the Ford staffing plan. Two of these positions- one Program Assistant and the Assistant Ticketing Services Manager- would be the final positions to transfer from contractor to County employee status, therefore eliminating the full-time contractor staff line item in Year 4 (Line 12). Additional positions include:

Finance Assistant to support the Budget Manager, track income and expenses, generate settlements for all events, and process payroll for hourly seasonal employees.

Two **Program Assistants** to support the administrative office in processing and coordinating program applications and event contracts, assist in facilitating commercial and community rentals, and support self-produced events.

Information Technology Associate to provide IT support to staff, set-up computers, maintain servers, research and advise on technology related projects and program initiatives, and oversee maintenance of all Web sites.

Associate Program Manager to support the Director of Programming, scout and outreach to local arts organizations and producers and support implementation of the 299-seat theatre programming.

Two **Marketing Associates** to support event marketing efforts for the expanded calendar, provide technical assistance to amphitheatre and 299-seat partners and manage media development related to all events.

Scheduling Manager to support the Facilities Operations Manager, manage the Ford calendar to avoid scheduling conflicts and liaise with the administrative unit to facilitate and schedule commercial and community rentals.

Assistant Event Services Manager to support the Event Services Manager and coordinate staffing, vendor services, and resources for the non-technical needs of each event. This position will split evening event coverage with the Event Services Manager and House Managers to ensure that management staff is present during all evening event activities.

Production Personnel (5) to manage sound, lighting, and technical services for all Ford events. Of these production staff, technical production personnel (including the Master Electrician and Sound Engineer) would be full-time staff who primarily would be assigned to run shows at the Ford Theatre. These positions are currently held by part-time hourly staff.

Parks and Recreation Staff (17) to maintain the grounds and built structures on the expanded campus. Staffing projections were developed by Parks and Recreation staff based on comparisons to staffing at the Hollywood Bowl. The Master Plan currently proposes the construction of four large buildings (some with green roofs), a planted plaza, water features, and

hiking trail, each of which will need to be adequately maintained and serviced. The expanded, year-round calendar of events and increased number of visitors will require regularly scheduled custodial and grounds maintenance work. Staff would be needed to be added gradually as sections of the campus are completed and to prepared for the grand opening. This plan does not include maintenance and staffing for the parking structures, which is discussed further on page 10.

Year 5 reflects the staffing budget for the first full year of operations at the expanded Ford. In this year, additional assistant staff positions would be hired to further support each unit as the facility hits full operational capacity, including a **Receptionist Office Assistant**, **Associate Program Manager**, **Assistant Ticketing Services Manager**, two **House Managers** to manage event staff, volunteers, and customer service for all event spaces, and three **Production Assistants** to provide sound and lighting services in all production spaces. Adequate Arts Commission and Parks staff to operate the expanded facility is projected to total 61 employees.

Seasonal Staff (Line 8 and 9)

Seasonal staff includes hourly production personnel, ushers, and box office associates that are hired on a part-time or seasonal basis for season ramp-ups and staff events, as well as event specific security engaged through an approved Los Angeles County Sherriff Department security vendor. Seasonal staff (not including security staff) is hired through a contracted payroll company which charges fees and taxes that are approximately 25% of staff wages. Security staff costs are charged directly to the Arts Commission by the Sherriff's Department. Currently, annual seasonal staff for Amphitheatre shows is budgeted at $318,000 with a corresponding taxes/fees cost of $79,500. A portion of these expenses are charged back to producers via tech/crew labor charges (line 43). Labor expenses remain level in Year 2 as the number of shows presented at the Ford is not expected to change. The reduced number of shows in Year 3 due to the start of construction will also reduce the expected labor costs in that year. In Year 4, seasonal staff includes not only the event staff for the inaugural month of operations, it also includes a significant number of production staff that will be needed to hang lights, load-in sound equipment, and test all technical systems to outfit and prepare the theatre spaces for performances. When the theatre is operating at full capacity, seasonal staff expenses are projected to increase to approximately $483,000 to meet production and event service needs for the expanded schedule and additional performance spaces.

Full-time Contractor Staff (Line 12)

Please see staffing discussion beginning on page 3. The expenses associated with full-time contractor staff will decrease year by year as these positions are transitioned into County positions.

Marketing (Line 13)

The Ford's marketing budget is currently used to promote the Ford's summer season as a whole, as well as the individual events of each partnership program producer. All costs related to the creation of marketing materials including design services, printing, postage and

distribution, are contained in this line item as well as the production of multi-media content, Web site improvements, advertising and publicity services. Years 1 and 2 reflect marketing expense budgets based on current numbers for promoting the Ford's summer season. In Year 3, even though the theatre will be closed for construction, the Ford's marketing expenses would be increased slightly in order to effectively market the expansion of the Ford's off-site programming, to manage publicity around the Master Plan construction, to generate public interest in the opening of the new campus, and to begin developing branding concepts for the expanded facility.

In Year 4, the Ford's marketing team would embark on a major publicity and marketing campaign that not only focuses on the Ford Amphitheatre's re-opening and 2016 summer season, but draws attention to the Ford Theatres as a new cultural and recreational destination. The marketing plan would publicize the grand opening of the restaurant and 299-seat theatre, including its projected calendar of 160 annual events. To accomplish this, the Ford's marketing budget would require a nearly four-fold increase from current levels which, in addition to increasing allowances for design, printed materials, postage, and publicity services needed for the expanded programming schedule, would allow the purchase of printed and media advertising. It would also enable the marketing staff to create branded evergreen materials required to market the new Ford amenities, raise the overall profile of the Ford and attract new users to the facility. The marketing budget is expected to stay level in Year 5 as the Ford completes its first season marketing campaign and begins planning for and executing marketing campaigns for future seasons.

Partner Revenue Share (Line 14 and 50)

Partner revenue share represents the ticket sales revenue that is returned back to partners at the time of settlement and is calculated as the gross ticket revenues received by the Ford's Box Office (not including consignment revenue which is held by the producing partner and does not route through the Ford Box Office) for events minus event production crew costs, partner license fee, consignment ticket sales, and other event charges. This is the backbone of the partnership model, the shared risk and reward partnership that the producer and the Arts Commission enter to present the amphitheatre season. The projection for the expanded Artist Revenue Share reflects a major increase from current operations, due to the increase in events and ticket sales as a result of the addition of the 299-seat theatre (see *Event Revenue* on page 12 for more information about projected event revenue). The Ford is also exploring the use of production technology that could be utilized to reduce crew costs to partners, ultimately enhancing their shows and making producing for emerging companies more affordable (i.e. moving lights and virtual lighting design that could allow producers to digitally focus lights, eliminating the need for an evening lighting hang with production personnel).

Ford Television Broadcasts (Line 15)

Each year, the Arts Commission utilizes funds allocated from the Los Angeles County Cable TV Franchise Fund to record, edit, and broadcast performances at the Ford. During years that the Ford is closed for construction, this allocation may be used to record and broadcast select off-site Ford programming. This expense is fully offset by revenues (line 37) and expected to

remain flat unless further augmented by the Cable TV Franchise Fund. With additional programming in the 299-seat theatre and technical renovations made to the amphitheatre, there may be additional opportunities to expand broadcasting activities in the future, an option that might be explored with the County Cable Channel division which oversees the Cable TV Franchise Fund budget.

Administration/Operations (Line 16) and Information Technology (Line 17)

Administrative expenses include general office supplies, office equipment leases, ticket stock, and miscellaneous operations supplies. This line item is projected to increase in direct relationship to increases in staffing. In Year 5, with staffing approximately tripled, this line item is projected to triple as well.

Information technology includes maintenance and hosting of the Ford's ticketing system and venue management system. Projections included in the pro forma are estimated based on current per user charges for hosting and maintenance. Current expenses are included in Year 1 and 2. In Year 3, while closed for construction, the Ford plans to transition into a new, more robust ticketing software system that will improve the user experience and allow for more complete integration of social marketing tools and development modules. The start-up costs of this system will depend on the software selected; however, preliminary research estimates that full implementation may cost up to $100,000. Use of the Ford's venue management system will continue in Year 3 to coordinate off-site productions and track finances and will incur costs of approximately $18,000 in support and maintenance fees. Years 4 and 5 reflect estimated ticketing and venue management system support and maintenance fees for the expanded users and ticketing and event needs at the Ford.

Production Supplies (Line 18) and Chargebacks (Line 19 and 45)

Production supplies include production expendables such as lamps, gels, tape, and common repairs for microphones, walkie-talkies, and backstage intercom systems. This line item is expected to remain flat in Year 1 and Year 2 as operations will remain largely the same. This amount will be reduced in Year 3 to account for the closing of the Ford for the 2015 summer season. In Year 4, the production supply budget will increase as the production division installs sounds and lighting systems in the new spaces, re-hangs amphitheatre lighting and speakers, and equips itself for the season opening. In Year 5, the production supply budget is projected to double from current levels to reflect the increased number of events and spaces in use.

Production chargebacks are Ford budget expenses that are charged back in full to producing partners, including expenses for piano tuning, film projection, and advertising in media outlets with which the Ford negotiates group discounts. While the budget is expected to fluctuate with the number of shows produced at the Ford, these expenses are fully reimbursed by producers (line 45) and therefore do not affect the Ford's budget overall.

Equipment Repair/Replacement Schedule (Line 20)

An often overlooked aspect of building and operating a performing arts space is regular maintenance and replacement of theatrical equipment. Outfitting the Amphitheatre, 299-seat, and 99-seat spaces with electrical, lighting, and audio systems, control boards, and projection equipment will require a considerable investment. The cost report prepared as part of the Levin & Associates Master Plan estimates approximately $3.8 million to purchase systems and equipment appropriate for all spaces. While this is a one-time cost, regular equipment replacement must be built into the annual budget cycle. Similar to computers and common office machinery (copy machines, printers, etc.), theatrical systems wear with use; they also become outdated as technology is developed and improved. This pro forma recommends inclusion of a replacement cycle similar to the County's method for funding computer replacement.

As illustrated in Appendix L, a five year amortization schedule would allocate funding for partial replacement of theatrical equipment each year. This schedule will first become active for the amphitheatre equipment as it will be the first performance space to receive equipment upgrades in FY 2012-13. Equipment is expected to be installed in Year 1, be used for two summer seasons, stored during major construction, and reinstalled in Year 4 for the re-opening. In Year 5, amphitheatre equipment replacement would commence and be budgeted for each subsequent year. The 299-seat theatre and 99-seat flex space would be outfitted in FY 2015-16 (Year 4); the equipment would be in use for the first two seasons and then enter the ongoing replacement schedule in Year 7, FY 2018-19. Costs for equipment repair and replacement would be partially off-set through a facility usage fee applied to ticket sales (line 49) and discussed on page 13.

Facility Maintenance (Line 21)

Facility maintenance expenses are chiefly funded through the Los Angeles County Department of Parks and Recreation with support from the Ford's service and supply budget. For the past three years, Parks and Recreation has expensed an average of $110,000 for services and supplies annually and the Arts Commission's budget allocates another $36,000 annually for services such as elevator and fountain maintenance, pest control and trash pickup. Years 1 and 2 have facility maintenance allocations at current levels. In Year 3, due to the closure of the facility immediately after the end of the 2014 summer season, this amount is projected to be reduced by half. In Year 4, while the facility would only be opened at the end of the year, a major ramp up will be needed to purchase equipment and supplies and secure services to prepare the campus for re-opening. Facility maintenance cost is difficult to project as it is reliant on the design of the new facility, i.e. number and size of water features and planted areas, types of building materials used, number of users, etc. However, approximating that the square footage of the facility will triple (not including parking lot facilities), the pro forma triples the facility maintenance budget in Years 4 and 5, and assumes that facilities maintenance expenses in Year 4 will go chiefly toward initial purchase of maintenance equipment to outfit the maintenance division and prepare for the opening, and Year 5 expenses will go toward facility maintenance while operating at full capacity.

Signature Series Productions (Line 22)

The Ford will embark on a new program in the 2013 summer season, a “Signature Series” of events featuring high profile touring artists performing with local artists of the highest artistic quality. Through its partnership programs, the Ford has built strong relationships with diverse communities of all backgrounds. However, Ford audiences are primarily drawn to events through the efforts of producing partner organizations or commercial promoters. A self-produced and high-profile series will boost awareness and recognition of the Ford as a first-class performance facility, provide a platform to spotlight the work of the Ford, and develop a base of support for the services it provides to diverse artist and audience communities. This series will also lay the groundwork for some of the programming the Arts Commission envisions for the expanded campus after completion of the Master Plan: pairing touring artists with Los Angeles County-based performers in ways that highlight the talent of local artists and provides them with opportunities to work with and learn from nationally and internationally recognized artists.

Signature Series Productions line item (22) includes all expenses associated with the Ford’s self-produced high profile concerts series. Funding to produce two events in 2013 and three events in 2014 has been allocated through the Third District office and is included in line 36.

Legal Counsel (Line 25)

Legal counsel refers to the use of the County’s retained entertainment counsel to review contracts and documents related to performances, events, and media broadcasting. The amount budgeted in Year 1 reflects current needs. In Year 2 and 3, this line item is increased as the Ford will likely need to engage the services of entertainment counsel to review agreements and assist and advise on negotiations with performing arts unions (primarily Equity) regarding the new 299-seat theatre programming. In Years 4 and 5, fewer expenses are projected as counsel chiefly will be used to review and advise on the creation of performance and broadcast-related contract templates. However, due to the increased number of events and more opportunities to attract television and movie location rentals, this budget is estimated to double from current levels.

Campus Security (Line 26)

The Ford Theatre currently only uses contracted security services through the Los Angeles County Sherriff Department for amphitheatre events with challenging audience logistics. These costs are included as part of the Seasonal Staff line item. However, the expansion of the campus and number of visitors using the facility will likely necessitate the addition of 24/7 campus security to monitor employee and public safety, prevent theft and vandalism, and provide immediate response to security emergencies.

In preliminary conversations, a representative from the Los Angeles County Sheriff’s Department suggested that at least two security officers be stationed at the Ford at all times. Three shifts of two officers would be required to achieve 24/7 coverage, at a cost of approximately $689,000 per year according to the Sheriff Department’s cost model. This deployment may fluctuate depending on the cycle of seasonal activity but is used as a base figure for this pro forma. In Year 4, this amount is prorated for 2 months of security services leading up to the Ford grand opening.

Parking Lot Operator (Lines 27)

The addition of two parking structures as proposed in the facilities Master Plan will bring with it staffing and maintenance expenses. Projected operating costs (and revenues, discussed in *Parking Revenue* on page 15) were generated in consultation with the Parking Division of the Los Angeles County Internal Services Department. The preliminary recommendation is to contract with and pay a maintenance and operations fee to a County approved parking operator. A revenue sharing model in which the parking vendor retains a percentage of parking revenues would help reduce the annual maintenance fee charged to the Ford. Based on the projected number of events and this contract arrangement, parking operations would cost approximately $107,000 each year. This amount is reflected in the Parking Lot Operator line item (line 28) in Year 5; in Year 4, this budget is prorated to three months of operations costs to account for two months of preparation to the Ford re-opening and one month of full operations. Of course, parking revenues will also be realized by the County for parking operations. ISD Parking Division also projects a revenue of approximately $256,000 (line 52) if parking fees are set at $10 per car. ISD Parking Division's preliminary pro forma is included as Appendix M; while these estimates are based on expected audience capacities, a thorough parking study will need to be conducted to determine appropriate parking rates and further refine operating estimates.

Contingency (Line 29)

This pro forma includes a contingency line item calculated at ten percent of total expenses each year. While expense and revenue projections have been carefully considered, there are many unknowns associated with a large operational expansion; a contingency line item will provide a safety net for the Ford should expenses exceed what has been estimated in this pro forma.

REVENUES: PROJECTIONS AND NEW OPPORTUNITIES

Earned revenue is an important and diversified component of the Ford's operational budget. However, it is and will remain a small percentage of the financial resources necessary to run the facility. The Ford's programming model takes a social service approach: rather than raising maximum revenues by catering to affluent communities, the Ford's programming is democratic and at its core, invests in the County's diverse artistic and audience communities by supporting the work of local arts organizations and producers and creating an accessible and welcoming space for all County residents. As a result, the Ford will not be self-sustaining from its earned revenues. This is not unusual, as all major cultural institutions are significantly dependent on contributed income for stable operations. In order to fulfill the promise of the vision and mission of the expanded Ford Theatres complex the County's ongoing contribution to Ford operations will be required as a matter of policy.

This pro forma assumes that approximately 85% of the available calendar is geared toward the Ford's mission-driven programming and 15% is toward rental activity. If mission-driven programming is reduced, it is possible that earned revenue could be increased, although this re-appropriation of program time would reduce the number of the arts organizations that are supported through the Partnership program.

Intrafund Transfers (Line 36 and 37)

Intrafund transfers related to the Signature Series Productions and allocations for Live @ the Ford television programming from the Cable TV Franchise Fund are included here and correspond to their related expenses in lines 15 and 22.

Event Revenue

Revenue earned through event operations is an important, though limited component of the Ford's annual budget. The Ford's partnership model and revenue sharing model, in which a small percentage of ticket revenues is retained by the Ford and the remaining is paid back to the partner producers, creates a steady, though small stream of income which somewhat offsets the costs of event staff and general operating and marketing expenses. Including other revenue sources such as amphitheatre rentals, labor charges for technical crew, stage equipment rental fees, event and reception space fees, box office charges, and concessions and ticket revenue, the Ford is expected to raise $640,000 in Fiscal Year 2012-13, comparable to previous years of operation. Of this amount, approximately $201,000 will be paid back to partners as their netted ticket sales. Current earned revenue is reflected in Year 1 (FY 2012-13) of the five year ramp-up and is not expected to change in Year 2 (FY 2013-14) as a similar number of events is anticipated.

In Year 3 (FY 2014-15), the amphitheatre would earn revenue for events taking place from July through October and would then close for 18 months, eliminating event revenue for the entire summer season of May through October of 2015. In Year 4 (FY 2015-16) only one month of event revenue would be realized in June when the expanded campus opens. Due to this limited earning potential and the simultaneous expansion of Ford staff and expenses related to the launch of the new campus, an increased County General Fund allocation would be necessary to meet the needs of the expanded Ford programming and operations.

Year 5 (FY 2016-17) represents the anticipated earned revenues of the fully expanded and operating Ford Theatres. Increases in the following areas are expected:

Rental Revenue (Line 40): As a percentage of the total budget, expected revenue through rentals is modest due to limited inventory: projected programming would utilize a majority of calendar dates for performances and rehearsals, leaving a limited selection of dates available for private rentals. The Ford expects to secure 15 to 20 amphitheatre rentals as it has in past years, representing approximately $70,000 in revenue. While the 299-seat theatre would be available for rent, the facility is expected to be heavily programmed and therefore have limited days available for outside productions. Fifteen rental days for this space are projected and budgeted at $22,500 ($1,500 per day). The 99-seat flex space would be utilized primarily by partner producers to rehearse and develop work for the Ford stages. Limited rentals could be accommodated as allowed by the calendar and are budgeted at approximately $20,000 (25 events at $500 per day and 150 rental hours at $50 per hour).

Amphitheatre Partner License Fees (Line 41): An increase in partner license fees is expected and is tied to expected increases in attendance as a result of enhanced audience amenities at the Ford and additional marketing resources. With a more robust marketing team to generate public interest in the facility expansion, attract a larger audience to the historic amphitheatre as a cultural and tourist destination, and provide more targeted technical assistance to partners to market their individual events, the Ford expects to increase overall attendance for its partnership shows and the resulting license fees. In the past two years, the Ford has grossed between $75,000 and $85,000 in Partnership License Fees. A projected increase to $90,000 is conservative and could be more based on projected success of the Ford Partner shows.

299-Seat Theatre Partner License Fees (Line 42): The 299-seat theatre will generate a new stream of revenue for the expanded campus. Gross ticket revenue for the 160 anticipated dance and theatre performances in this space is conservatively estimated at $526,240 (averaging 55% attendance and a $20 ticket price which accounts for student and group discounts), resulting in an annual revenue share of approximately $53,000 (if using a 12/88% average revenue split which is the current average for Amphitheatre Partnership Shows).

Tech/Crew Labor Charges (Line 43), Stage Equipment Rentals (Line 44), Production Chargebacks (Line 45): This revenue results from charges made to partnership and renting producers for crew costs and equipment rentals for amphitheatre events. This amount will increase and decrease based on the number of events and their specific technical needs and offsets seasonal production staff and labor and production chargeback expenses.

Event Service Charges (Line 46): Revenues received for event services, such as reception space fees, are expected to increase significantly with the added amenities available at the expanded facility. With the proposed improvements to the Ford's concessions services and availability of more picnic and reception spaces on the new plaza, in the existing artist entrance area, and inside the 99-seat flex space, it is expected that these spaces will be utilized regularly both by producing artists (for openings, donor events, VIP receptions, etc.) and by the public (for group picnics, corporate events, and meetings). While it is difficult to project the frequency of usage for these spaces, $30,000 is conservatively projected in the budget and is based on an estimate of approximately 30 annual reception space rentals at $500 per day (large VIP or donor events and receptions blocking off large areas of picnic space or using the 99-seat flex space) and 100 small group rentals (reserved areas for smaller pre-show dinners, meetings, etc.) at $150 per reservation.

Producer Box Office Fees and Patron Ticketing Fees (Lines 47 and 48): Increases in these categories are expected based on the increased numbers of patrons and events. Producer box office fees are ticket printing charges paid by partner and renting producers when tickets are taken out of the box office on consignment. This revenue stream currently yields approximately $6,000 each year and with the additional events projected at the Ford in the first full year of operations, is expected to double. Patron ticket fees are handling fees charged directly to patrons for partnership productions (ticketing for rental events is usually handled by the renting producer and is not routed through the Ford's box office) and average approximately $.30 per paid ticket. With the expanded facility and operations, paid tickets to partnership events are

projected to increase from 40,000 to 66,000 annually, translating to an increase in ticket service fees from $12,000 to $20,000.

Facility Usage Fee (Line 49): As a way to off-set the expense of annual maintenance and replacement of theatre equipment (See *Equipment Repair/Replacement Schedule* on page 8) a facility usage fee is proposed that would be charged to all ticket purchases for Ford events. This is common practice amongst performing arts facilities and ensures that there is a revenue stream available to keep equipment in working order. The proposed revenue assumes (similar to the concessions revenue estimate below) an average fee of $1 per ticket purchased.

Partner Revenue Share (Line 50): See *Partner Revenue Share* on page 7.

Concessions Revenue (Line 51)

Ford Theatre concessions have been operated through vendor Crumble Catering, Inc. since 1994. Crumble Catering, Inc. provides food for purchase at all events at the Ford Theatres and also provides a majority of the catering services for receptions at the Ford. The Ford retains 15% to 20% of the gross revenue generated by Crumble Catering, Inc. which will be approximately $25,000 in FY 2012-13. This amount is $8,000 to $10,000 higher than concessions revenue in past years: Ford Theatre management has recently strategized with Crumble to maximize revenues by streamlining the concessions menu, enhancing box dinner purchase options through the Ford Box Office, creating more accessible menu options for patrons with a lower-price point, and installing updated registers to handle credit card purchases at every station. Concessions revenue is directly tied to event activities and without expanding the number of events taking place at the Ford, concessions revenue will not likely change significantly until the campus expansion creates new revenue opportunities in Years 4 and 5.

Addition of a restaurant, marketplace, and new picnicking areas will allow major enhancements to be made to concessions offerings. Restaurant and concessions operations would likely be contracted to a restaurant facility on a long-term basis, similar to the model of operations in effect for the Los Angeles County Center for the Performing Arts (Music Center) and the Patina Group the terms of which, according to Music Center Executive Vice President and Chief Operating Officer Howard Sherman, are representative of the industry. The Music Center has a twenty year contract with the Patina Group, which handles all food service related operations at the Music Center. The long-term contract is intended to help Patina Group amortize both the venture risk and the considerable costs of having built out the restaurant infrastructure at the Music Center. The Music Center receives percentages of all Patina Group revenues based on a multi-tiered sliding scale (ranging from 7% for restaurant sales to 14% collected from liquor sales and theatre concessions). Patina Group also pays 1% of gross receipts to the Music Center as a use fee. The Music Center derives a significant revenue stream from this contract--$800,000 to $1,200,000 annually—which roughly translates to approximately $1.00 per ticketed patron each year.

This pro forma assumes a similar operation, scaled to the size of the Ford, in which a contracted restaurateur would bear the expense of building out the restaurant and concessions facilities to

suit its operations and branding, would operate the restaurant and all concessions activities, and pay a use fee and sales percentage to the County via the Ford Theatres. Using the same revenue ratio used by the Music Center of $1.00 per ticketed patron, an annual revenue stream of approximately $90,000 is budgeted. However, this projection is conservative and only based on concessions activities related to events. It doesn't project variables like restaurant and liquor volumes, or percentages for catered events — especially the casual concessions during the daytime on the Ford Plaza, or the lunch business at the Plaza restaurant. One goal of the expanded Ford is to create a County-wide destination, including the creation of a destination restaurant. The Ford location is geographically favorable to such a destination as it is located on one of the busiest thoroughfares in Los Angeles County, adjacent to Hollywood, the Hollywood Bowl and motion picture studios, and will include a public park and hiking trail. If successful, revenues from the concessions contract could be significantly higher than the pro forma estimate.

Parking Revenue (Line 52)

Revenue projections were developed in consultation with Parking Division of the Los Angeles County Internal Services Department. After reviewing event related parking needs and anticipated non-event related use of the site by daytime hikers, restaurant-goers, and picnickers, the parking services team projects a preliminary annual revenue estimate in Year 5 of $256,000 if rates are averaged at $10 per car. Projected revenue in Year 4 is prorated to account for the one month of parking revenue expected during the Ford's grand opening in the last period of the fiscal year. See *Parking Lot Operator* on page 10 for discussion of parking lot operation expenses.

It is important to note that the parking lots at the Ford Theatres are currently operated and managed by the L.A. Philharmonic through its lease contract with Los Angeles County for programming and operating the Hollywood Bowl with all parking revenue being retained by the L.A. Philharmonic. It is essential that the operation be returned to the County, not only for the revenue that it will generate, but also to ensure that parking services are scheduled and priced in a way that is most advantageous for the successful operation of the Ford Theatres complex. Increased attendance and the transformation of the site into a cultural and recreational campus attracting many different kinds of users (audiences, diners, hikers, tourists, and leisure-seekers) will require a detailed parking schema that must be tailored to accommodate the needs of the Ford and its many diverse visitors.

Other Revenue Sources (Lines 55 and 56)

The Ford Theatre Development Fund (line 55) is a deposit account which receives the Ford's earned revenue as it is realized. Expenses related to event operations are paid through this fund and, for seasons when ticket sales are particularly successful and the Ford earns more than it spends, the Development Fund also acts as a holding account that can be used as a safety net to maintain operations during periods of financial downturn. As discussed in *Los Angeles County Staff* on page 3, due to budget reductions that have affected the Ford's funding allocations, the Ford is running a structural operational deficit and is spending down its Development Fund at an unsustainable rate. Even without the physical or programmatic

expansion, it is projected that this fund will be depleted by the end of Year 2. This pro forma includes use of the Ford Theatre Development Fund to bridge the funding gap in the current fiscal year, but proposes that additional County funding becomes active in Year 2 to prevent full depletion of this safety net.

The Foundation Endowment Contribution (line 56) includes the interest income that is projected to come into the Ford's operating budget annually from the Ford Theatre Foundation's endowment starting in Year 5 as discussed in detail in *The Endowment, Major Donors, and Long-term Annual Support* on page 18.

Savings: Arts Commission Staff and Lease Savings (Line 61)

The expansion of the Ford and construction of office space will provide a valuable opportunity to realize ongoing savings in the annual budget for the Arts Commission if the entire organization is housed on the new campus. Currently, offices for the Arts Commission are leased in the City of Hope building in downtown Los Angeles. Office space for 30 Arts Commission employees and contractors costs nearly $300,000 each year (including parking, utilities, and rent). Migrating Arts Commission employees to the new site would result in significant savings for the County ($3 million over 10 years) and would result in programmatic benefit to the division as a whole. Staff location on a single site would improve communication between divisions and create opportunities for additional program collaboration and sharing of skill sets. Proximity will foster a fuller understanding of each division's work, initiatives, and operations and could contribute greatly to the development of the Arts Commission's programs.

ADJUSTED NET COUNTY COST (LINE 62)

The Adjusted Net County Cost (Net County Cost after the lease savings adjustment described above) is the total estimated cost to the County for the operational expansion of the Ford Theatres complex. Lines 65 through 69 detail the projected breakdown of the Adjusted NCC over the five-year ramp up. In Year 1, a substantial funding gap is made up with savings in the Ford Theatre Development Fund. However, in subsequent years, County General Fund allocations for the Ford are would increase to support fully expanded operations. The Parks & Recreation facility maintenance allocation (line 66) would remain at current levels in Years 1 and 2, decrease in Year 3 as the grounds are closed for major construction and then increase in Year 4 to fully offset projected expenses in line 21 (see *Facility Maintenance* on page 9). Staffing allocations in the Arts Commission and Parks & Recreation (lines 67 and 68) would increase as County positions are added each year. The Adjusted NCC also includes General Fund allocations for the Free Community Events Program that would be added beginning in Year 2 (line 69).

CONTRIBUTED INCOME AND THE FORD THEATRE FOUNDATION RAMP-UP

The Ford Theatre Foundation will continue to play a crucial role in supporting the operation and programming of the Ford Theatres. As a separate non-profit entity, the Foundation raises funds which support the Ford's Community Bridges diversity, educational, and outreach initiatives, the Big!World!Fun! summer family program and its own participatory J.A.M. Session series. With implementation of the Master Plan, the Ford Theatre Foundation will continue to support programming activities, but will also work toward building a robust operating endowment for the Ford Theatre Foundation that will provide annual and long-term program support for the Ford Theatres. The 2013 and 2014 Ford Signature Series productions will increase visibility of the Ford Theatres and create opportunities for the Foundation to cultivate major donors so that when construction is announced it will be strategically positioned to leverage public interest in the project and secure major gifts to support the stability and longevity of Ford operations. The Ford Theatre Foundation five-year budget is included in Appendix K and discussed in the sections below.

Ford Theatre Foundation Income- Development Successes and Opportunities

As the fundraising entity for the Ford Theatres, the Foundation currently raises between $350,000 and $500,000 per year from corporate, government, and foundation grants (line 2). The Foundation's major fundraising success to date has been its grant-writing efforts to corporations, foundations, and government agencies- the majority of financial support comes from these sources. According to the Cultural Data Project, a national project of the Pew Charitable Trust which has been aggregating staff, budget and program information from non-profit arts organizations since 2004, the Ford Theatre Foundation raises 52% more from corporate, foundation, and government sources than other arts organizations with similar budgets. The reduced grants revenue between Year 1 and Year 2 is due to the expiration of a one-time grant of $150,000 from Metabolic Studio which supported the expansion of the J.A.M. Sessions series to community sites around Los Angeles County. However, grant revenue is projected to increase year after year as Foundation staff begins to target new giving sources.

Historically, the Ford has faced challenges in raising funds from individual donors as the makeup of its season is not conducive to attracting a consistent donor base: each event at the Ford is produced by a different partner who brings their own community audience. Often times these audiences are already invested in the work of the producing partner as it speaks to their own cultural affiliations. However, the Ford is currently implementing an incentive program to attract entry-level donors and development staff is strategizing ways to attract potential individual donors that support the Ford's mission. It is expected that developing new donor programs will lead to a steady increase in the Foundation's Individual Donor income line (line 3), especially in the first two years of these initiatives.

Another source of revenue is generated through the Foundation's fiscal receivership activities (lines 4 and 5). The Foundation's 501(c)3 status allows it to receive funds on behalf of government and private organizations from supporters that can only distribute contributions to non-profit organizations. The Foundation charges an average fee of 5% to receive and manage these funds. Although the fiscal receivership funds pass through the organization (line 17), the percentage retained by the Foundation provides additional operational support. The Los

Angeles County Arts Commission Arts Education division is the largest organization for which the Ford Theatre Foundation receives funds and with the anticipated success of their fundraising efforts alone, the revenue generated through this source is expected to consistently rise over time.

The Foundation also earns revenue through ticket sales for its Big!World!Fun! family series (line 6) and income from the Ford store (line 7), a kiosk which sells Ford merchandise (the purchase cost of which is represented in line 19) and event merchandise for partner and rental artists of which the Ford takes 15% to 20%. Due to the consistent programming expected in Years 1, 2, and 3 these revenue sources are expected to stay level. In Year 4 (2014), these sources will be zeroed out while the Ford is closed and no events are produced in the amphitheatre. In Year 5, the Ford would re-launch and expand its Family Programming to take advantage of the additional stages and performance spaces available, leading to a projected tripling of its ticket income. The Ford store will also resume its activities and with the additional events and enhancements to merchandising, a doubling of income is anticipated.

Over the next five years, the Foundation would also receive significant revenue through its management of construction activities related to the Master Plan (line 8). Through a funding agreement approved by the Los Angeles County Board of Supervisors at their July 3, 2012 Board Meeting, the Foundation is currently acting as the fiscal agent for all contracting and construction activities associated with the major repairs and renovations that have been approved in the amphitheatre space in Year 1. The cost of this project is $7.5 million, of which the Foundation is receiving a 1% management fee to offset operational expenses. In addition to this fee, the Foundation is also managing contracts for the construction project manager and planning consultants for which is it receiving another $20,000 management fee. In Year 2, if another 1% fee for managing a $10 million repair and renovation project is approved, this would yield a fee of $100,000. With approval to move forward with the Master Plan construction, the Foundation would also expect to receive a 1% administrative fee for the remainder of the planned construction, which is currently estimated at an additional $72.5 million. This administration fee would be realized over three years and utilized to manage construction and off-set the costs of executing a major gifts and endowment campaign that would capitalize on the facility expansion.

The Endowment, Major Donors, and Long-Term Annual Support

Currently, the Ford Theatre Foundation has an endowment of $250,000 which provides annual interest income between 3% and 5%. This income can offset operational expenses for the Foundation or be reinvested to increase endowment principal (line 9). During the five-year ramp up to fully expanded operations at the Ford, the Foundation would be launching a major gift and endowment campaign which has the potential to provide a significant annual revenue stream to support the Foundation's central operations and program fundraising. While a development feasibility study would be necessary to determine a realistic campaign goal (the cost of which is estimated at between $20k and $30k), this pro forma estimates a $5 million goal. Without a full feasibility study and development plan, it is difficult to project when major contributions to the campaign would be realized; however this pro forma includes an estimated endowment growth

trajectory in Appendix K. If the Ford reinvests annual endowment interest and Signature Series event revenue and meets its $5 million goal by Year 5, it would expect to realize approximately $283,000 (or 5%) in interest income annually, which would be used to offset the Ford's general operating and staffing expenses, as reflected in line 56 of the County's five year ramp up budget, Appendix G. This annual contribution may be more if the Foundation's development feasibility study determines that a larger endowment campaign goal is realistic.

Ford Theatre Foundation Expenses- Operations, Programs, Development

Revenues earned by the Foundation will be used to support its program and operations activities both on the Ford campus and in communities around Los Angeles County. This work has played an important role in building the cultural diversity of the Ford's partnership programs and creating a performing arts space that welcomes all County residents. This section will review projected operational expenses during the five-year ramp up to Ford campus expansion.

Staffing (Line 14)

During the five year ramp up, Ford Theatre Foundation staffing structure would undergo changes to prepare for its fundraising and program expansion. Currently, as reflected in Year 1, Foundation staff includes a half-time Operations Manager who splits time between the Foundation and the County (which covers the other half of this salary), an Outreach Manager for the Community Bridges initiatives, a Director of Development who oversees all fundraising activities, and a part-time Executive Director and Managing Director who foster relationships with donors, provide organizational direction, and oversee day-to-day Foundation operations. All of these positions are currently supported through the Foundation's fundraising and earned income. In Year 3, as discussed in the County staff ramp-up plan, the Operations Manager, Outreach Manager, and Director of Development will transition to County positions. This transition will provide a bridge to keep core program and development operations intact while the Foundation focuses its efforts on a major endowment campaign, the interest of which would return to the County's budget to offset general operating expenses. Additional Foundation staff positions (County "N" positions funded through Foundation revenues) would also be added to support the endowment campaign, including an Individual Giving Development Associate and Development Assistant. This level of staffing will continue through Year 5 when the Foundation is expected to achieve its campaign goal at which time ongoing staffing needs will be re-assessed based on the Foundation's program operations and earned revenue.

Development/Campaign Expenses (Line 15)

Mirroring the ramp up of the Foundation's development campaign and staff over the next five years and utilizing the Master Plan administrative fee as a source of funds, the Development/Campaign Expenses line item is expected to increase significantly. Year 1 and 2 expenses are modest and may include development planning and major donor consultants, board hospitality, small donor events, and development of printed and digital collateral for donor outreach. In Year 3, 4, and 5 the Foundation will increase its donor outreach activities during the height of the endowment campaign to plan special outreach events, design, print and distribute

targeted donor outreach materials, and make preparations for grand opening receptions and donor recognition events.

Program Expense (Line 16)

Foundation program expenses are directly related to the grants raised to support Foundation programming. A Year 2 reduction in Program Expenses is associated with the expiration of Metabolic Studio one-time funds for the expansion of J.A.M. Sessions in community sites around Los Angeles County. In Year 2, the Foundation will return to its previous year's average program expenses. However, in Years 3, 4, and 5, program expenses are expected to increase as the Foundation expands its own JAM Sessions series (augmenting, not replacing, the County's off-site programming) and develops new programs for the expanded facility, such as additional family events for the 299-seat theatre and 99-seat flex space, and community programs for the new public plaza. Programming expenses will be supported directly through foundation, corporate, and government grants to the Ford Theatre Foundation.

Administration and Contingency (Lines 18 and 20)

Foundation administrative costs are expected to increase each year as additional staff are hired in the development ramp up and as the amount of money managed and invested by the Foundation increases. If fundraising expectations are not met, the contingency enables annual operations to continue as planned and may be reinvested back into Foundation accounts.

Ford Theatres Operations and Productions
Budget Pro Forma

		Year 1	Year 2	Year 3	Year 4	Year 5
		2012-13	2013-14	2014-15	2015-16	2016-17
		Off-Season Constr.	Off-Season Constr.	Close in October	No Summer 2015	First Year
		Close Winter	Close Winter	Close through FY	Open June 2016	Fully Expanded Ops
1	**FINANCING USES (EXPENSES)**					
2						
3	**ANNUAL STAFF**					
4	County Staff (Arts Commission)	618,201	925,062	1,786,992	3,194,786	3,963,426
5	County Staff (Parks and Recreation)	176,258	228,237	310,839	1,290,519	1,290,519
6						
7	**SEASONAL STAFF**					
8	Seasonal Production Staff and Labor	318,000	318,000	201,000	200,000	483,000
9	Seasonal Employee Tax and Admin Fee (25%)	79,500	79,500	50,250	50,000	120,750
10						
11	**PROGRAM EXPENSES**					
12	Full-time Contractor Staff	314,250	183,250	86,750	-	-
13	Marketing Expenses	202,000	202,000	250,000	725,000	725,000
14	Partner Revenue Share	200,000	200,000	133,000	108,000	487,871
15	Ford Television Broadcasts	48,000	48,000	48,000	48,000	48,000
16	Administration/Operations	25,000	25,000	30,000	50,000	60,000
17	IT Services (Ticketing and VM Systems)	38,000	38,000	118,000	60,000	60,000
18	Production Supplies	20,000	20,000	5,000	30,000	40,000
19	Production Chargebacks	10,000	10,000	6,000	2,000	20,000
20	Equipment Repair and Replacement	-	-	-	-	314,000
21	Facility Maintenance	146,000	146,000	68,000	438,000	438,000
22	Signature Series Productions	250,000	375,000			
23						
24	**PROFESSIONAL SERVICES**					
25	Legal Counsel	2,500	10,000	10,000	5,000	5,000
26	Campus Security	-	-	-	114,833	689,000
27	Parking Lot Operator	-	-	-	26,676	106,705
28						
29	Contingency (10%)	80,000	264,000	420,000	749,000	918,000
30						
31	**TOTAL FINANCING REQUIRED (EXPENSE)**	**2,527,709**	**3,072,048**	**3,523,831**	**7,091,813**	**9,769,271**
32						

Ford Theatres Operations and Productions
Budget Pro Forma

		Year 1	Year 2	Year 3	Year 4	Year 5
		2012-13	2013-14	2014-15	2015-16	2016-17
		Off-Season Constr.	Off-Season Constr.	Close in October	No Summer 2015	First Year
		Close Winter	Close Winter	Close through FY	Open June 2016	Fully Expanded Ops
33	**INTRAFUND TRANSFERS and REVENUE**					
34						
35	**INTRAFUND TRANSFERS**					
36	Third District Programming Allocation	250,000	375,000	-	-	-
37	Cable TV Franchise Fund	48,000	48,000	48,000	48,000	48,000
38						
39	**EARNED REVENUE**					
40	Rental Revenue	70,000	70,000	46,000	10,000	112,500
41	Amphitheatre Partner License Fees	80,000	80,000	48,000	15,000	90,000
42	299-seat Theatre Partner License Fees	-	-	-	6,600	53,000
43	Tech/Crew Labor Charges	201,000	201,000	134,000	15,000	226,100
44	Stage Equipment Rentals	30,000	30,000	20,000	5,000	30,000
45	Production Chargebacks	10,000	10,000	6,000	2,000	20,000
46	Event Services Charges	6,000	6,000	4,000	1,785	30,000
47	Producer Box Office Fees	6,000	6,000	4,000	2,000	12,000
48	Patron Ticketing Fees	12,000	12,000	8,000	2,500	20,000
49	Facility Usage Fee	-	-	-	12,000	90,000
50	Partner Revenue Share	200,000	200,000	133,000	108,000	487,871
51	Concessions Revenue	25,000	25,000	16,000	12,000	90,000
52	Parking Revenue	-	-	-	21,317	255,814
53						
54	**OTHER REVENUE SOURCES**					
55	Ford Theatre Development Fund	295,250	-	-	-	-
56	Foundation Endowment Interest	-	-	-	-	282,845
57						
58	**TOTAL INCOME**	**(1,233,250)**	**(1,063,000)**	**(467,000)**	**(261,202)**	**(1,848,130)**
59						
60	**NET COUNTY COST (NCC)**	**1,294,459**	**2,009,048**	**3,056,831**	**6,830,611**	**7,921,141**
61	Arts Commission Office Lease Savings	**-**	**-**	**-**	**-**	**(300,000)**
62	**ADJUSTED NCC**	**1,294,459**	**2,009,048**	**3,056,831**	**6,830,611**	**7,621,141**
63						
64	**NCC BREAKDOWN**					
65	Arts Commission General Fund- Ford	390,000	745,750	891,000	1,907,307	1,929,196
66	Parks & Recreation- Facility Maint. Contribution	110,000	110,000	68,000	438,000	438,000
67	Arts Commission Staff- Ford	618,201	925,062	1,786,992	3,194,786	3,963,426
68	Parks & Recreation Staff- Ford	176,258	228,237	310,839	1,290,519	1,290,519

COUNTY EMPLOYEE STAFF RAMP UP		Year 1	Year 2	Year 3	Year 4	Year 5
		2012-13	2013-14	2014-15	2015-16	2016-17
		7.5M	10M	Close in October	No Summer	First Year
		Close Winter	Close Winter	Close through FY	Open June 2016	Full Exp Ops
ARTS COMMISSION STAFF (40 FULL-TIME)	**Actual or Draft County Classification**					
Administration						
**Managing Director of Productions	Managing Director, Ford	100,688	100,688	100,688	100,688	100,688
**General Manager of Productions	AC Manager	92,175	92,175	92,175	92,175	92,175
*Finance Manager	AC Sr. Program Associate	-	-	77,748	77,748	77,748
Finance Assistant	AC Program Assistant	-	-	-	60,912	60,912
*Associate Program Manager	AC Program Associate	-	67,884	67,884	67,884	67,884
Program Assistant	AC Program Assistant	-	-	-	60,912	60,912
Program Assistant	AC Program Assistant	-	-	-	60,912	60,912
Reception/Office Assistant	Administrative Asst. I	-	-	-	-	47,028
Information Technology Associate	IT Support Analyst I	-	-	-	63,132	63,132
Programming & Development						
Director of Programming	AC Manager, Perf. Arts	-	-	87,303	87,303	87,303
Associate Program Manager	AC Program Associate	-	-	-	67,884	67,884
Associate Program Manager	AC Program Associate	-	-	-	-	67,884
*Outreach Manager	AC Program Associate	-	-	67,884	67,884	67,884
Outreach/Program Assistant	AC Program Assistant	-	-	-	60,912	60,912
*Director of Development	Arts Commission Manager	-	-	92,175	92,175	92,175
Grants Development Associate	AC Program Associate	-	-	67,884	67,884	67,884
Marketing & Communications						
*Productions Marketing Manager	AC Manager, Perf. Arts	-	87,303	87,303	87,303	87,303
Marketing Associate I	AC Sr. Program Associate	-	-	-	77,748	77,748
Marketing Associate II	AC Program Associate	-	-	-	67,884	67,884
*Marketing Assistant	AC Program Assistant	-	-	60,912	60,912	60,912
*E-Communications Coordinator	AC Program Assistant	-	-	60,912	60,912	60,912
**Ticketing Services Manager	AC Program Associate	67,884	67,884	67,884	67,884	67,884
*Assistant Ticketing Services Manager	AC Program Assistant	-	60,912	60,912	60,912	60,912
Assistant Ticketing Services Manager	AC Program Assistant	-	-	-	-	60,912

** Indicates County employee positions that are currently budgeted and filled.

* Indicates positions that are currently filled with contract staff.

COUNTY EMPLOYEE STAFF RAMP UP (Continued)		Year 1	Year 2	Year 3	Year 4	Year 5
		2012-13	2013-14	2014-15	2015-16	2016-17
		7.5M	10M	Close in October	No Summer	First Year
		Close Winter	Close Winter	Close through FY	Open June 2016	Full Exp Ops
FORD STAFF (Continued)	**Actual or Draft County Classification**					
Facilities & Event Operations						
Facilities Operations Manager	Arts Commission Manager	-	-	92,175	92,175	92,175
**Event Services Manager	AC Manager, Perf. Arts	87,303	87,303	87,303	87,303	87,303
Scheduling Manager	AC Program Assistant	-	-	-	60,912	60,912
Assistant Event Services Manager	AC Program Assistant	-	-	-	60,912	60,912
House Manager	AC Program Assistant	-	-	-	-	60,912
House Manager	AC Program Assistant	-	-	-	-	60,912
Productions						
**Production Manager	AC Manager, Perf. Arts	87,303	87,303	87,303	87,303	87,303
Assistant Production Manager Ford	AC Program Associate	-	-	-	67,884	67,884
Assistant Production Manager 299	AC Program Associate	-	-	-	67,884	67,884
Technical Director	AC Sr. Program Associate	-	-	-	77,748	77,748
Master Electrician	AC Program Associate	-	-	-	67,884	67,884
Electrician Assistant Amph	AC Program Assistant	-	-	-	-	60,912
Electrician Assistant 299	AC Program Assistant	-	-	-	-	60,912
Sound Engineer	AC Program Associate	-	-	-	67,884	67,884
Sound Assistant Amph	AC Program Assistant	-	-	-	-	60,912
Sound Assistant 299	AC Program Assistant	-	-	-	-	60,912
	Total Salary	435,353	651,452	1,258,445	2,249,849	2,791,145
	Total Benefits	182,848	273,610	528,547	944,937	1,172,281
	Total AC Staff Expense	**618,201**	**925,062**	**1,786,992**	**3,194,786**	**3,963,426**

** Indicates County employee positions that are currently budgeted and filled.

* Indicates positions that are currently filled with contract staff.

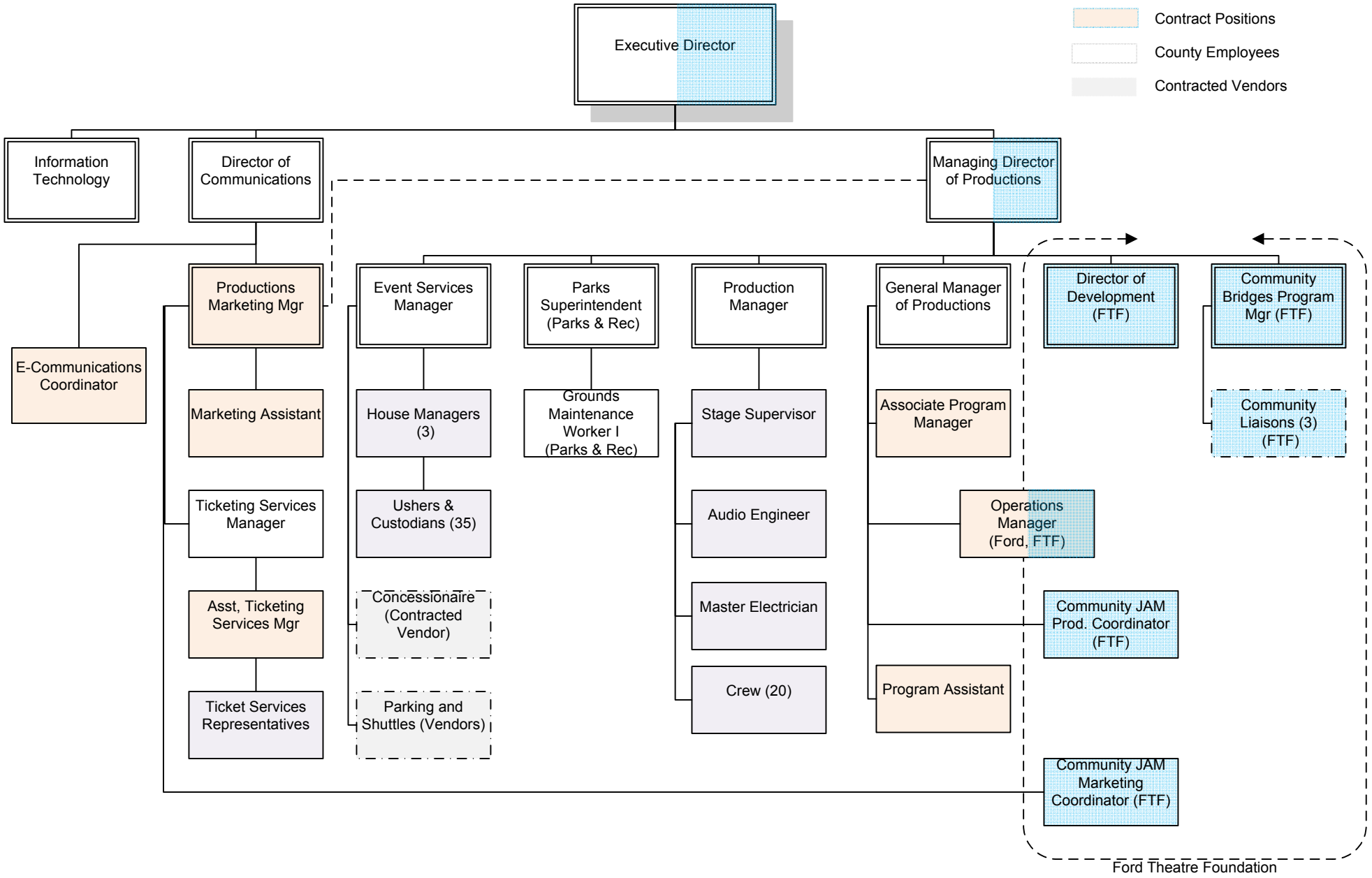
COUNTY EMPLOYEE STAFF RAMP UP (Continued)		Year 1	Year 2	Year 3	Year 4	Year 5
		2012-13	2013-14	2014-15	2015-16	2016-17
		7.5M	10M	Close in October	No Summer	First Year
		Close Winter	Close Winter	Close through FY	Open June 2016	Full Exp Ops
PARKS AND RECREATION STAFF (21 FULL-TIME)	**Actual or Draft County Classification**					
**Superintendent, Ford Theatres	Sup, Ford Theatres	87,520	87,520	87,520	87,520	87,520
Staff Assistant II	Staff Assistant II	-	-	58,171	58,171	58,171
Senior General Maintenance Worker	Senior General Maintenance Worker	-	-	-	50,132	50,132
Electrician	Electrician	-	-	-	73,867	73,867
Plumber	Plumber	-	-	-	74,656	74,656
Floor Care Specialist	Floor Care Specialist	-	-	-	33,780	33,780
Grounds Maintenance Supervisor	Grounds Main. Supervisor	-	-	-	50,501	50,501
Grounds Maintenance Worker II	Grounds Main. Worker II	-	-	-	40,942	40,942
**Grounds Maintenance Worker I	Grounds Main Worker I	36,605	36,605	36,605	36,605	36,605
Grounds Maintenance Worker I	Grounds Main Worker I	-	36,605	36,605	36,605	36,605
Grounds Maintenance Worker I	Grounds Main Worker I	-	-	-	36,605	36,605
Grounds Maintenance Worker I	Grounds Main Worker I	-	-	-	36,605	36,605
Grounds Maintenance Worker I	Grounds Main Worker I	-	-	-	36,605	36,605
Grounds Maintenance Worker I	Grounds Main Worker I	-	-	-	36,605	36,605
Grounds Maintenance Worker I	Grounds Main Worker I	-	-	-	36,605	36,605
Custodian	Custodian	-	-	-	30,502	30,502
Custodian	Custodian	-	-	-	30,502	30,502
Custodian	Custodian	-	-	-	30,502	30,502
Custodian	Custodian	-	-	-	30,502	30,502
Custodian	Custodian	-	-	-	30,502	30,502
Custodian	Custodian	-	-	-	30,502	30,502
	Total Salary	124,125	160,730	218,901	908,816	908,816
	Total Benefits	52,133	67,507	91,938	381,703	381,703
	Total Parks Staff Expense	**176,258**	**228,237**	**310,839**	**1,290,519**	**1,290,519**
	GRAND TOTAL STAFFING	**794,459**	**1,153,298**	**2,097,831**	**4,485,304**	**5,253,945**

** Indicates County employee positions that are currently budgeted and filled.

* Indicates positions that are currently filled with contract staff.

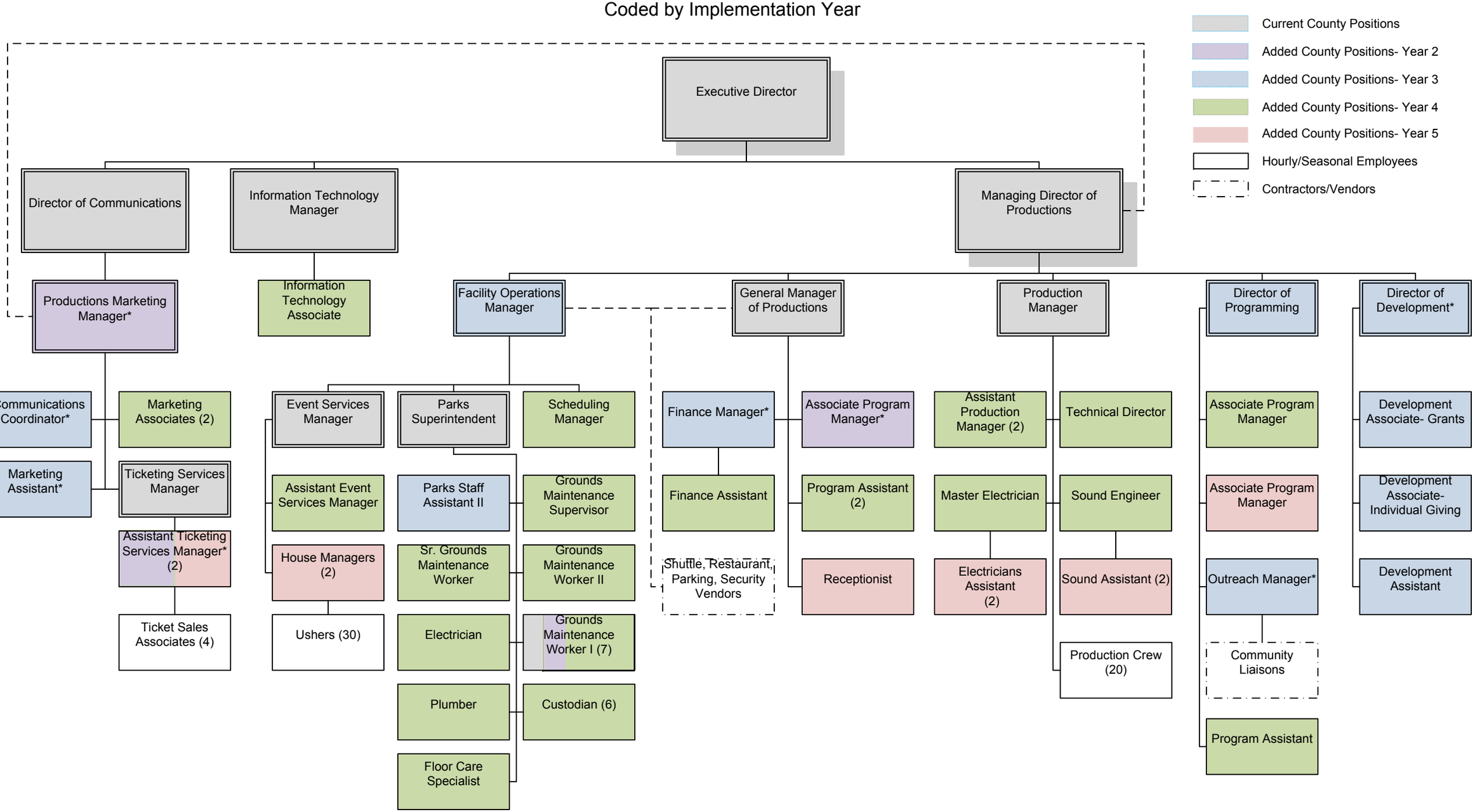
APPENDIX I

Ford Theatres Operations and Productions
Year 1 (FY 2012-13) Organizational Chart



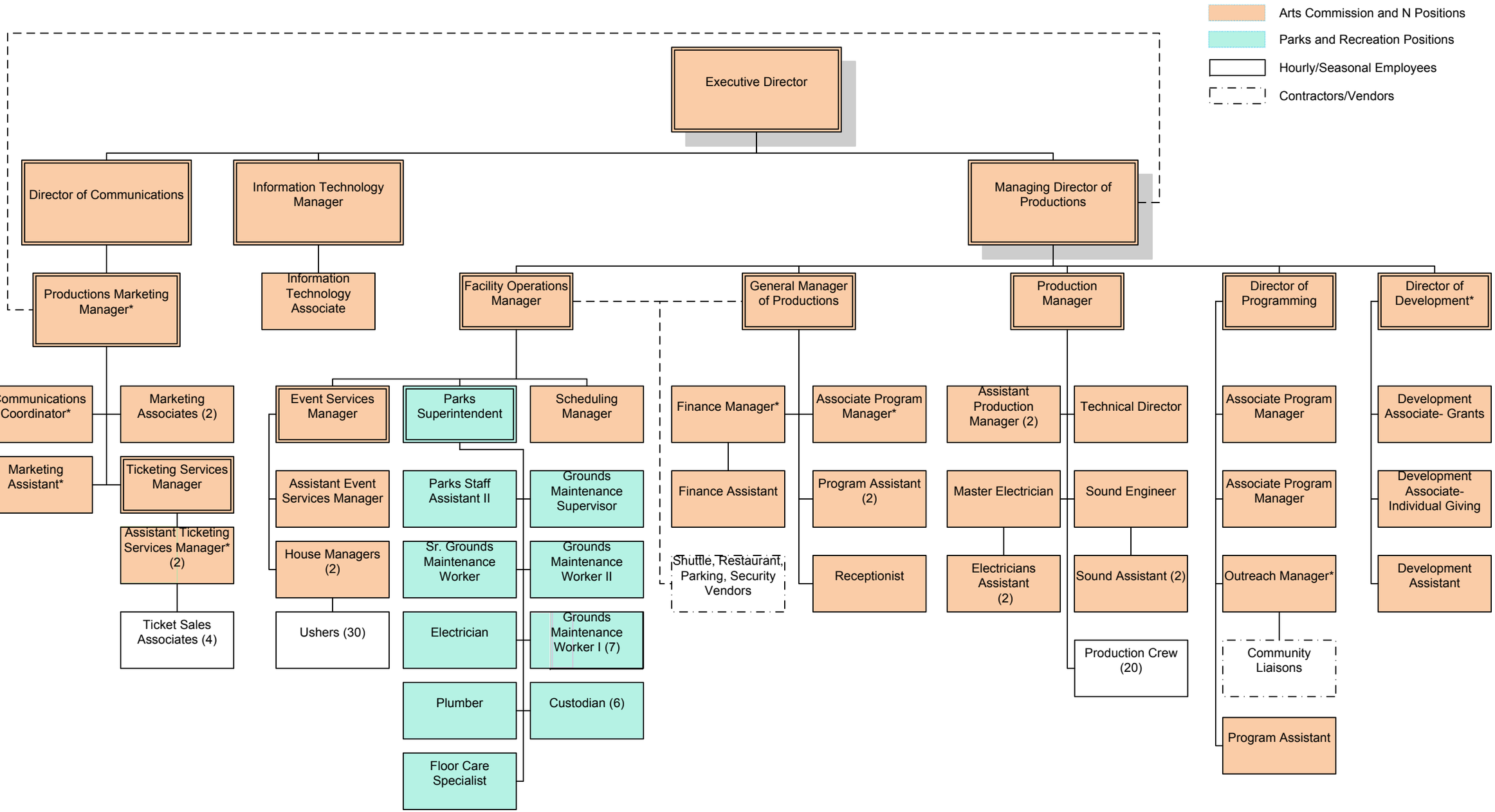
APPENDIX J

Ford Theatre Operations and Productions
Year 5 (FY 2016-17) Organizational Chart
Coded by Implementation Year



Ford Theatre Operations and Productions
Year 5 (FY 2016-17) Organizational Chart
Coded by Department

APPENDIX J



	Ford Theatre Foundation	Year 1	Year 2	Year 3	Year 4	Year 5
	Operating Budget	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
	(does not include Master Plan Construction Funds)	Off-Season Constr.	Off-Season Constr.	Close in October	No Summer 2015	First Year
		Close Winter	Close Winter	Close through FY	Open June 2016	Fully Expanded Ops
1	**FOUNDATION INCOME**					
2	Government/Corporate/Foundation Grants	505,000	400,000	450,000	495,000	550,000
3	Board and Individual Giving	24,000	42,000	46,200	50,820	56,000
4	Fiscal Receivership Pass-Thru	240,000	264,000	290,000	319,000	351,000
5	Fiscal Receivership Income	12,000	13,200	14,500	15,950	17,550
6	Ticket Sales	13,000	13,000	13,000	-	39,000
7	Ford Store Income	10,000	10,000	10,000	-	20,000
8	Master Plan Administrative Fees	95,000	100,000	242,000	242,000	242,000
9	Endowment Interest Income	12,500	17,625	25,256	126,519	282,845
10						
11	**TOTAL INCOME**	911,500	859,825	1,090,956	1,249,289	1,558,395
12						
13	**FOUNDATION EXPENSE**					
14	Staffing	210,520	210,520	211,879	211,879	211,879
15	Development/Campaign Expenses	10,000	50,000	140,000	160,000	180,000
16	Program Expenses	330,000	200,000	300,000	350,000	400,000
17	Fiscal Receivership Pass-Thru	240,000	264,000	290,000	319,000	351,000
18	Administrative Costs	23,000	23,000	27,000	28,300	32,100
19	Ford Store Expenses	6,000	6,000	6,000	-	10,000
20	Endowment Interest Reinvestment	12,500	17,625	25,256	126,519	-
21	County Operational Contribution	-	-	-	-	282,845
22	Contingency	79,480	88,680	90,821	53,591	90,571
23						
24	**TOTAL EXPENSE**	911,500	859,825	1,090,956	1,249,289	1,558,395

	Year 1	Year 2	Year 3	Year 4	Year 5
	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Ford Theatre Foundation	Off-Season Constr.	Off-Season Constr.	Close in October	No Summer 2015	First Year
Endowment Growth Trajectory	Close Winter	Close Winter	Close through FY	Open June 2016	Fully Expanded Ops
Year Start Endowment Principal	250,000	262,500	370,125	530,381	2,656,900
Endowment Campaign Fundraising	-	-	-	2,000,000	3,000,000
Signature Series Income	-	90,000	135,000	-	-
Total Endowment Principal	250,000	352,500	505,125	2,530,381	5,656,900
Interest Income (5%)	12,500	17,625	25,256	126,519	282,845
Year End Endowment Principal	262,500	370,125	530,381	2,656,900	5,656,900

Equipment Repair/Replacement Schedule

	Initial Cost	Year Cycle	Annual Replacement Cost
Amphitheatre	1,570,000	5	314,000
299-seat	1,668,000	5	333,600
99-flex	569,000	5	113,800
TOTAL INITIAL COST	**3,807,000**		

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22
Amphitheatre	Install	-	-	-	314,000	314,000	314,000	314,000	314,000	314,000
299-seat	-	-	-	Install	-	-	333,600	333,600	333,600	333,600
99-flex	-	-	-	Install	-	-	113,800	113,800	113,800	113,800
TOTAL ANNUAL COST	-	-	-	-	**314,000**	**314,000**	**761,400**	**761,400**	**761,400**	**761,400**

ISD PARKING SERVICES
FORD THEATRE PARKING PROFORMA

OPERATION COST □ REVENUE

Events (1)	Capacity	Estimated Attendees Per Event (2)	Estimated No Veh Parking on site/Event (3)	Annual Number Events/usage	Estimated Annual Sales Volume	Rev Per Event □ □5 Rate	Rev Per Event □ □10 Rate	Annual □5 Rate	Annual □10 Rate
REVENUE									
Amphitheatre	1200	720	230	60	13800	$ 1,150	$ 2,300	$ 69,000	$ 138,000
Small Theatre	299	179	57	160	9120	$ 285	$ 570	$ 45,600	$ 91,200
Rehearsal Hall	99	59	19	40	760	$ 95	$ 190	$ 3,800	$ 7,600
Restaurant (4)	100	50	16	125	2000	$ 80	$ 160	$ 10,000	$ 20,000
Recreation (5)	n/a	n/a	10	150	1500	$ 50	$ 100	$ 7,500	$ 15,000
Staff/Artist (6)	-	n/a	10	150	1500	$ 50	$ 100	$ 7,500	$ 15,000
Total Gross Revenue								$ 143,400	$ 286,800
Less LA City Taxes (7)								$ (14,340)	$ (28,680)
Less Credit Card Processing Fees (8)								$ (1,153)	$ (2,306)
Total Adjusted Gross Revenue								□ **127,907**	□ **255,814**
OPERATING COST									
Parking Operations - ISD Contractor (9)									
A. Management Fee Option (Fixed cost)				[	$69,888.00			$ 69,888	
B. Revenue Share Option (10)					$ 54,205.00 [If $10 rate]			n/a	$ 54,205.00
ISD Parking Management/Contract Monitoring								$ 52,500	$ 52,500
Extraordinary Maintenance - None expected since will be new.								$ -	$ -
Total Estimated Costs								□ **122,388**	□ **106,705**
NET PROFIT□LOSS								□ **5,519**	□ **149,109**

NOTES:

(1) Parking wil be at two proposed lots which provide a total of 500 unstacked or 700 stacked parking spaces.
(2) Assumes 60% attendance at amphitheatre, small theatre, & rehearsal hall
(3) Assumes 2.5 people per vehicle and 80% of vehicles use on-site parking
(4) Restaurant may opt to cover a portion of patrons parking via validation and be billed. Adjusted by 50% for performance nexus
(5) Recreational vistors would be allowed to park up to 2 hours free in rear lot only.
(6) Staff (est 80), production (20), and Artists will be able to use limited space key card area. Else pay parking rate.
(7) LA City tax rate is currently 10%
(8) Credit Cards fees via TTC Bank of America agreement. Current avg rate is 2.68% Assumes 30% of transactions usage
(9) Prop A Board Contract
(10) Varies based on Revenues. Established revenue streams to cover costs. Current rate is 21%. Insufficent revenue at $5 rate for revenue share
(11) Cost for Parking automation equipment assumed to be included in capital budget.
Prepared 8-15-12

Attachment 2

COUNTY OF LOS ANGELES DEPARTMENT OF PARKS AND RECREATION

FORD THEATRES PROJECT

California Environmental Quality Act Findings

State Clearinghouse No. 2014021013

Prepared for
County of Los Angeles Department of Parks and Recreation
510 South Vermont Avenue, Room 201
Los Angeles, California 90020

Prepared by
Matrix Environmental
6701 Center Drive West, Suite 900
Los Angeles, California 90045

September 2014

TABLE OF CONTENTS

1.0. Introduction

1.1 Certification

The County of Los Angeles (County) Board of Supervisors hereby certifies and finds the Environmental Impact Report (EIR) for the Ford Theatres Project (Project), County of Los Angeles, California, State Clearinghouse Number 2014021013, has been completed in compliance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000, et seq.). The EIR for the Project consists of the following documents: June 2014 Draft EIR Volume 1 through Volume 4, including supporting Technical Appendices to the Draft EIR; and the August 2014 Final EIR, which includes an Executive Summary, Corrections and Additions to the Draft EIR, Responses to Comments on the Draft EIR, and the Mitigation Monitoring and Reporting Program (MMRP).

The County of Los Angeles Board of Supervisors has received, reviewed, and considered the information contained in the EIR, all hearings, and submissions of testimony from officials representing the County, as well as from other agencies, organizations, and private individuals with a particular vested interest in the Project. Having received, reviewed, and considered the foregoing information, and recommendations of the County staff, as well as any and all other information in the record, and herein, the County of Los Angeles Board of Supervisors hereby makes findings pursuant to and in accordance with Section 21081 of the Public Resources Code and CEQA Guidelines Sections 15090 and 15091 as presented herein.

1.2 Project Description

1.2.1 Project Location and Surrounding Uses

The Project Site comprises an approximately 32-acre County of Los Angeles regional park within the Hollywood Hills 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 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.

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 open space to the north, single- and multi-family residential uses to the east and south, and Cahuenga Boulevard to the west. The uses north, south, and east of 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. The Hollywood Bowl, also a County-owned historically significant cultural destination, is located southwest of the Project Site across Cahuenga Boulevard and the Hollywood Freeway.

1.2.2 Overview of Proposed Development

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 plaza deck featuring a restaurant, a 299-seat theatre, a new box office, a conference room, and offices and visitor amenities; (4) the Transit Center, which would include a designated area for bus and valet drop-off, a new three-level parking structure, an event space, and a maintenance facility; and (5) a 0.75-mile hiking trail. A more detailed discussion of the proposed improvements is provided below.

(a) Amphitheatre Rehabilitation Improvements

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. 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 could measure up to 48 feet in height. In addition, a retractable shade structure would provide cover for the Amphitheatre during day time performances.

(b) Ford Terrace

North of the Amphitheatre, the existing circular driveway and disabled parking adjacent to the secondary entrance 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. 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 secondary entrance. Disabled parking currently located adjacent to the secondary entrance would be accommodated within the parking structures proposed as part of the Project.

In addition, 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 repurposed as a self-serve food marketplace area and provide space for storage. New ADA-accessible restrooms would also be provided at the lower level.

(c) Ford Plaza

West of the Amphitheatre, generally within the existing south surface parking area, the Project proposes the Ford Plaza. The Ford Plaza would include a three-level parking structure, which would provide approximately 250 parking spaces. A plaza deck providing approximately 45,000 square feet of outdoor plaza areas would be created above the parking structure. As part of the Ford Plaza, the existing 365-square-foot box-office 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. In addition, 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. At the southern boundary of the Ford Plaza, an approximately 1,000-square-foot conference room would be built to support the adjacent office space. 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 and a 2,600-square-foot indoor seating area. An approximately 1,000-square-foot outdoor seating area would also be included. 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 and full theatrical lighting and rigging that would be able to accommodate multi-disciplinary performances. Backstage spaces within the new venue would include performer restrooms, dressing rooms, and a prep area for special events.

(d) Transit Center

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. 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. At the upper deck of the parking structure, an approximately 6,300-square-foot maintenance area consisting of office, storage, garage, and yard areas would 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 as office space for Ford Theatre Foundation, Los Angeles County Arts Commission, and Los Angeles Philharmonic staff.

(e) Hiking Trail

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, where required or necessary, and cut-in granite steps where areas of steep terrain are proposed. Hand-railing may also be provided at the steps. The trail alignment may utilize portions of existing user-established informal trails. The hours of operation for use of the trail would observe standard park hours of sunrise to sunset.

Overall, 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.

1.3 Discretionary Actions

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

1.4 Project Purpose and Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines states that the project description shall contain "a statement of the objectives sought by the proposed project." Section 15124(b) of the CEQA Guidelines further states that "the statement of objectives should include the underlying purpose of the project." The underlying purpose of the Project is to enhance on-site programs that support the work of County of Los Angeles artists and arts organizations by offering programs that meet the specialized needs of a broader cross section of the regional arts community, including emerging theatre, dance, and music ensembles and multi-disciplinary collaborations; to expand opportunities for diverse County residents to come together by creating new spaces and programs that better serve the community; and to ensure the future of the Amphitheatre as an active and relevant historic resource. The Project's specific objectives are as follows:

Historic Rehabilitation of the Amphitheatre

- Preserve the historic integrity of the Amphitheatre by providing improvements necessary to respond to damage from water intrusion, soil erosion, and structural decay, and ensure its future viability as a cultural and historical resource for the communities of Los Angeles County.

- Provide operational improvements for the historic outdoor Amphitheatre that includes modern technical infrastructure and performing arts technology and amenities to support world class theatrical and cultural experiences for patrons and program participants while providing improved access to the Ford Theatres and its canyon park setting as a public cultural and recreational destination.

Additional Artist and Patron Site Enhancements

- Support the development of Los Angeles County-based artists, arts organizations and arts producers that represent diverse performing arts genres, disciplines, and communities by providing an on-site natural progression of appropriately-sized enclosed rehearsal and performing arts spaces which can be used at the same time to expand creative capacity, create new work, and increase audiences.

- Repurpose the areas of the Ford Theatres currently used for on-grade parking to meet existing critical program needs of the regional arts ecosystem, including a much needed mid-size theatre space and low- to no-cost, accessible flexible spaces for rehearsals and performances year-round for artists, particularly dance and theatre groups, which do not have sufficient right-sized rehearsal and performance spaces in Los Angeles County.

- Enhance patron pre-show and post-show experience by providing plaza areas and support functions for meeting, dining and picnicking, while enabling visits of variable lengths by the creation of non-stacked parking to ease ingress and egress.

- Further the Ford's capacity for community building by creating new small and medium interstitial spaces and opportunities for artists, audiences, and the public to interact, dialogue, and find meaning and expression through the arts on the Project Site.

- Create pedestrian and vehicular circulation access that is integrated with a transit center and sufficient on-site parking so as to provide for improved and safer patron arrival and departures.

- Enhance the Ford Theatres' role as a County Regional Park by increasing public access to the entire site, integrating passive recreational opportunities, and encouraging visitors to experience the natural landscape and views of surrounding iconic landmarks from a formal trail within the park boundary.

- Mitigate noise pollution from the adjacent Hollywood Freeway to provide a more pastoral experience focused on the stage and preserve audience views of the natural landscaped canyon from inside the Amphitheatre.

- Provide for improved operation and maintenance relating to stage logistics including set loading and unloading and set staging areas in close proximity to the Amphitheatre.

- Provide on-site accessible modern office space to accommodate daily personnel and improve communication and interaction of staff with the arts community.

- Provide site improvements that are focused on areas of the site that have been previously developed and preserve the canyon setting of the Project Site.

1.5 CEQA Process

The Project, as defined above, was reviewed by the County of Los Angeles, serving as Lead Agency, in accordance with the requirements of CEQA. An Initial Study was prepared for the Project in accordance with CEQA Guidelines Sections 15060 and 15063

and, in compliance with CEQA Guidelines Section 15082, a Notice of Preparation (NOP) was prepared and distributed on February 7, 2014 to the State Clearinghouse, Office of Planning and Research, responsible agencies, adjacent cities and counties, other interested parties, and owners and occupants within a 1,000-foot radius of the Project Site. The NOP identified specific areas where the Project could have adverse environmental effects and determined that an EIR would need to be prepared to document these effects. The NOP was circulated for a 30-day review period starting on February 7, 2014, and ending on March 11, 2014. In addition, a public scoping meeting was conducted on February 18, 2014. The County reviewed and considered the written comments received in response to the NOP, and subsequently prepared a Draft EIR for the Project. Copies of the written comments submitted to the County in response to the NOP are included in Appendix A of the Draft EIR.

The County determined through the Initial Study that the Project would not have the potential to cause significant impacts related to agriculture and forest resources, hazards and hazardous materials, mineral resources, population and housing, some public services (including schools, parks, and libraries), recreation, and some utilities and service systems (including wastewater and solid waste).

The County determined through the Initial Study the potential for significant impacts in the following environmental issue areas would be evaluated in the Draft EIR:

- Aesthetics (including views, light, and glare)
- Air Quality
- Greenhouse Gas Emissions
- Biological Resources
- Cultural Resources (including historic resources, and archaeological and paleontological resources)
- Geology and Soils
- Hydrology and Surface Water Quality (including groundwater)
- Land Use and Planning
- Noise
- Public Services (including fire protection and police protection)
- Traffic, Access, and Parking

- Utilities and Service Systems (including water and energy)

The Draft EIR for the Project, which is incorporated herein by reference in full, was prepared pursuant to CEQA and agency guidelines. The Draft EIR evaluated in detail the potential environmental effects of the Project, identified feasible mitigation measures, and analyzed the effects of three alternatives to the Project, as described below. A Notice of Availability of the Draft EIR was prepared and distributed on June 23, 2014 to the State Clearinghouse, Office of Planning and Research, responsible agencies, individual and agency commenters on the NOP, scoping meeting attendees, adjacent cities and counties, other interested parties, and owners and occupants within a 1,000-foot radius of the Project Site. The Draft EIR was made available for review on the Los Angeles County Department of Parks and Recreation website. In addition, copies of the Draft EIR were made available for review at the following three libraries: Los Angeles Central Library; Frances Howard Goldwyn Hollywood Regional Branch Library; and Will & Ariel Durant Library, and the Los Angeles County Department of Parks and Recreation. In accordance with CEQA Guidelines Section 15105, the Draft EIR was circulated for a 45-day public review period beginning on June 23, 2014 and ending on August 8, 2014. The County Department of Parks and Recreation received a total of 28 written comment letters on the Draft EIR. Copies of the written comment letters received on the Draft EIR are included in Appendix FEIR-1 of the Final EIR.

The Final EIR for the Project, prepared September 2014, is hereby incorporated by reference in full. The Final EIR includes written responses to all comments received on the Draft EIR during the public review. The Final EIR was made available for review on the Los Angeles County Department of Parks and Recreation website and at the Los Angeles County Department of Parks and Recreation. Pursuant to CEQA Guidelines Section 15088(b), responses were sent to all public agencies that commented on the Draft EIR at least 10 days prior to the scheduled consideration of the certification of the Final EIR.

1.6 Recirculation of an EIR

CEQA Guidelines Section 15088.5 requires that the lead agency recirculate an EIR when significant new information is added to the EIR after public notice of its availability has previously been given but prior to its certification. "Significant new information" requiring recirculation includes, for example, a disclosure showing that:

(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;

(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;

(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it; or

(4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR. A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record.

As discussed above, the County evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the County prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. The County reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The County has studied all the comments on the Draft EIR and the Responses to Comments contained in the Final EIR. The County finds that none of the comments to the Draft EIR contain substantial evidence that the Draft EIR is inadequate, failed to disclose a significant environmental impact, or failed to identify a feasible mitigation or alternative that would substantially reduce or avoid the significant impacts of the Project. The Lead Agency has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the EIR. Responses to Comments comply with CEQA and are directly responsive to the comments received on the Draft EIR.

Section II, Corrections and Additions, of the Final EIR documents changes to the Draft EIR. Having reviewed the information contained in the Draft EIR and the Final EIR and in the administrative record, as well as the requirements of CEQA and the CEQA Guidelines regarding recirculation of Draft EIRs, the County Board of Supervisors finds that there are no new significant impacts, substantial increase in the severity of a previously disclosed impact, significant information in the record of proceedings or other criteria under CEQA that would require recirculation of the EIR, or preparation of a supplemental or subsequent EIR. Specifically, the County finds that:

- The Final EIR provides substantial evidence that the changes to the Draft EIR do not result in new significant impacts and do not warrant circulation of the Draft EIR.

- Section III, Responses to Comments, of the Final EIR fully considered and responded to comments claiming that the Project would have significant impacts or more severe impacts not disclosed in the Draft EIR. The Responses to Comments include substantial evidence that none of these comments provided substantial evidence that the Project would result in changed circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than what was discussed in the Draft EIR.

2.0 CEQA Findings

Section 21081 of the California Public Resources Code and Section 15091 of the CEQA Guidelines require a public agency, prior to approving a project, to identify the significant impacts of the project and make one or more of three possible findings for each of the significant impacts.

- The first possible finding is that "changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (CEQA Guidelines Section 15091 (a)(1)).

- The second possible finding is that "such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency." (CEQA Guidelines Section 15091(a)(2)).

- The third possible finding is that "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible, the mitigation measures or project alternatives identified in the final EIR." (CEQA Guidelines Section 15091(a)(3)).

The County of Los Angeles served as the Lead Agency under CEQA with respect to the Final EIR. In approving the Project and making these findings, the County of Los Angeles Board of Supervisors has considered all of the information in the administrative record of proceedings, including but not limited to: staff reports, all public comments received both written and verbal, and the Final EIR. On the basis of all of the foregoing information, the County of Los Angeles Board of Supervisors finds:

1. Pursuant to Public Resources Code Section 21081(a)(1), that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment as identified in the EIR; and

2. Pursuant to State CEQA Guidelines Section 15091(a)(1), that changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR; and

3. The EIR has been completed in compliance with CEQA and is adequate under CEQA for approval of the actions necessary to implement the Project and all other County permits, entitlements, and discretionary approvals for the Project; and

4. Project alternatives that substantially reduce or avoid the Project's significant environmental impacts are rejected as infeasible, for the reasons set forth in Section 6.0 below.

3.0 Environmental Impacts Found Not to Be Significant or Found to Be Less Than Significant After Mitigation in the Initial Study

An Initial Study was completed for the Project in February 2014. On the basis of the Initial Study, the County determined that no further analysis was required for the following impact areas for the reasons set forth below and in the Initial Study. On the basis of the Initial Study and the EIR, the County has determined that there is no substantial evidence that the Project would result in any potentially significant impacts in the environmental subject areas presented below. to the Initial Study for the Project is provided in Appendix A of the Draft EIR.

3.1 Aesthetics—Damage to Scenic Resources within a Scenic Highway

No designated scenic highways are located in the vicinity of the Project Site. 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. Therefore, no impacts to scenic resources within designated scenic highway would occur.

3.2 Agriculture and Forest Resources

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 non-forest use. No impacts would occur, and no mitigation measures would be required.

3.3 Air Quality—Odors

No objectionable odors are anticipated as a result of either construction or operation of the Project. The Project would be constructed using conventional 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. In addition, trash receptacles would be contained, located, and maintained in a manner that promotes odor control and, 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.

3.4 Biological Resources

3.4.1 Federally Protected Wetlands

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.

3.4.2 Conflict with the provisions of an adopted Habitat Conservation Plan

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.

3.5 Geology and Soils

3.5.1 Fault Rupture

The closest active fault to the Project Site is the Hollywood Fault, which is located approximately 0.4 mile south of the Project Site. As such, the Project Site is not within a currently established Alquist–Priolo Earthquake Fault Zone for surface fault rupture hazards. Therefore, potential impacts would be less than significant.

3.5.2 Capacity to Support On-Site Wastewater Treatment Systems

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.

3.6 Hazard and Hazardous Materials

3.6.1 Hazardous Material Use

During construction and operation of the Project, all potentially hazardous materials would be used, stored, and disposed of in accordance with manufacturers' recommendations and guidelines, as well as with applicable federal, State, and local regulations. In addition, any asbestos, lead-based paint, and polychlorinated biphenyls found on-site would be removed and disposed of in accordance with applicable regulatory requirements prior to renovation and demolition. Therefore, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; or from being located on a site which is included on a list of hazardous materials sites. In addition, the Project Site is not located within, and therefore would not, emit hazardous emissions or handle hazardous materials within 0.25-mile of a school.

3.6.2 Airport Safety Provisions

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.

3.6.3 Emergency Response Plan

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. In accordance with Mitigation Measure Hazards-1, below, a construction traffic management plan would be implemented during construction 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.

Mitigation Measures

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.

Finding

The County adopts the first possible finding, which states that "changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR [Initial Study]." (Guidelines Section 15091 (a)(1)).

3.7 Hydrology and Water Quality—100-Year Flood Hazard Area

The Project Site is not located within a 100-year flood plain, as mapped by the Federal Emergency Management Agency (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 one percent annual chance flood with average depths of less than one foot or with drainage areas less than 1 square mile; and protected by levees from one 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.

3.8 Land Use and Planning

3.8.1 Physically Divide an Established Community

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.

3.8.2 Habitat and Conservation Plans

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.

3.9 Mineral Resources

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 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.

3.10 Noise—Airport Noise

The Project Site is not within 2 miles of an airport, in an airport land use plan area, or in the vicinity of a private airstrip. Therefore, no impacts would occur with regard to airport noise.

3.11 Population and Housing

No housing currently exists on the Project Site. Therefore, the Project would not result in the displacement of existing housing or people. In addition, as the Project would not result in the construction of any residential units, the Project would not directly contribute to population growth.

While construction of the Project would create temporary construction-related jobs, given that the work requirements of most construction projects are highly specialized so that construction workers remain at a job site only for the time in which their specific skills are needed, Project-related construction workers would not be anticipated to relocate their household's place of residence as a consequence of working on the Project. 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 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 urban infrastructure, it would not require the extension of such infrastructure in a manner that would indirectly induce substantial population growth. Therefore, impacts to population and housing would be less than significant, and no mitigation measures would be required.

3.12 Public Services

3.12.1 Schools

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 Los Angeles Unified School District (LAUSD). 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. As such, the Project would not result in the need for new or altered school facilities. Therefore, impacts to schools would be less than significant, and no mitigation measures would be required.

3.12.2 Parks

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.

3.12.3 Other Governmental Facilities

As the Project does not include residential development, which typically generates demand for library services, the Project is not anticipated to cause an increase in the community population that would exceed the service capacity 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. As such, impacts with respect to library services would be less than significant. In addition, during construction and operation of the Project, roads would continue to be utilized to access the Project Site.

3.13 Recreation

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.

3.14 Transportation/Traffic

3.14.1 Air Traffic Patterns

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 impacts would occur, and no mitigation measures would be required.

3.14.2 Hazardous Design Features

The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves or dangerous intersections. In addition, 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.

3.14.3 Emergency Access

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. In accordance with Mitigation Measure Hazards-1 set forth in Section 2.6.3 Emergency Response Plan, above, a construction traffic management plan would be implemented during construction 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.

Finding

The County adopts the first possible finding, which states that “changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR [Initial Study].” (Guidelines Section 15091 (a)(1)).

3.15 Utilities and Service Systems

3.15.1 Wastewater Generation

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. 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. As the Hyperion Treatment Plant 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 Regional Water Quality Control Board. 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.

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

3.15.2 Wastewater Infrastructure

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. Based on the current approximate flow levels and design capacities in the sewer system and the Project's estimated wastewater flow, the City of Los Angeles Department of Public Works, Bureau of Sanitation 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. Therefore, 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.

3.15.3 Solid Waste

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. The estimated solid waste increase generated by the Project would represent 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.

Further, 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.

3.16 Cumulative Effects

3.16.1 Agriculture and Forest Resources

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 non-forest use. As such, the Project would have no impact to agriculture or forest resources and, therefore, could not combine with other projects to result in cumulative impacts to agriculture and forest resources.

3.16.2 Hazards and Hazardous Materials

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.

3.16.3 Mineral Resources

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, the Project would have no impact to mineral resources and, as such, could not combine with other projects to result in cumulative impacts to mineral resources.

3.16.4 Population and Housing

As the Project would not result in the construction of any residential units, the Project would not directly contribute to population growth. Therefore, the Project's incremental contribution to potential cumulative impacts to population and housing would not be cumulatively considerable and cumulative impacts associated with population and housing would not occur.

3.16.5 Public Services (Schools, Parks, and Library Services)

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 schools, parks, or library services. Therefore, the Project's incremental contribution to potential cumulative impacts to schools, parks, and libraries would not be cumulatively considerable and cumulative impacts associated with schools, parks, and libraries would not occur.

3.16.6 Recreation

The Project would result in a beneficial impact on recreational facilities by providing improvements to an existing County regional park. Further, 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 services. Therefore, the Project's incremental contribution to potential cumulative impacts to recreation would not be cumulatively considerable and cumulative impacts would not occur.

3.16.7 Utilities and Services

(a) Wastewater

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.

(b) 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.

4.0 Project Design Features

Following is a list of the project design features incorporated into the Project's impact analyses.

4.1 Aesthetics, Views, Light, and Glare

Project Design Feature A-1: During construction, lighting shall be shielded and/or aimed so that no direct beam illumination would fall outside of the Project Site boundary.

Project Design Feature A-2: Project lighting shall incorporate shielding and aiming to prevent glare, light spill, and the upward emition of light and shall not exceed 2 foot-candles outside of the Project Site boundary.

Project Design Feature A-3: Exterior windows, glass, and metal used on building surfaces shall be non-reflective or treated with a standard low-reflective or non-reflective glazing.

4.2 Air Quality

No specific project design features are proposed with regard to air quality.

4.3 Greenhouse Gas Emissions

No specific project design features are proposed with regard to greenhouse gas emissions.

4.4 Biological Resources

No specific project design features are proposed with regard to biological resources.

4.5 Cultural Resources

No specific project design features are proposed with respect to cultural resources.

4.6 Geology and Soils

Project Design Feature F-1: Prior to the issuance of a grading permit(s), the Applicant shall submit to the County of Los Angeles Department of Public Works for review and approval a final design-level geotechnical investigation report that complies with all applicable State and local code requirements based on final Project designs prepared by a registered civil engineer and certified engineering geologist. The geotechnical investigation report shall include recommendations for the specific building locations and design including those pertaining to site preparation, fills and compaction, foundations, etc. The geotechnical investigation report shall be prepared to the written satisfaction of the Los Angeles Department of Public Works—Building and Safety Division.

Project Design Feature F-2: Project design and construction shall comply with all applicable current building codes and standards, including those established by the California Geological Survey's "Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication No. 117;" the Uniform Building Code as adopted by the County of Los Angeles; State and County laws, ordinances and Code requirements; and the recommendations set forth in a final geotechnical investigation(s).

4.7 Hydrology, Surface Water Quality, and Water Quality

Project Design Feature G-1: Prior to the issuance of a grading permit, the Applicant shall provide evidence to the County of Los Angeles Department of Public Works, as appropriate, that a Notice of Intent has been filed with the State Water Resources Control Board for coverage under the Construction General Permit and a certification that a Stormwater Pollution Prevention Plan has been prepared. Such evidence would consist of a copy of the Notice of Intent stamped by the State Water Resources Control Board or Los Angeles Regional Water Quality Control Board, or a letter from either agency stating that the Notice of Intent has been filed. The Stormwater Pollution Prevention Plan would include a menu of Best Management Practices to be selected and implemented based on the phase of construction and the weather conditions to effectively manage stormwater runoff and control erosion. Best Management Practices to be implemented as part of the Project could include, but not be limited to, the following:

- Erosion Control BMPs to protect the soil surface and prevent soil particles from detaching. Selection of the appropriate erosion control BMPs would be based on minimizing areas of

disturbance, stabilizing disturbed areas, and protecting slopes/channels;

- Sediment Control BMPs, which are treatment controls that trap soil particles that have been detached by water or wind. Selection of the appropriate sediment control BMPs would be based on keeping sediments on-site and controlling the site boundaries;
- Wind Erosion Control BMPs, which consist of applying water to prevent or minimize dust nuisance;
- Tracking Control BMPs, which consist of preventing or reducing the tracking of sediment off-site by vehicles leaving the construction area. These BMPs include street sweeping and vacuuming. The construction site would have a stabilized construction entrance to prevent off-site tracking of sediment and debris;
- Non-Stormwater Management BMPs, which are also referred to as "good housekeeping practices" involve keeping a clean, orderly construction site; and
- Waste Management and Materials Pollution Control BMPs consist of implementing procedural and structural BMPs for handling, storing, and disposing of wastes generated by a construction project to prevent the release of waste materials into stormwater runoff or discharges through the proper management of construction waste.

Project Design Feature G-2: Prior to issuance of a building permit, the Applicant shall prepare and submit for review and approval a Low Impact Development Plan that would include Best Management Practices and demonstrate compliance with Low Impact Development Ordinance requirements to the Los Angeles County Department of Public Works, Building and Safety, as applicable. Specific Best Management Practices to be implemented as part of the Low Impact Development Plan for the Project to manage post-construction stormwater runoff would include, but not be limited to, the following:

- Installation of catch basins, planter drains, and building roof drain downspouts throughout the Project Site to collect roof and site runoff and direct stormwater away from structures and to potential infiltration systems.
- Installation of filter inserts to catch basins to improve the quality of stormwater runoff from the Project Site.
- Promote evapotranspiration and infiltration, and the use of native and/or drought tolerant plants

- Promote bioretention through the use of underground retention tanks and/or rainwater harvesting;
- Design material storage areas and loading docks within structures or enclosures to prevent leaks or spills of pollutants from entering the storm drain system;
- Design post-construction structural or treatment control BMPs to infiltrate stormwater runoff. Stormwater treatment facilities and systems would be designed to meet the requirements of the LID Ordinance.

4.8 Land Use

No specific project design features are proposed with regard to land use.

4.9 Noise

Project Design Feature I-1: Project-related outdoor mechanical equipment shall be designed to meet the County's Noise Ordinance.

Project Design Feature I-2: The design of the Project amplified sound system for the Amphitheater shall include the sound level regulator programmed to a maximum sound level of 95 dBA, as measured in "slow" response, at the house mixer locations.

Project Design Feature I-3: The building structure for the 299-seat theatre and the Flex Space shall provide a minimum 25 dBA indoor to outdoor noise reduction.

4.10 Public Services—Fire Protection

Project Design Feature J.1-1: A final fuel modification plan shall be prepared for the Project for review and approval by the County of Los Angeles Fire Department Fuel Modification Unit. The fuel modification plan shall include 30 foot and 200 foot buffer zones from all new structures. The 30 foot buffer zone shall provide for replanting of low-growing, irrigated drought-tolerant plant material as a means to prevent erosion and transition to the native character of the Project Site. The 200 foot buffer zone shall provide for seasonal clearing of brush and, as needed, pruning of trees to reduce the amount of potential plant material that could fuel a fire.

Project Design Feature J.1-2: Fire department access shall be provided to within 150 feet of building openings. The final design of the access driveways and internal roadways shall be coordinated with the County Fire Department and LAFD, as applicable. The proposed

circular, fire department turn-around shall be a pumper truck-sized turn-around.

Project Design Feature J.1-3: The Project shall provide automatic fire sprinkler systems, approved by the County Fire Department, within all of the new buildings. With installation of fire sprinkler systems within all of the new buildings, the required fire flow shall be 4,000 gallons per minute with a residual pressure of 20 pounds per square inch, or a reduced fire flow as determined by the County Fire Department, LAFD, and LADWP during the building permit process for the Project.

Project Design Feature J.1-4: To accommodate the required fire flow, the Project shall provide two connections to the existing 8-inch high pressure water main in Cahuenga Boulevard East, or other necessary improvements as coordinated with the County Fire Department, LAFD, and LADWP during the building permit process for the Project.

Project Design Feature J.1-5: The Project shall provide fire hydrants within the Project Site as coordinated with the County Fire Department and LAFD. Booster pumps shall be provided for all proposed fire hydrants to meet the minimum fire flow rate and pressure requirements of the Project.

Project Design Feature J.1-6: The proposed fire system shall be a dedicated separate fire service system with no shared connections to the domestic supply lines.

4.11 Public Services—Police Protection

Project Design Feature J.2-1: During construction, the Applicant shall implement temporary security measures including, but not limited to, on-site security personnel, surveillance cameras, adequate lighting, and perimeter fencing around the construction area. Large mounds of dirt/debris/building materials and fence covers/screens shall be avoided. Equipment and building materials shall be removed or secured during non-construction hours.

Project Design Feature J.2-2: During operation, the Applicant shall implement security measures including, but not limited to:

- High-definition surveillance cameras. The cameras shall be placed along pedestrian pathways, gathering areas, and at driveways on Cahuenga Boulevard East. The camera system shall allow law enforcement agencies to view live feed remotely, shall be equipped with a hard drive capable of storing video for 15 days, and shall be capable of transferring video to disc or USB storage devices.

- Configure proposed public restrooms such that entrances are oriented towards the main event area or other high-visibility areas. The restrooms shall be secured after hours to prevent vandalism, theft, and use by transients.
- Adequate lighting and high definition surveillance cameras within the parking structures. Points of entry and egress shall be equipped with traffic control devices, and a parking lot attendant shall be employed during events.
- Signage along the hiking trail advising users that the trail is closed at night and that camping and smoking are strictly prohibited. The trail shall also be well-marked to prevent users from getting lost and the brush next to the trail shall be cut short to prevent people from hiding or concealing illicit materials. Restrooms, drinking fountains, and picnic/rest areas shall not be built along the trail.

Project Design Feature J.2-3: Upon completion of the Project, the Applicant shall provide the Los Angeles Police Department Hollywood Area commanding officer with a diagram of each portion of the property. The diagram shall include access routes and additional information that might facilitate police response.

4.12 Traffic, Access, and Parking

Project Design Feature K-1: Construction Management Plan

The Ford Theatre Foundation shall prepare a construction traffic management plan, including haul routes and staging plans, as necessary and satisfactory to the County. The construction traffic management plan would be based on the nature and timing of the specific construction activities and shall include the following elements as appropriate:

- Prohibition of construction worker parking and other construction-related vehicles on adjacent residential streets.
- Provisions to prohibit construction equipment or material deliveries within the public right-of-way.
- Provisions for temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag persons).
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.

- Provisions of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers, as appropriate.
- Provisions to accommodate the equipment storage and truck staging on-site.
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside of the commuter peak hours to the extent feasible.
- Obtaining the required permits for truck haul routes from the City prior to issuance of any permit for the Project.

Project Design Feature K-2: The Ford Theatres shall stagger the start times of simultaneous events to be held in the Amphitheatre and the 299-seat theatre on weekday evenings after 6:00 P.M. by a minimum of 45 minutes so as to separate the arrival patterns of each theatre's patrons.

Project Design Feature K-3: Parking and Traffic Management Plan

The Ford Theatre Foundation shall prepare a Parking and Traffic Management Plan including parking and traffic management measures and transportation demand management strategies. The Parking and Traffic Management Plan could include, but not be limited to, the following:

- Provide directions and location maps with the parking options available for visitors in web postings, real time mobile applications, marketing, notification and media materials, etc.
- Post directions and maps showing truck routes for deliveries, construction vehicles, and other trucks.
- Encourage alternate travel options (transit and shuttle service) for visitors in event-related marketing/media information.
- Manage the use of all parking spaces in the on-site parking garages to maximize parking efficiency and avoid underutilization of parking spaces.
- Identify locations for bus drop-off/pick-up and staging.
- Provide valet assist parking in at least one parking garage to maximize parking circulation and capacity where possible during large events.
- Require employees and staff to park within designated areas.
- Implement Transportation Demand Management strategies for employees to reduce trips during the congested periods and travel via other modes besides driving alone (e.g., carpooling,

flexible or alternative work schedules, transit incentives, parking incentives for carpools and vanpools, etc.)

- Provide bicycle amenities (bicycle racks, lockers, etc.).

4.13 Utilities and Service Systems—Water

Project Design Feature L.1-1: The Project shall install new on-site water connections, where necessary, to distribute water within the Project Site.

Project Design Feature L.1-2: The Project shall implement water conservation features, including, but not limited to: high-efficiency toilets and urinals, auto lavatory faucets, use of "tankless" or "on demand" water heaters, drought-tolerant planting, minimal irrigation system, use of permeable surfaces, weather-based irrigation controller with rain shutoff, use of a separate water meter (or sub meter), flow sensor, and master valve shutoff for irrigated landscape areas.

4.14 Utilities and Service Systems—Energy and Energy Conservation

No specific project design are proposed with regard to energy and energy conservation.

5.0 Environmental Impacts Found Not to Be Significant or Found to Be Less Than Significant After Mitigation in the EIR

On the basis of the EIR, the County has determined that there is no substantial evidence that the Project would result in any potentially significant Project and/or cumulative impacts for the environmental subject areas presented below. In addition, on the basis of the EIR, the County finds that, based on substantial evidence, mitigation measures described in the EIR will reduce potentially significant impacts identified for certain environmental impact categories provided below to a less than significant level. In accordance with CEQA Guidelines Section 15091, where potentially significant impacts are identified, one of the findings listed in Section 2.0, CEQA Findings, above, is provided.

5.1 Aesthetics, Views, Light, and Glare

The Draft EIR analyzed potential impacts regarding aesthetics, views, light, and glare in Section IV.A, Aesthetics, Views, Light, and Glare, of the Draft EIR.

5.1.1 Aesthetics

(a) Construction Impacts

The removal of on-site structures, surface parking areas, and landscaping would not cause the loss of unique visual resources (i.e., the surrounding hillsides and historic Amphitheatre) or prominent existing features that contribute positively to the existing visual character and quality of the Project Site. As such, the Project's construction activities would not substantially degrade the existing visual character of the Project Site or the surrounding area. Therefore, aesthetics impacts associated with construction would be less than significant.

(b) Operational Impacts

The Project would provide new performing arts and support facilities that would be consistent with and build on the existing uses on the Project Site and in the surrounding community. Implementation of the Project would result in the removal of the existing former motel building currently used as office space; the projection booth and control room,

which is not a primary character-defining feature of the historic Amphitheatre and is not visible from off-site public vantages; the concessions building, which is also not a primary character-defining feature of the historic Amphitheatre and is not visible from off-site public vantages; and surface parking areas and landscaping. The Project would develop new structures and landscaping that would be primarily confined to areas of the Project Site that have already been developed.

While the presence of new development would invariably alter the aesthetic character of the Project Site, the Project would employ a cohesive site design in part by ensuring architectural compatibility and integration with the surrounding environment. The Project would also rehabilitate the existing historic Amphitheatre and would not result in the removal or alteration of existing features that contribute positively to the visual character of the Project Site and surrounding area. Overall, 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. Similarly, Project grading would be designed to retain the integrity and natural grade elevations of the landforms that influence the visual quality of the Project Site. As such, the Project would not substantially degrade the existing visual character or quality of the Project Site or surrounding area. Impacts related to aesthetics would be less than significant.

5.1.2 Views

Overall, while Project implementation would modify existing public views along Cahuenga Boulevard, Pilgrimage Bridge, and the Hollywood Freeway, the proposed structures would not dominate the viewshed along Cahuenga Boulevard. Rather, the Project has been intentionally designed to minimize the building footprints and remain primarily within the developed areas of the Project Site so as to preserve the natural setting of the Project Site. Accordingly, public views of the Project Site would continue to feature a semi-urban environment with a background of rolling hills, pockets of trees, and landscaping. Thus, the Project would not have a substantial adverse effect on a scenic vista, and view impacts would be less than significant.

5.1.3 Light

(a) Construction Impacts

Substantial lighting is not anticipated during construction within the Project Site as most construction activities would occur during daylight hours. However, the Project may include lighting for construction activities occurring in the early evening during the winter season. Outdoor lighting sources such as floodlights, spot lights, and/or headlights associated with construction equipment and hauling trucks would typically accompany

construction activities during this period. To the extent evening construction includes artificial light sources, such use would be temporary and would cease upon completion of proposed Project construction. Further, construction-related illumination would be used for safety and security purposes only. Additionally, as set forth in Project Design Feature A-1, construction lighting would be shielded and/or aimed so that no direct beam illumination would fall outside of the Project Site boundary. Construction lighting, while potentially bright, would be highly focused on the particular area undergoing work. Therefore, given that the majority of construction activities for the Project would be primarily confined to areas of the Project Site that have already been developed, which are separated from residential uses to the north, east, and south by open space and intervening topography, the surrounding uses would not be anticipated to be substantially affected by construction lighting. Thus, light impacts associated with proposed construction activities would be less than significant.

(b) Operational Impacts

Lighting associated with the proposed light boxes would be the most distinguishable light source as viewed from Cahuenga Boulevard, Pilgrimage Bridge, and the Hollywood Freeway. However, as illustrated, the light boxes would not feature so prominently such that the light boxes would emanate light that would be inconsistent with the existing light sources in the vicinity of the Project Site. In addition, there are no residential properties or other sensitive uses immediately surrounding the Project Site, and any light emanating from the proposed Project lighting would be directed within the Project Site. Further, lighting associated with the proposed theatrical lighting would be consistent with the existing lighting within the Amphitheatre. Also, in accordance with Project Design Feature A-2, Project lighting, where applicable, would incorporate shielding and aiming to prevent glare and light spill and the upward emition of light and Project lighting would not exceed 2 foot-candles outside of the Project Site boundary. Therefore, due to the types of proposed lighting and measures employed to minimize light pollution, the Project would not create a new source of substantial light that would adversely affect day or nighttime views in the area. Thus, impacts related to Project lighting would be less than significant.

5.1.4 Glare

(a) Construction Impacts

Daytime glare could potentially accompany construction activities if reflective construction materials were positioned in highly visible locations where the reflection of sunlight could occur. However, any glare would be highly transitory and short-term, given the movement of construction equipment and materials within the construction area and the temporary nature of construction activities within each area of the Project Site. In addition, large, flat surfaces that are usually required to generate substantial glare are not typically

an element of construction activities. Furthermore, the potential for nighttime glare associated with construction is unlikely as most construction activities would occur during the day, and any construction activities occurring in the early evening during the winter season would be limited and temporary. As such, the Project would not result in a significant impact related to construction glare.

(b) Operational Impacts

Building materials for the Project would likely include plaster, concrete, metal panels, fritted glass, and cement board. In accordance with Project Design Feature A-3, exterior windows, glass, and metal used on building surfaces would be non-reflective or treated with a standard low-reflective or non-reflective glazing. As such, sunlight reflected from the surfaces of proposed structures would not be expected to generate substantial daylight glare. The replacement of existing surface parking areas with structured parking would also reduce the potential for daytime glare from windows of parked vehicles. Overall, the Project would not create a new source of substantial glare which would adversely affect day or nighttime views. Therefore, glare impacts would be less than significant.

5.1.5 Cumulative Impacts

(a) Aesthetics

None of the related projects are located sufficiently close to the Project Site to enter the same field of view as the Project. Specifically, the nearest related project (Related Project No. 22) to the Project Site is located approximately 0.8 mile southwest of the Project Site. Therefore, given its location and distance from the Project Site and intervening development, Related Project No. 22 would not be within the same field of view as the Project. Notwithstanding, similar to the Project, future developments would be expected to occur in accordance with adopted plans, regulations, and guidelines, such as height limits, density, and setback requirements, and would be reviewed by the County or City to ensure consistency with adopted guidelines and standards that relate to aesthetics. Further, many of the related projects in the area represent infill development that is not expected to be out of scale or character with the existing visual environment, as ensured through the County's and the City's environmental review processes. Therefore, cumulative impacts relative to aesthetics would be less than significant.

(b) Views

Based on the distance of the related projects and intervening development, none of the related projects would affect views along Cahuenga Boulevard in the area of the Project Site or block views of the hillsides surrounding the Project Site. As such, future development in the Project area would not be expected to cumulatively obstruct public

views of valued visual resources within and in the immediate vicinity of the Project Site and cumulative impacts relative to views would be less than significant.

(c) Light

Development of the Project, as well as the other related projects in the area, would introduce new or expanded sources of artificial light. Consequently, ambient light levels in the Hollywood area may increase overall. However, given the proximity of the related projects to the Project Site, the additional artificial light sources introduced by these projects would not significantly alter the existing lighting environment that currently exists in the immediate Project area. In addition, each of the related projects would be required to comply with regulatory requirements which address light spill and brightness. As a result, cumulative impacts relative to light would be less than significant.

(d) Glare

With regard to glare, only related development immediately adjacent to Project structures would have the potential to create glare that could collectively pose impacts affecting a given off-site use, property, or activity. Due to the distance of the related projects from the Project Site, it is unlikely that glare could have a combined effect from a particular vantage point. In addition, it is anticipated that the related projects in the vicinity of the Project Site would be subject to discretionary review to ensure that building materials to be used would not create significant sources of glare. Further, since the Project's glare impacts would be less than significant, the Project would not contribute to any cumulative increase in glare in combination with the related projects. As such, cumulative glare impacts would be less than significant.

Mitigation Measures

Impact related to aesthetics, views, light, and glare would be less than significant. No mitigation measures would be necessary.

5.2 Air Quality

The Draft EIR analyzed potential impacts regarding air quality in Section IV.B, Air Quality, of the Draft EIR. Supporting technical analyses are included in Appendix C, Air Quality Worksheets, of the Draft EIR.

5.2.1 Construction Impacts

(a) Regional Construction Impacts

Construction of the Project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Project Site. In addition, fugitive dust emissions would result from demolition and construction activities. Mobile source emissions, primarily NOX, would result from the use of construction equipment such as dozers, loaders, and cranes. During the finishing phase of a building, paving operations and the application of architectural coatings (e.g., paints) and other building materials would potentially release VOCs. The Project's maximum regional emissions associated with construction would not exceed any of the daily significance thresholds set forth by the South Coast Air Quality Management District (SCAQMD). Therefore, regional emissions during construction of the Project would result in a less than significant air quality impact.

(b) Localized Construction Impacts

Maximum localized construction emissions for off-site sensitive receptors would not exceed any of the SCAQMD-recommended localized screening thresholds. Therefore, localized emissions during construction of the Project would result in a less than significant air quality impact.

(c) Toxic Air Contaminants

The greatest potential for toxic air contaminant (TAC) emissions during construction would be from diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. Because the construction schedule estimates that the phases which require the most heavy-duty diesel vehicle usage, such as site grading/excavation, would last for a short duration (e.g., approximately six months), construction of the Project would not result in a substantial, long-term (i.e., 70-year) source of TAC emissions. In addition, there would be no residual emissions or corresponding individual cancer risk after construction. As such, Project-related TAC impacts during construction would be less than significant.

(d) Odors

During construction of the Project, activities associated with the operation of diesel-powered construction equipment, asphalt paving operations, and the application of architectural coatings and solvents may produce perceptible odors. The Project would comply with applicable regulatory requirements regarding construction activities and odors.

With compliance with applicable rules and regulations, impacts associated with objectionable odors during Project construction would be less than significant.

5.2.2 Operational Impacts

(a) Regional Operational Impacts

Regional emissions resulting from operation of the Project would not exceed any of the SCAQMD's daily regional operational thresholds. Therefore, air quality impacts from Project operational emissions would be less than significant.

An analysis of daily operational emissions of existing conditions without the Project versus with the Project (2014) was also conducted. The analysis shows that the net overall operational emissions associated with the Project under existing conditions (2014) would be higher than the estimated emissions at Project build-out (2020). This increase is exclusively a function of the change in default CalEEMod emission factors from 2020 to 2014 (i.e., vehicular fleet mix is cleaner in subsequent years as a result of cleaner newer vehicles). As with the Project build-out (2020) analysis year, the Project (2014) analysis would not exceed any of the established SCAQMD daily regional operational thresholds. Therefore, air quality impacts from Project operational emissions would be less than significant.

(b) Localized Operational Impacts

Operation of the Project would not introduce any major new sources of air pollution within the Project Site. As such, on-site operational emissions would not exceed any of the localized significance thresholds.

An analysis of daily operational on-site emissions of existing conditions without the Project versus with the Project (2014) was also conducted. The analysis shows that the net overall operational on-site emissions associated with the Project under existing conditions (2014) would be similar to the estimated emissions during Project build-out (2020). As with the Project build-out (2020) analysis year, on-site operational emissions under existing conditions would not exceed any of the localized significance thresholds. Therefore, localized impacts from on-site emission sources would be less than significant.

In addition, the Project would not cause any new or exacerbate any existing CO hotspots, and, as a result, impacts related to localized mobile-source CO emissions would be less than significant.

(c) Toxic Air Contaminants

The primary sources of potential air toxics associated with Project operations include diesel particulate matter from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets). Although there would be an increase in the total Project Site square footage and presumably a slight increase in the number of delivery trucks, compliance with applicable rules and regulations would substantially limit potential emissions from deliveries. As such, the Project would not be considered a substantial source of diesel particulate matter and potential air toxic contaminant impacts would be less than significant.

Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. As such, the Project would not release substantial amounts of TACs, and no significant impact on human health would occur.

(d) Odors

The Project does not include any uses identified by the SCAQMD as being associated with odors. However, the Project does include a restaurant which would have the potential to emit odors through cooking and charbroilers. The Project would minimize the release of odors from the proposed restaurant with odor reducing equipment as necessary. Garbage collection areas for the Project would also be covered and situated away from the property line and sensitive uses. Good housekeeping practices would be sufficient to prevent objectionable odors from garbage collection areas. Therefore, potential odor impacts would be less than significant.

5.2.3 SCAQMD CEQA Air Quality Handbook Policy Analysis

Project development would not have a significant short-term or long-term impact on the region's ability to meet State and federal air quality standards. Also, the Project would be consistent with the goals and policies of the AQMP for the control of fugitive dust. The Project's long-term influence would also be consistent with the goals and policies of the AQMP. Therefore, the Project is considered consistent with the SCAQMD's AQMP.

5.2.4 Cumulative Impacts

(a) Construction Impacts

According to the SCAQMD, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a

cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. Construction-related daily emissions at the Project Site would not exceed any of the SCAQMD's regional or localized significance thresholds. Thus, the Project's contribution to cumulative construction-related regional emissions would not be cumulatively considerable and therefore would be less than significant. Construction of the Project also would have a less-than-significant impact with regard to localized emissions. Therefore, the Project's contribution to cumulative air quality impacts due to localized emissions would also not be cumulatively considerable and therefore would be less than significant.

Similar to the Project, the greatest potential for TAC emissions at each related project would generally involve diesel particulate emissions associated with heavy equipment operations during demolition and grading/excavation activities. Construction activities at each related project would not result in a long-term (i.e., 70-year) substantial source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities which occur over relatively short durations. As such, cumulative toxic emission impacts during construction would be less than significant.

Also similar to the Project, via mandatory compliance with SCAQMD Rules, it is anticipated that construction activities or materials used in the construction of the related projects would not create objectionable odors. Thus, odor impacts from the related projects are anticipated to be less than significant individually, as well as cumulatively in conjunction with the Project.

(b) Operational Impacts

According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. Operational emissions from the Project would not exceed any of the SCAQMD's regional or localized significance thresholds during Project build-out (2020) or under existing conditions (2014). Therefore, the emissions of non-attainment pollutants and precursors generated by Project operation would not be cumulatively considerable.

With respect to TAC emissions, neither the Project nor any of the related projects (which are largely residential, retail/commercial, and office uses), would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. As such, cumulative TAC emissions during long-term operations would be less than significant. In addition, the

Project would not result in any substantial sources of TACs that have been identified by the California Air Resources Board's Land Use Guidelines, and thus, would not contribute to a cumulatively considerable impact.

With respect to potential odor impacts, neither the Project nor any of the related projects (which are primarily residential, retail, and office uses) have a high potential to generate odor impacts. Thus, potential odor impacts from related projects are anticipated to be less than significant. The Project would not result in odor impacts, and, thus, would not contribute to a cumulative odor impact.

Mitigation Measures

Project-level and cumulative impacts with regard to air quality would be less than significant. Therefore, no mitigation measures are required.

5.3 Greenhouse Gas Emissions

The Draft EIR analyzed potential impacts regarding greenhouse gas emissions in Section IV.C, Greenhouse Gas Emissions, of the Draft EIR. Supporting technical analyses are included in Appendix D, Greenhouse Gas Emissions Worksheets, of the Draft EIR.

5.3.1 Project Impacts

Construction emissions are typically associated with demolition, site preparation, excavation, grading, and construction-related equipment and vehicular activity. Construction of the Project is estimated to generate a total of 1,442 metric tons of CO_2e. As recommended by the SCAQMD, the total GHG construction emissions were amortized over the 30-year lifetime of the Project (i.e., total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate that can be added to the Project's operational emissions) in order to determine the Project's annual GHG emissions inventory.

The GHG emissions for the Project taking into consideration implementation of project design features included throughout the Project's Draft EIR, the requirements set forth in the County of Los Angeles Green Building Standards Code, and full implementation of current State mandates demonstrates that the Project has incorporated sustainability design features to reduce vehicle miles traveled and the Project's potential impact with respect to GHG emissions. The Project's GHG emissions reduction of 16.4 percent compared to the "business as usual" (BAU) scenario constitutes an equivalent or larger break from BAU than has been determined by CARB to be necessary to meet AB 32's goals (i.e., 16 percent reduction). Therefore, the Project would not have a significant

impact on the environment due to its GHG emissions. In addition, the Project would be consistent with CARB's *Climate Change Scoping Plan* for the implementation of AB 32 and would comply with the County of Los Angeles Green Building Standards. Therefore, the Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

5.3.2 Cumulative Impacts

Although the Project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. A project's GHG emissions typically would be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. Overall, implementation of project design features included throughout the Project's Draft EIR, compliance with the requirements set forth in the County of Los Angeles Green Building Standards Code, and full implementation of current State mandates would contribute to GHG reductions. These reductions represent a reduction from BAU and support State goals for GHG emissions reduction. As such, the Project would support State goals for GHG emissions reduction and be consistent with AB 32. The Project also would comply with the County of Los Angeles Green Building Standards, which emphasizes improving energy conservation and energy efficiency, increasing renewable energy generation, and changing transportation and land use patterns to reduce auto dependence. The related projects would also be anticipated to comply with many of the same emissions reduction goals and objectives as the Project. In the absence of adopted standards and established significance thresholds, and given the Project's consistency with State, regional, and local GHG emission reduction goals and objectives, the Project's impacts are concluded to be less than significant and not cumulatively considerable.

Mitigation Measures

Impacts related to greenhouse gas emissions would be less than significant, and no mitigation measures are required.

5.4 Biological Resources

The Draft EIR analyzed potential impacts to biological resources in Section IV.D, Biological Resources, of the Draft EIR. Supporting technical analyses are included in Appendix B, Tree Survey, and Appendix E, Biological Resource Assessment, of the Draft EIR.

5.4.1 Potential Vegetation Community Impacts

No special-status plant communities are located in the Biological Study Area (BSA). Native plant communities that occur in the study area include chaparral scrub, which is common in undeveloped areas of southern California. As this native plant community is not listed as a special-status plant community, potential impacts to existing plant communities associated with the Project would be less than significant and no mitigation measures are required.

5.4.2 Potential Regulatory Status Plant Species Impacts

The Project would include rehabilitation of portions of the existing Amphitheatre and development of new structures, including improvements to the exterior landscape and development of a hiking trail. Construction along the proposed hiking trail and within the existing landscaped areas would require vegetation removal. In addition, on a yearly basis, vegetation would be thinned up to 200 feet from all new structures in an effort to reduce fire risk in the area. Such activities could directly or indirectly impact identified special-status plant species that occur within the BSA. With implementation of Mitigation Measures D-1 and D-2, potentially significant impacts to special-status plant species associated with the Project would be reduced to a less than significant level.

5.4.3 Potential Regulatory Status Wildlife Species Impacts

(a) Construction

(i) Regulatory Status Bird Species

The coastal California gnatcatcher is identified as a species of concern by the California Department of Fish and Wildlife and would have the potential to occur in the BSA as the chaparral and sage scrub communities located in the BSA are suitable habitats for the coastal California gnatcatcher. While the potential for the coastal California gnatcatcher to occur in the BSA during construction is considered low, absence cannot be confirmed without additional surveys. As such, the Project could result in potentially significant direct impacts to the coastal California gnatcatcher. In addition, as this species is non-migratory, construction activities could result in indirect impacts on coastal California gnatcatcher species through noise disturbance and vegetation removal if they were to be in the BSA during construction. Annual vegetation thinning required out to 200 feet from all new structures would also reduce habitat for coastal California gnatcatcher. Implementation of Mitigation Measure D-3 would reduce potential impacts to a less than significant level.

Migratory birds and raptors also have the potential to occur in the BSA given the large areas of trees, vegetation, and buildings that could create the potential for migratory birds and raptors to nest. Construction activities could result in impacts on nesting birds through noise disturbance and vegetation removal if they were in the BSA during construction. Implementation of Mitigation Measure D-4 would reduce potentially significant impacts to migratory birds to a less than significant level.

(ii) Regulatory Status Small Mammal Species

The BSA includes undisturbed habitat that could be impacted as a result of construction activities. Sensitive wildlife species with the potential to occur within this habitat includes the coast horned lizard *(Phrynosoma blainvillii)* and the San Diego desert woodrat *(Neotoma lepida intermedia)*, both of which are considered species of concern by CDFW. Construction activities, including noise disturbance and vegetation removal could impact these species if they are present within the BSA during Project construction. With implementation of Mitigation Measure D-5, potential impacts to wildlife species would be reduced to a less than significant level.

(iii) Regulatory Status Bat Species

Four bat species have been identified with the potential to occur within the BSA. All species are identified as species of concern by the California Department of Fish and Wildlife with the exception of the hoary bat, which has a state rank of "S4." The BSA includes large trees, vegetation, and buildings that could provide roosting habitats for bats. Construction activities would result in noise disturbance and vegetation removal that could impact the bats if they are present during construction. Implementation of Mitigation Measures D-6 and D-7 would reduce potential impacts to bats to a less than significant level.

(b) Operation

Implementation of the Project would increase lighting, noise, and human activity within the Project Site, which could potentially deter wildlife occurring within the BSA from the area and reduce their ability to forage. In addition, the development of the proposed hiking trail would increase the risk for wildlife-human interactions within the Project Site. Furthermore, the fencing proposed to be installed along the lower trail alignments to keep people on the designated walking path and reduce further disturbance of the hillside may prevent wildlife access to foraging areas and reduce their ability to move through the area. With implementation of Mitigation Measures D-8 through D-10, potential impacts to wildlife species during operation of the Project would be reduced to a less than significant level.

5.4.4 Oak Tree Impacts

During the tree survey conducted for the Project, one coast live oak was identified for removal as part of the previously approved Amphitheatre improvements and four coast live oak trees have been identified for potential relocation. The oak tree previously contemplated for removal as part of the approved Amphitheatre improvements measured 4 inches in trunk diameter at 4.5 feet above mean natural grade. The remaining oak trees proposed to be relocated within the Project Site measured 8, 10, 12, and 14 inches in trunk diameter at 4.5 feet above mean natural grade. In accordance with the Los Angeles County Oak Tree Ordinance, a permit would be required for the removal or relocation of oak trees measuring 8 inches in trunk diameter or greater. As such, a permit would be required for the relocation of the four oak trees. As these trees are proposed to be relocated within the Project Site, the Project would not result in the permanent loss of protected trees and potential impacts to oak trees would be less than significant. Mitigation Measure D-11, provided below, would ensure the relocation of the oak trees is consistent with the Los Angeles County Oak Tree Ordinance. Mitigation Measure D-11 further outlines the procedures to be followed should the oak trees be protected in place.

5.4.5 Regional Connectivity/Wildlife Movement

There are no regional wildlife movement corridors within or adjacent to the Project Site. In addition, the BSA is not within a designated regional wildlife linkage area identified in the Los Angeles County General Plan. Development of the Project would occur primarily within the already developed portions of the Project Site and, upon implementation of the Project, the Project Site would remain mostly undeveloped hillsides. As such, the Project would not be expected to result in an increased barrier to local wildlife movement. In addition, the proposed trail alignment would generally follow the alignment of existing user-created trails, which potential wildlife in the area would already be accustomed to. Furthermore, while implementation of the proposed hiking trail would increase human activity in the hillside areas, wildlife movement typically occurs during nighttime when access to the hiking trail would not be permitted. Additionally, in accordance with Mitigation Measure D-9 provided below, the fencing proposed to be installed along the lower trail alignments to keep people on the designated walking path would be designed to be lower in height with openings between posts and rails to allow wildlife to pass over or through the fence. Therefore, the Project is not anticipated to negatively impact wildlife movement within the open space areas of the Project Site and the open space areas to the north and east of the Project Site. Impacts with regard to wildlife movement would be less than significant and no mitigation measures would be required.

5.4.6 Fire Hazard Areas

Given the Project Site's location and surrounding undeveloped hillsides, the potential for fire hazards would exist within the Project Site due to the presence of brush, increased human activity, and the potential for fires due to accidents or arson-related causes. Fires within the Project Site could result in potential impacts on existing vegetation communities, special status species, and wildlife if a fire were to spread beyond the developed areas of the Project. However, due to the Project Site's location within a Very High Fire Hazard Severity Zone, the Project would be required to comply with all applicable City and County requirements regarding construction, access, water mains, fire hydrants, fire flows, and brush clearance for this zone. In addition, the Project would implement a fuel modification plan that would identify buffer zones for the planting of specific vegetation and areas where routine landscape maintenance is required so as to create adequate defensible space around all potentially combustible structures. Routine landscape maintenance would be conducted in accordance with the County Fire Department's Fuel Modification Plan Guidelines and would include pruning; removal of plant litter, dead plants, and unwanted species; and regular inspection and repair of the irrigation system. Through compliance with applicable City and County requirements regarding wildfire risks, as well as approval and implementation of a fuel modification plan, impacts with respect to wildfire risk would be less than significant.

5.4.7 Cumulative Impacts

The related projects include mostly infill developments that contain limited native vegetation or suitable habitats for wildlife species. Due to their generally developed/disturbed nature and lack of native vegetation and habitats, the related project sites do not contribute to the long-term sustainability of natural communities and, therefore, would not have a significant impact on biological resources on a cumulative basis In addition, as with the Project, any potential impacts to biological resources resulting from development of the related projects would likely be subject to mitigation as part of the environmental review process, thereby avoiding or minimizing potential impacts to biological resources. Therefore, the Project in combination with the related projects would not result in significant cumulative impacts to biological resources.

As previously discussed, the Project would not have a significant adverse effect on any designated regional wildlife movement corridors as there are no regional wildlife movement corridors within or adjacent to the Project Site. Based on the location of the related projects within highly urbanized areas and the proximity of the related projects to large expanses of open space, the related project sites do not provide the type of environment that would attract wildlife to those sites or use those sites to reach nearby open space areas where such wildlife are known to exist. Therefore, the Project in

combination with the related projects would not result in significant cumulative impacts with regards to wildlife movement.

Mitigation Measures

Special-Status Plant Species

Mitigation Measure D-1: Prior to construction, a qualified botanist shall conduct rare plant surveys throughout the Project area. In the event special status species are found during surveys, avoidance measures shall be implemented based on the recommendations of a qualified botanist. If avoidance is not feasible, appropriate mitigation shall be developed and implemented, in consultation with the United States Fish and Wildlife Service and/or the California Department of Fish and Wildlife, as applicable.

Surveys shall be conducted during the appropriate blooming period to the extent feasible. If surveys cannot be conducted within the appropriate blooming period, or if the presence for any species cannot be ruled out for any other reason, avoidance measures shall be implemented based on recommendations of a qualified botanist. If avoidance is not feasible, appropriate mitigation shall be developed and implemented in consultation with the United States Fish and Wildlife Service and/or the California Department of Fish and Wildlife, as applicable.

Mitigation Measure D-2: If it is determined that special status plants would be directly impacted as a result of the Project, an on- or off-site restoration plan shall be prepared by a qualified botanist, in coordination with the United States Fish and Wildlife Service and/or the California Department of Fish and Wildlife, as applicable.

The restoration plan shall be implemented prior to the completion of the Project. The plan shall include the following: receiver locations; number of plants to be replanted and the methods of replanting; maintenance and monitoring requirements; and measures necessary for the establishment of self-sustaining populations in suitable open space areas to ensure the long-term survivability of the species in the vicinity.

Annual monitoring for at least five (5) years shall be required to ensure no-net-loss of acres of habitat for the species. The acreage ratio of lost special-status plant species habitat to habitat replaced shall be coordinated with the United States Fish and Wildlife Service and/or the California Department of Fish and Wildlife, as applicable, but shall be no less than 1:1.

Coastal California Gnatcatcher

Mitigation Measure D-3: Within a year prior to construction, protocol level surveys for the coastal California gnatcatcher shall be conducted within 300 feet of suitable habitat by a qualified biologist/ornithologist according to the United States Fish and Wildlife Service survey guidelines. The surveys shall include, at a minimum, a thorough examination of all suitable habitat within the Project area and vicinity for the coastal California gnatcatcher or its sign. The final survey methodology shall be determined in coordination with the United States Fish and Wildlife Service. A summary report shall be prepared upon completion of these activities and submitted to the United States Fish and Wildlife Service.

If, following protocol level surveys, no gnatcatchers are detected, but construction is delayed more than one year, additional surveys may be required, at the discretion of the United States Fish and Wildlife Service, to ensure that no gnatcatchers have moved into the area. If evidence of the coastal California gnatcatcher is found within the Project area during surveys, consultation with the United States Fish and Wildlife Service shall be conducted, and any requirements of the regulatory agencies regarding protection of the species shall be implemented.

Migratory Birds and Raptors

Mitigation Measure D-4: The following measures shall be implemented during construction to minimize impacts on nesting birds and raptors:

a. Construction in areas that include trees, vegetation, or buildings that may provide nesting habitats for bird and raptors shall be reduced to the maximum extent feasible.

b. Trimming and removal of vegetation and trees shall be minimized and performed outside of the nesting season (February 15 to September 15) to the extent feasible.

c. In the event trimming or removal of vegetation and trees must be conducted during the nesting season, nesting bird surveys shall be completed by a qualified biologist no more than 48 hours prior to trimming or clearing activities to determine if nesting birds are within the affected vegetation. Nesting bird surveys shall be repeated if trimming or removal activities are suspended for five days or more.

d. In the event construction is scheduled during bird nesting season, nesting bird surveys shall be completed no more than 48 hours prior to construction to determine if nesting birds, raptors, or active nests are in or within 500 feet of the construction area.

Surveys shall be repeated if construction activities are suspended for five (5) days or more.

e. In the event nesting birds or raptors are found in the construction area, appropriate buffers (typically 300 feet for songbirds and up to 500 feet for raptors) shall be implemented, in coordination with the California Department of Fish and Wildlife, to ensure that nesting birds and active nests are not harmed. Buffers shall include fencing or other barriers around the nests to prevent any access to these areas and shall remain in place until birds have fledged and/or is no longer active, as determined through coordination with the California Department of Fish and Wildlife.

Special-Status and General Wildlife Species

Mitigation Measure D-5: A qualified biologist shall complete pre-construction surveys no more than 48 hours prior to construction to determine the presence or absence of wildlife in the construction area. Surveys shall be repeated if construction activities are suspended for five (5) days or more. If any wildlife species are identified, appropriate measures shall be developed and implemented to avoid impacts on these wildlife species, in consultation with resource agencies as applicable.

Bats

Mitigation Measure D-6: To the extent feasible, tree and building removal shall be scheduled during the non-breeding and active season for bats (typically October and November). Prior to construction, surveys shall be conducted by a qualified bat specialist to identify the presence of bats and any active or potential bat-roosting cavities. During the non-breeding and active season, any bats roosting in cavities in the area, either in trees or in structures, shall be safely evicted under the direction of a bat specialist and under consultation with the California Department of Fish and Wildlife.

Once it has been determined that all roosting bats have been safely evicted from roosting cavities, exclusionary devices approved by the California Department of Fish and Wildlife shall be installed and maintained to prevent bats from roosting in these cavities prior to and during construction. A summary report shall be prepared upon completion of these activities and submitted to the California Department of Fish and Wildlife.

Pre-construction bat surveys shall be conducted by a qualified bat specialist no more than seven (7) days prior to the removal of any trees within the Project area to confirm that exclusionary measures have been successful and there are not bats within the construction

area. If no roosting bats are detected, no further surveys are required provided the tree removal is conducted within seven (7) days. If removal is delayed more than seven (7) days, additional surveys shall be conducted no more than seven (7) days prior to tree removal to ensure that no bats have moved into the area.

Mitigation Measure D-7: Surveys and exclusion measures are expected to prevent maternal colonies from becoming established in the Project area. In the event a maternal colony of bats is found in the construction area, the California Department of Fish and Wildlife shall be consulted, and no work shall be conducted within 100 feet of the roosting site until the maternal season is over or the bats have left the site, or as otherwise directed by the California Department of Fish and Wildlife. The site shall be designated as a sensitive area and protected as such until the bats have left the site. No clearing and grubbing shall be authorized adjacent to the site. Combustion equipment, such as generators, pumps, and vehicles, shall not to be parked nor operated under or adjacent to the roosting site. Construction personnel shall not enter into areas beneath the colony, especially during the evening exodus.

General Wildlife Species

Mitigation Measure D-8: Amphitheatre lighting shall be designed to focus downward on the developed areas of the Project area and minimize light spillover onto adjacent open space areas.

Mitigation Measure D-9: Fencing associated with the proposed hiking trail shall be designed to be low in height with openings between posts and rails to allow the movement of wildlife to pass over or through the fence.

Mitigation Measure D-10: Trash receptacles that are not accessible to wildlife shall be used along the proposed hiking trail and within open areas of the Project Site to discourage wildlife from entering the area and reduce the potential for wildlife-human interaction. Signage shall also be place along the trail to encourage hikers to stay within the designated trail boundary.

Oak Trees

Mitigation Measure D-11: The following measures shall be implemented to minimize impacts on oak trees:

a. Oak trees measuring eight (8) inches or more in diameter at four and one-half (4.5) feet above mean natural grade shall be protected in place unless specifically permitted by the County of Los Angeles through the Los Angeles County Tree Ordinance.

b. Prior to construction, protection fencing shall be installed outside of the drip line of an oak tree to be protected in place during construction to minimize damage from equipment storage, debris dumping, parking, etc. within oak tree protected zones.

c. Oak trees that are relocated shall be done so in a manner consistent with the Los Angeles County Oak Tree Ordinance.

Finding

The County adopts the first possible finding, which states that "changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (Guidelines Section 15091 (a)(1)).

5.5 Cultural Resources

The Draft EIR analyzed potential impacts to cultural resources in Section IV.E, Cultural Resources, of the Draft EIR. Supporting technical information is provided in Appendix F, Historic Resources Report, and Appendix G, Archaeological and Paleontological Resources Records Searches, of the Draft EIR.

5.5.1 Historical Resources

(a) Potential Impacts Related to Previously Approved Amphitheatre Improvements

In September 2013, the County of Los Angeles prepared and approved a Notice of Exemption pursuant to CEQA Guidelines, Article 19, Section 15331, Historical Resource Restoration/Rehabilitation (Class 31) for the rehabilitation of portions of the existing Amphitheatre consistent with the Secretary of Interior Standards for the Treatment of Historic Properties. These improvements will include hillside stabilization, stage reconstruction, disabled access and code compliance improvements, theatrical systems infrastructure improvements, and mechanical and electrical systems upgrades. These improvements were documented independently to be in compliance with the Class 31 exemption for historic resource rehabilitation consistent with the Secretary of Interior's Standards. Therefore, no significant impacts with regards to historic resources would occur as a result of implementation of the previously approved Amphitheatre improvements.

(b) Potential Impacts Related to Other Improvements

Overall, impacts with regards to historic resources associated with the Project have the potential to be significant as the specific design details of the Project have not been

finalized. However, with implementation of Mitigation Measure E-1, provided below, such impacts would be reduced to a less than significant level.

5.5.2 Archaeological Resources

The results of the records search indicate there are no known archaeological sites or isolates located within a 0.5-mile radius of the Project Site or within the Project Site. While the majority of the Project would be developed within areas that have been subject to disturbance in the past, some portions of the Project would extend to previously undisturbed areas. As such, there is the possibility that archaeological resources could be discovered. With implementation of Mitigation Measures E-2 and E-3, provided below, potential impacts related to archaeological resources would be reduced to a less-than-significant level.

5.5.3 Paleontological Resources

As described in the paleontological records search, excavations in the igneous rocks exposed in much of the Project Site would not uncover any recognizable fossils. However, excavations in the Topanga Formation deposits intercalated with the igneous rocks may encounter significant vertebrate fossils. Therefore, the potential exists for paleontological resources to be uncovered during construction activities and impacts associated with paleontological resources could be potentially significant. With implementation of Mitigation Measure E-4, any potential impacts related to paleontological resources would be reduced to a less than significant level.

5.5.4 Cumulative Impacts

As previously evaluated, potential impacts to historic resources associated with the Project would be less than significant with implementation of Mitigation Measure E-1. Additionally, based on the unique use and features of the Project Site as well as the area of the related projects, it is not expected that the related projects would impact historic resources of the same character (based on context, building type, evaluation, and designation) as that which is present within the Project Site. In addition, due to the distance of the related projects to the Project Site, the closest of which is approximately 0.8 mile from the Project Site (Related Project No. 22), the related projects are not anticipated to impact the historic features within the Project Site. Therefore, cumulative impacts on historic resources would be less than significant.

As discussed above, potential impacts to archaeological and paleontological resources associated with the Project would be less than significant with implementation of Mitigation Measures E-2 through E-4. With regard to potential cumulative impacts related

to archaeological and paleontological resources, the related projects area is urbanized and has been disturbed and developed over time. As with the Project, in the event that archaeological and paleontological resources are uncovered, each related project would be required to comply with applicable regulatory requirements. In addition, as part of the environmental review processes for the related projects, it is expected that mitigation measures would be established as necessary to address the potential for uncovering archaeological and paleontological resources. Thus, cumulative impacts associated with archaeological and paleontological resources would be less than significant.

Mitigation Measures

Mitigation Measure E-1: To ensure that the Project is consistent with the Standards and prior to the issuance of building permits for new construction, the final architectural plans shall be reviewed and approved by a qualified professional who satisfies the Secretary of the Interior's Professional Qualification Standards for History, Architectural History, or Architecture, pursuant to 36 CFR 61.

Mitigation Measure E-2: If a unique archaeological resource is discovered during Project construction activities, work in the area shall cease and deposits shall be treated by a qualified professional who satisfies the Secretary of the Interior's Professional Qualification Standards for History, Architectural History, or Architecture, pursuant to 36 CFR 61 in accordance with applicable federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. In addition, if it is determined that an archaeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 shall be implemented.

Mitigation Measure E-3: If human remains are encountered during construction, work in the affected area and the immediate vicinity shall be halted immediately. The construction manager at the Project Site shall be contacted, and shall notify the County Coroner. If the County Coroner determines the remains to be Native American, the archaeologist and Native American monitor shall then be contacted, if they are not on-site at the time, as well as the responsible lead agency of the discovery, who in turn shall notify the Native American Heritage Commission. Disposition of the human remains and any associated grave goods shall be in accordance with California Health and Safety Code Section 7050.5 and Public Resources Code Sections 5097.91 and 5097.98, as amended. The archaeologist and the Native American monitor, with the concurrence of the County, shall determine the area of potential impact and the timing when construction activities can resume.

Mitigation Measure E-4: A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities of the Project Site where excavations into the Topanga Formation may occur. The frequency of inspections shall be based on consultation with the paleontologist and shall depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. If paleontological materials are encountered, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The paleontologist shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource, as appropriate. The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report, and a copy of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum and the Los Angeles County Department of Parks and Recreation. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist.

Mitigation Measure E-5: The Project shall include preparation of a Historic Structures Report by a historic preservation professional meeting the Secretary of the Interior's Professional Qualification Standards. The Historic Structures Report shall be prepared in compliance with National Park Service Preservation Brief No. 43: The Preparation and Use of Historic Structures Report. Pursuant to National Park Service Preservation Brief No. 43, the Historic Structures Report shall include recommendations for the treatment of the character-defining features as well as guidance for complying with the Standards. The Historic Structures Report shall also include additional information about the history and physical features of the property. Preparation of the Historic Structures Report shall commence by the first quarter of 2015.

Finding

The County adopts the first possible finding, which states that "changes or alterations have been required in, or incorporated into, the project which avoid or

substantially lessen the significant environmental effect as identified in the final EIR." (Guidelines Section 15091 (a)(1)).

5.6 Geology and Soils

The Draft EIR analyzed potential impacts regarding geology and soils in Section IV.F, Geology and Soils, of the Draft EIR. Supporting technical analyses are included in Appendix H, Geotechnical Reports, of the Draft EIR.

5.6.1 Strong Seismic Ground Shaking

As with any new development in the State of California, Project building design and construction would be required to conform to the current seismic design provisions of the California Building Code to minimize potential seismic impacts. In addition, construction of the Project would be required to adhere to the seismic safety requirements contained in the Los Angeles County Building Code. The Project would also be required to comply with the site plan review and permitting requirements of the County of Los Angeles Department of Public Works, Building and Safety Division, including the recommendations provided in site-specific geotechnical reports subject to Building and Safety Division's review and approval, as reflected in Project Design Feature F-1 and Project Design Feature F-2. Compliance with regulatory requirements and implementation of project design features would ensure Project construction adheres to the seismic safety requirements contained in the State and County Building Codes and that site-specific engineering recommendations are implemented in accordance with a design-level geotechnical investigation. Therefore, the Project would not expose people or structures to potential substantial adverse effects associated with seismic ground shaking, and impacts would be less than significant.

5.6.2 Liquefaction and Lateral Spreading

Portions of the Project Site are located within an area that has been identified by the State as being potentially susceptible to liquefaction. Given the Project Site's location within an area potentially susceptible to liquefaction, significant impacts with regard to liquefaction and lateral spreading could occur. Accordingly, Mitigation Measure F-1, provided below, would require that Project construction involve a combination of ground modification (remedial grading) and/or structural enhancements that would address potential liquefaction hazards. In addition, Project construction would adhere to the seismic safety requirements contained in the California and County Building Codes applicable to liquefaction and lateral spreading. With compliance with regulatory requirements and incorporation of the recommended structural enhancements into the design and construction of the Project, the Project would not expose people or structures to potential

substantial adverse effects related to liquefaction and lateral spreading, and potential impacts would be reduced to a less than significant level.

5.6.3 Landslides and Slope Stability

Based on the Seismic Hazard Zone Map for the Hollywood Quadrangle, a portion of the Project Site is located within an area that has been identified by the State as being susceptible to seismically-induced landslides. Based on the site-specific conditions observed as part of the geotechnical investigations, the Project Site is primarily susceptible to shallow landslide events such as debris flows and rockfalls associated with the natural slopes of the Project Site. As such, the Project could result in potentially significant impacts with regard to landslides and slope stability. The results of the stability analyses indicate the Project Site would attain sufficient stability with minor surficial grading and the incorporation of slope reinforcement measures as specified in Mitigation Measure F-2. In addition, for protection against potential future rockfalls, Mitigation Measure F-2 also includes the installation of flexible barriers. Therefore, with implementation of Mitigation Measure F-2, the Project would not expose people or structures to potential substantial adverse effects related to landslides or slope failures, and impacts would be less than significant.

5.6.4 Erosion

Sedimentation and erosion could potentially occur as a result of exposed soils during Project construction. However, construction activities would occur in accordance with erosion control requirements, including grading and dust control measures, imposed by the County pursuant to grading permit regulations. In addition, as part of the Storm Water Pollution Prevention Plan, Best Management Practices would be implemented during construction to reduce sedimentation and erosion levels to the maximum extent possible. The Project also would comply with South Coast Air Quality Management District Rule 403, which requires the implementation of best available fugitive dust control measures during active construction periods capable of generating fugitive dust emissions. With compliance with regulatory requirements and implementation of appropriate Best Management Practices, impacts with respect to soil erosion and the loss of topsoil associated with Project construction would be less than significant.

Project operations could result in a limited degree of soil erosion from vegetated areas. However, the Project would be required to have a Low Impact Development Plan in place during the operational life of the Project in compliance with National Pollutant Discharge Elimination System permit requirements. The Low Impact Development Plan would include Best Management Practices which would reduce on-site erosion from vegetated areas within the Project Site. With compliance with these regulatory

requirements, impacts with respect to sedimentation and erosion during operation would be less than significant.

5.6.5 Corrosive Soils

Corrosion testing performed suggests the soils within the Project Site could be corrosive to concrete and ferrous metals. Corrosion testing would be performed, as required by the County Building Code, and final recommendations for concrete would be made in accordance with the latest California Building Code requirements. With compliance with all regulatory requirements and implementation of the recommendations set forth in the Geotechnical Reports as well as any subsequent recommendations, as applicable, impacts related to corrosion would be less than significant.

5.6.6 Cumulative Impacts

Cumulative growth through 2020 (inclusive of the 27 related projects) would expose a greater number of people to seismic and other secondary hazards. However, as with the Project, related projects and other future development projects in the area would be subject to established guidelines and regulations pertaining to building design and seismic safety, including those set forth in the California Building Code and Los Angeles County Building Code (or City of Los Angeles Building Code requirements, as appropriate). Therefore, with adherence to such regulations, cumulative impacts with regard to geology and soils would be less than significant.

Mitigation Measures

Mitigation Measure F-1: Project grading shall include a combination of ground modification and/or structural enhancements in areas subject to liquefaction to reduce the risk to an acceptable level (as defined by the California Geological Survey in Special Publication 117a, Chapter 2). Ground modification shall consist of the removal and replacement of undocumented fill with engineered fill. Subsequently, foundations shall be supported on conventional shallow footing See our previous comment. Mitigation measures should be as per approved plans and Chapter 20.87 of the C systems established on engineered fill or undisturbed bedrock.

Mitigation Measure F-2: In order to minimize, capture, and manage debris flows and rockfalls, the Project shall incorporate a combination of the following measures:

- Remove and recompact loose surficial material and remove rock fall accumulations;

- Construct storm drain and catch basins in swales above proposed retaining walls to provide an outlet for rainfall runoff and to catch eroded materials. Regular maintenance of catch basins to remove eroded materials shall be performed to preserve the basin and drain functionality;
- Install retaining walls; and
- Install flexible barriers or anchored mesh net.

Finding

The County adopts the first possible finding, which states that "changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (Guidelines Section 15091 (a)(1)).

5.7 Hydrology, Surface Water Quality, and Groundwater

The Draft EIR analyzed potential impacts regarding hydrology, surface water quality, and groundwater in Section IV.G, Hydrology, Surface Water Quality, and Groundwater, of the Draft EIR. Supporting technical analyses are included in Appendix I, Hydrology and Water Quality Report, of the Draft EIR.

5.7.1 Construction Impacts

(a) Surface Water Hydrology and Water Quality

Construction of the Project would require onsite demolition, grading, and excavation activities. Such construction activities would have the potential to temporarily alter existing drainage patterns and flows within the Project Site by exposing the underlying soils and making the Project Site temporarily more permeable. Exposed and stockpiled soils could be subject to erosion and conveyance into nearby storm drains during storm events. In addition, construction activities such as earth moving, maintenance/operation of construction equipment, and handling/storage/disposal of materials could contribute to pollutant loading in stormwater runoff. Onsite watering activities to reduce airborne dust could also contribute to pollutant loading in runoff. The main pollutant of concern during construction would be sediment or soil particles that would become detached by water and wind. In accordance with the requirements of the Construction General Permit, the Project would implement a Storm Water Pollution Prevention Plan that would specify best management practices (BMPs) to be used during construction to manage runoff flows and erosion and prevent pollution. BMPs would also be provided to target pollutants of concern and be designed to reduce runoff and pollutant levels in runoff during construction.

Further, implementation of BMPs such as sandbag barriers and other sediment barriers would serve to maintain the existing drainage flow paths and discharge points during construction.

Through compliance with all NPDES Construction General Permit requirements, including the preparation and implementation of a Storm Water Pollution Prevention Plan, implementation of BMPs, and compliance with applicable County grading regulations, construction of the Project would not violate any water quality standards; substantially alter the existing drainage pattern of the Project Site and surrounding area or substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion or flooding on- or off-site; create or contribute runoff water which would exceed the capacity of the existing stormwater drainage system or provide substantial additional sources of polluted runoff and otherwise substantially degrade water quality. In addition, Project construction would not require or result in the construction of new stormwater drainage facilities which could cause significant environmental effects. As such, impacts to surface water hydrology and water quality during construction would be less than significant.

(b) Groundwater

No water supply wells are located at the Project Site or within 1 mile of the Project Site that could be impacted by construction, nor would the Project include the construction of water supply wells. In addition, as noted above, due to the relatively high topographical relief and the exposed or shallow bedrock throughout the majority of the Project Site, shallow groundwater is not expected to be encountered within the Project Site. Furthermore, groundwater was not encountered during recent on-site explorations conducted within the Project Site. Accordingly, it is not expected that groundwater would be encountered during construction that would require temporary or permanent dewatering operations. Therefore, Project development would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Additionally, compliance with all applicable federal, State, and local requirements concerning the handling, storage and disposal of hazardous waste, would reduce the potential for the construction of the Project to release contaminants into groundwater. As such, Project construction would not result in a significant impact with regard to groundwater.

5.7.2 Operational Impacts

(a) Surface Water Hydrology

With implementation of the Project, the amount of impervious area would increase from approximately 11 percent to 13 percent. Accordingly, Project development would increase the amount of stormwater flow and volume. In addition, development of the

Project would change existing drainage areas by bisecting existing tributary flows. With Project development, the total flow rate for the Project Site would increase from 119.92 cubic feet per second to 123.44 cubic feet per second and the total collected volume would increase from 381,586 cubic feet to 392,476 cubic feet. Although the runoff volume would increase as a result of an increase in impervious area, in accordance with NPDES and County requirements as set forth in Project Design Feature G-2, a Low Impact Development Plan would be prepared and implemented for the Project that would specify BMPs to promote bioretention or other functions to detain water onsite to manage post-construction stormwater runoff associated with a 0.75-inch, 24-hour storm event. In addition, the design runoff would be managed so as not to exceed the recommended and allowable runoff flows determined by the Los Angeles County Department of Public Works. Therefore, with compliance with regulatory requirements, the Project would not substantially alter the existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion or flooding on- or off-site, and would not 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, or require the construction of new stormwater drainage facilities. As such, operation of the Project would result in a less-than-significant impact on surface water hydrology.

(b) Surface Water Quality

As is typical of most urban developments, stormwater runoff from the Project Site has the potential to introduce pollutants into the stormwater system. As part of the NPDES and County requirements, a Low Impact Development Plan would be prepared for the Project which would outline the stormwater treatment measures or post-construction BMPs required to control pollutants of concern associated with storm events up to the 0.75-inch precipitation level. BMPs would include source control and treatment control BMPs to remove pollutants from stormwater discharges. As the Project Site currently does not have structural BMPs for the treatment of stormwater runoff from the existing impervious surfaces, implementation of BMPs to capture and naturally filter stormwater from the Project Site would result in an improvement in surface water quality runoff from the Project Site compared to existing conditions. Therefore, with compliance with NPDES and County requirements which would require the implementation of BMPs that would serve to improve runoff from the Project Site, operation of the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality. Thus, operational impacts on surface water quality would be less than significant.

(c) Groundwater

As discussed in the Hydrology and Water Quality Report, the soils underlying the Project Site are not conducive to infiltration as they are underlain by bedrock. Notwithstanding, no water supply wells are located within the Project Site or within 1 mile of the Project Site and, due to the relatively high topographical relief and the exposed or shallow bedrock throughout the majority of the Project Site, shallow groundwater does not occur within the Project Site. Therefore, Project development would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Additionally, compliance with all applicable existing regulations at the Project Site would prevent the Project from affecting or expanding any potential areas affected by contamination. As such, operation of the Project would not result in significant impacts to groundwater.

5.7.3 Cumulative Impacts

(a) Surface Water Hydrology and Water Quality

The Project in conjunction with the cumulative growth in the Santa Monica Bay Watershed (inclusive of the related projects) through 2020 would cumulatively increase stormwater runoff flows and could possibly increase the amount of pollutants potentially resulting in cumulative impacts to surface water hydrology and water quality. However, as with the Project, cumulative growth in the Santa Monica Bay Watershed (inclusive of the related projects) would be subject to NPDES and local requirements, including implementation of Storm Water Pollution Prevention Plans, Standard Urban Stormwater Mitigation Plans, and Low Impact Development Plans with appropriate BMPs to manage stormwater runoff and water quality during construction and operation. Furthermore, the local jurisdiction would review each future development project on a case-by-case basis to ensure sufficient local and regional drainage capacity is available to accommodate stormwater runoff. Therefore, with compliance with applicable laws, rules and regulations, cumulative impacts on surface water hydrology and water quality would be less than significant.

(b) Groundwater

As described above, no water supply wells, spreading grounds, or injection wells are located within a 1-mile radius of the Project Site. In addition, Project development would not involve the temporary or permanent extraction of groundwater from the Project Site or otherwise use the groundwater. Furthermore, while implementation of the Project would result in an increase in impervious surface area, per County requirements, the Project would implement BMPs to capture the first flush or first 0.75-inch of rainfall for any storm event and offset the potential reduction in percolation resulting from Project development.

However, development of the related projects could result in changes in impervious surface area within their respective project sites which would decrease the potential for groundwater recharge. As the related projects are located in a highly urbanized area, any reduction in groundwater recharge due to the overall net change in impervious area within the related project sites would be minimal in the context of the regional groundwater basin. Additionally, compliance with all applicable existing regulations at the Project Site would prevent the Project from affecting or expanding any potential areas affected by contamination, increasing the level of contamination, or causing regulatory water quality standards at an existing production well to be violated, as defined in the California Code of Regulations, Title 22, Division 4, Chapter 15 and the Safe Drinking Water Act. As with the Project, the related projects would be unlikely to cause or increase groundwater contamination because compliance with existing statutes and regulations would similarly prevent the related projects from affecting or expanding any potential areas affected by contamination, or increasing the level of contamination, or causing regulatory water quality standards at an existing production well to be violated. Therefore, cumulative impacts to groundwater would be less than significant.

Mitigation Measures

The Project would result in less than significant impacts to surface water hydrology, water quality, and groundwater during construction and operation. No mitigation measures would be required.

5.8 Land Use

The Draft EIR analyzed potential impacts regarding land use in Section IV.H, Land Use, of the Draft EIR.

5.8.1 Consistency with Local and Regional Plans and Applicable Policies

The Project would support policies of the County's General Plan, General Goals and Policies Chapter regarding the preservation of open space areas and cultural resources, encouraging cultural and social diversity, and environmental sustainability. The Project would also support various policies of the Conservation and Open Space Element by incorporating a variety of sustainability features and maximizing the preservation of the Project Site's existing open space areas, thus maintaining the natural and scenic character of the area. With regards to the Land Use Element, the Project would support compatibility with the existing development of the Project Site and the preservation of surrounding uses and open space. The Project would further support policies of the Transportation Element by providing a new traffic signal to allow for safer left turns from the southern (egress)

driveway to Cahuenga Boulevard East; providing one new driveway between the northernmost driveway and the main entrance to facilitate access and circulation with the proposed Transit Center; and reconfiguring the northernmost driveway to provide vehicles with direct access to the proposed maintenance facility and allow egress from the north parking structure, thereby improving the flow of vehicles within and adjacent to the Project Site. The Project would also encourage use of public transit by continuing to promote parking at the Universal City/Studio City Metro Red Line Station where a shuttle would continue to be provided to and from the Ford Theatres during evening events. Additionally, with the implementation of water conservation features and the provision of necessary utility improvements, the Project would support applicable policies of the Water and Waste Management Element. The Project would also support policies of the Safety Element and would coordinate with the County and City Fire Departments and implement recommended guidelines regarding wildland fire prevention to reduce fire hazards. Overall, the Project would be generally consistent with the intent and applicable policies of the County General Plan.

While development of the Project Site is governed by the County General Plan and the Los Angeles County Code, a consistency analysis with relevant policies of the City General Plan was also conducted. Further, the Project would support policies of the General Plan Framework Land Use Chapter regarding the establishment of new open space opportunities to serve the needs of existing and future residents. In addition, as off-site residential uses would continue to be buffered from proposed on-site development by existing intervening undeveloped open space, the Project would be consistent with the goals, objectives, and policies of the General Plan Framework's Land Use Chapter regarding preservation of and compatibility with the scale and character of the City's residential neighborhoods. The Project would also be consistent with the relevant objectives and policies of the General Plan Framework's Urban Form and Neighborhood Design Chapter through the development and improvement of community facilities which would serve to meet the performing arts and recreational needs at a City- and County-wide level. Additionally, with the conservation of the majority of the Project Site's open space areas, the Project would be consistent with the goals, objectives, and policies of the General Plan Framework's Open Space and Conservation Chapter, which guides the provision, management, and conservation of the City's public open space resources. The Project would also provide for necessary infrastructure improvements and would therefore be generally consistent with the relevant goals, objectives, and policies of the General Plan Framework's Infrastructure and Public Services Chapter. Furthermore, with the continued use of the Project Site as a public regional park and performing arts center, the Project would be consistent with the Project Site's land use designation as a public facility as set forth by the Hollywood Community Plan and Hollywood Community Plan Update. In summary, the Project would be generally consistent with relevant policies of the City General Plan.

With regard to zoning, the Los Angeles County Planning and Zoning Code regulates development of unincorporated areas of the County through land use designations and development standards regarding allowable uses, density, height, and design. As the Project Site is not located within an unincorporated area of the County, land use and zoning designations have not been established by the County for the Project Site. However, since the Project Site is owned and operated by the County, the Project would be built in accordance with Los Angeles County Code building design requirements. The Project Site is located within the City of Los Angeles and is zoned per the City of Los Angeles Municipal Code. With implementation of the Project, the Project Site would continue to be used as a public regional park and performing arts center. As such, the Project would be consistent with the City of Los Angeles zoning of the Project Site for Public Facilities. In addition, while some of the proposed buildings and structures would exceed 30 feet in height, the Project has been intentionally designed to be compatible with the massing, size, and scale of the existing structures.

The Project would be generally consistent with the Southern California Association of Governments' 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy, Growth Vision Report, and Regional Comprehensive Plan. Additionally, as Project development would not have a significant long-term impact on the region's ability to meet State and federal air quality standards. The Project would therefore be consistent with the goals and policies of the SCAQMD's Air Quality Management Plan. Further, the Project would not conflict with the Congestion Management Program as it would not result in significant impacts to the nearby Congestion Management Program intersections or freeway monitoring locations.

Based on the analysis provided above, the Project would be generally consistent with the adopted County and City General Plans and with relevant environmental policies in other applicable plans. As such, the Project's impacts related to land use consistency would be less than significant.

5.8.2 Cumulative Impacts

Future growth through 2020 (the Project's buildout year) as a result of related projects and general ambient growth would have the potential to alter the existing land use environment due to infill development at increased densities, conversions of vacant land to new development, and/or conversions of land uses. However, future development projects would be subject to existing zoning and land use designations as well as environmental review by the County or City. Therefore, such future projects are not expected to fundamentally alter the existing land use relationships in the community.

The closest related project to the Project Site is Related Project No. 22, located approximately 0.8 mile southwest of the Project Site. Given its distance from the Project Site and intervening land uses, Related Project No. 22 would not combine with the Project to create any incompatibility with surrounding land uses. Additionally, as the Project would be compatible with existing surrounding land uses and would be generally consistent with applicable land use plans and policies, the Project would not contribute to significant cumulative land use compatibility or consistency impacts. The balance of the related projects would not cause cumulative land use impacts due to distance and/or existing intervening development. As such, cumulative impacts with regard to land use would be less than significant.

Mitigation Measures

The Project would be generally consistent with applicable land use plans, policies, and regulations and no significant impacts with regard to land use would occur. Thus, no mitigation measures would be required.

5.9 Noise

The Draft EIR analyzed potential impacts regarding noise in Section IV.I, Noise, of the Draft EIR. Supporting technical data is included in Appendix I, Noise Worksheets, of the Draft EIR.

5.9.1 Construction Noise

(a) On-Site Construction Noise

Noise impacts from Project construction activities occurring within or adjacent to the Project Site would be a function of the noise generated by construction equipment, the location of the equipment, the timing and duration of the noise-generating construction activities, and the relative distance to noise sensitive receptors. Construction activities would generally include demolition, grading and excavation, and building construction. Each stage of construction would involve the use of various types of construction equipment and would, therefore, have its own distinct noise characteristics. Noise from construction equipment would generate both steady-state and episodic noise that could be heard within and adjacent to the Project Site. The estimated construction noise levels at the nearest off-site receptors R1, R2 and R4 would be well below the existing daytime ambient noise levels. At receptor R3, the estimated construction-related noise levels would be consistent with the lowest measured ambient noise levels. The estimated construction-related noise levels would be below the Project significance threshold. Therefore, noise impacts associated with the Project's on-site construction activities would be less than

significant. However, Mitigation Measures I-1 and I-2, provided below, would further reduce noise levels within the Project Site.

(b) Off-Site Construction Traffic Noise

The major noise sources associated with off-site construction trucks would be associated with haul and delivery trucks. Based on an eight-hour workday and a uniform distribution of trips, there would be a maximum of 12 truck trips per hour during the peak construction period. The noise level generated by haul trucks during the peak construction period would be well below the existing daytime ambient noise level at the noise sensitive receptors along the haul routes. Therefore, noise impacts from off-site construction traffic would be less than significant.

5.9.2 Construction Vibration

Project construction activities would generate ground-borne vibration during site demolition and excavation/grading activities when heavy construction equipment, such as large bulldozers, would be used. Vibration velocities from typical heavy construction equipment operations that would be used during construction of the Project would range from 0.003 to 0.210 PPV at 25 feet from the equipment. The estimated vibration velocity levels (from all construction equipment) would be well below the significance thresholds. Therefore, vibration impacts associated with potential building damage to off-site building structures during construction activities would be less than significant.

With regard to potential building damage to the on-site historic Amphitheatre, vibration velocities from typical heavy construction equipment operations that would be used during construction of the Project would range from 0.003 to 0.210 PPV at 25 feet from the equipment. Therefore, on-site vibration impacts associated with building damage could be significant. With implementation of Mitigation Measure I-3, which would require that construction activities in close proximity (within approximately 20 feet) of the existing Amphitheatre structure utilize smaller equipment, such as a small bulldozer and handheld compactors, vibration levels would be reduced to less than 0.12 PPV. Therefore, with implementation of Mitigation Measure I-3, potential on-site vibration impacts with respect to building damage would be reduced to less than significant.

Relative to potential human annoyance impacts associated with the generation of on-site vibration, the estimated ground-borne vibration levels from construction equipment would be below the significance threshold for human annoyance at all off-site sensitive receptors. Therefore, on-site vibration impacts on human annoyance during construction would be less than significant.

Haul trucks during construction would generate ground-borne vibration as they travel along the Project designated haul routes. Thus, an analysis of potential vibration impacts associated with building damage and human annoyance from ground-borne vibration along the local haul route was conducted. Based on FTA data, the vibration generated by a typical truck would be approximately 63 VdB (0.006 PPV) at a distance of 50 feet from the truck. At the shortest distance between haul trucks and sensitive receptors, haul/delivery trucks would be approximately 10 feet from nearby sensitive receptors along Cahuenga Boulevard East. Vibration levels generated by the haul trucks at this distance would be 0.063 PPV, which would be well below the building damage threshold of 0.2 PPV for the residential buildings along Cahuenga Boulevard East. In addition, vibration levels generated by Project construction trucks along the haul routes would be similar to the existing truck traffic already traveling on the same roads. Therefore, potential impacts associated with vibration from delivery/haul trucks traveling along the designated haul routes would be less than significant.

5.9.3 Operational Noise

(a) On-Site Stationary Noise Sources

(i) Mechanical Equipment

As part of the Project, new mechanical equipment would be located in various locations throughout the Project Site. Although operation of this equipment would generate noise, Project Design Feature I-1 would ensure compliance with the County's Noise Ordinance, which would limit noise from mechanical equipment from exceeding the ambient noise levels on the premises of other occupied properties. In addition, as the Project's mechanical equipment would be designed to minimize noise to on-site uses and patrons, noise levels to off-site receptors from mechanical equipment would be further reduced. Therefore, noise impacts from mechanical equipment would be less than significant.

(ii) Outdoor Areas

The Project includes two outdoor plazas at the Ford Terrace, the Transit Plaza, and Ford Plaza. In addition, the Project would include a restaurant located at the Ford Plaza that would feature an outdoor seating area with an amplified sound system. In accordance with the County's Noise Ordinance, the amplified sound system would be designed so as not to exceed a maximum noise level of 90 dBA (L_{eq}) at the restaurant outdoor seating area. Overall, the estimated noise levels from the plaza areas would not exceed the existing ambient noise levels at the off-site receptors. Therefore, noise impacts from outdoor spaces would be less than significant.

(iii) Transportation Facilities

Sources of noise within the parking structures would primarily include car movements (i.e., engine noise), doors opening, people talking, and intermittent car alarms. The Project would also introduce a new Transit Center at the north parking structure that would include a staging area for buses to load and unload. It is anticipated that there would be up to 10 buses loading/unloading at the Transit Center at any given time. The estimated noise levels from the parking structures and the Transit Center would be below the existing ambient noise levels at the off-site receptors. Therefore, noise impacts from the parking structures and Transit Center operations would be less than significant.

(iv) Performance Spaces

The analysis for the performance spaces accounted for audience cheering as well as an amplified sound system. As specified by Project Design Feature I-2, the proposed amplified sound system for the Amphitheatre would be designed to generate a maximum sound level of 95 dBA (L_{eq}) at as measured in "slow" response at the house mixer location. Similarly, the assumed sound levels generated by the amplified sound system inside the 299 seat theater and the 99 seat Flex Space would be approximately 95 dBA (L_{eq}). In addition, in accordance with Project Design Feature I-3, the building structure of the 299-seat theatre and the Flex Space would be designed to provide a minimum 25 dBA noise reduction. The estimated noise levels from the performance spaces would be well below the ambient noise levels at receptors R2 and R4. The estimated noise levels from the Amphitheatre amplified sound systems at receptors R1 and R3 would be approximately 0.5 dBA and 2.7 dBA higher than the existing ambient noise levels. However, the measured ambient noise levels do not include the existing Amphitheatre operation-related activities, which would result in higher ambient noise levels due to noise generated from performances within the Amphitheatre. It is further noted that the noise levels from the new 299-seat theatre and Flex Space would be contained within the building structures and are estimated to be well below the existing ambient noise levels. Therefore, the noise levels from the performance spaces including the new facilities would be similar to existing conditions with the Amphitheatre being in operation. As such, noise impacts from the performance spaces would be less than significant.

(v) Loading Dock/Trash Collection Areas

The Project would include a new Service Court, which would include a new loading dock and trash/recycling areas. Based on measured noise levels from typical loading dock facilities, delivery trucks (while idling at the loading dock) could generate noise levels of approximately 71 dBA (L_{eq}) at a distance of 50 feet from the noise source. In addition, trash compactors would generate noise levels of approximately 66 dBA (L_{eq}) at a distance of 50 feet. The estimated noise levels from the loading dock/trash collection areas would

be well below the existing ambient noise levels at the off-site receptors. Therefore, noise impacts from loading dock/trash collection operations would be less than significant.

(b) Off-Site Traffic (Mobile Sources)

(i) Future plus Project

Future roadway noise levels were calculated along 11 off-site roadway segments in the vicinity of the Project Site. The calculated CNEL levels overestimate noise levels as they are calculated in front of the roadways and do not account for the presence of any physical sound barriers or intervening structures. The Project would result in a maximum increase of 0.2 dBA (peak-hour L_{eq} and 24-CNEL) in traffic-related noise levels along Odin Avenue during both the weekday and weekend. The estimated noise increase due to Project-related traffic would be well below the 3 dBA significance threshold. Therefore, off-site traffic noise impacts associated with future plus Project conditions would be less than significant.

(ii) Existing plus Project

An additional analysis was conducted to determine the potential noise impacts based on the increase in noise levels due to Project-related traffic compared with the existing baseline traffic noise conditions. The maximum Project-related traffic noise increase would be 0.2 dBA CNEL along Odin Avenue. The estimated increase in off-site traffic noise levels would be below the 3-dBA CNEL significance threshold. Therefore, off-site traffic noise impacts associated with the existing plus Project traffic conditions would be less than significant.

(c) Composite Noise Level Impacts from Project Operations

In addition to considering the potential noise impacts to neighboring noise-sensitive receptors from each specific off-site and on-site noise source, an evaluation of the potential composite noise level increase (i.e., noise levels from all noise sources combined) at the analyzed sensitive receptor locations was also performed. The Project would result in an increase of 1.0 dBA at Location R3 up to 1.4 dBA at Location R1. No noise increase is anticipated at receptor Locations R2 and R4. The estimated increases in noise levels due to Project operation would be below the 3 dBA CNEL significance threshold. Therefore, composite noise level impacts due to the Project operations would be less than significant.

5.9.4 Cumulative Impacts

(a) Construction Noise and Vibration

Noise from construction of development projects is typically localized and has the potential to affect areas within 500 feet from the construction site. Thus, noise from construction activities for two projects within 1,000 feet of each other can contribute to a cumulative noise impact for receptors located midway between the two construction sites. The nearest related project is Related Project No. 22 (a hotel development at 1841 Highland Avenue), which is approximately 0.8 mile from the Project Site. Other related projects are located further from the Project Site. Due to the distance attenuation and intervening buildings between the related projects, cumulative noise impacts from construction activities would be less than significant.

Additionally, as ground-borne vibration decreases rapidly with distance, potential vibration impacts due to construction activities are generally limited to buildings/structures that are located in close proximity of the construction site (i.e., within 50 feet). As indicated above, the nearest related project is approximately 0.8 mile from the Project Site. Therefore, due to the rapid attenuation characteristics of ground-borne vibration, there is no potential for a cumulative construction impact with respect to ground-borne vibration.

(b) Operational Noise

Due to provisions set forth in the LAMC that limit stationary source noise from items such as roof-top mechanical equipment, noise levels would be less than significant at the property line for each related project. In addition, with implementation of regulatory requirements and proposed Project design features, noise impacts associated with operations within the Project Site would be less than significant. Based on the distance of the related projects from the Project Site and the noise levels associated with the Project, cumulative stationary source noise impacts associated with operation of the Project and related projects would be less than significant.

The Project and other related development in the area would produce traffic volumes (off-site mobile sources) that would generate roadway noise. Cumulative traffic volumes during a typical weekday would result in a maximum increase of 1.9 dBA along Cahuenga Boulevard, between Pilgrimage Bridge and Hollywood Bowl Road. During a typical weekend, the maximum cumulative traffic noise increase would be 2.5 dBA along Cahuenga Boulevard, between Pilgrimage Bridge and Hollywood Bowl Road. At all other analyzed roadway segments, the increase in cumulative traffic noise would be lower. Thus, the cumulative traffic noise increase would be below the 3 dBA significance threshold. Therefore, cumulative noise impacts due to off-site mobile noise sources

associated with the Project, future growth, and related projects would be less than significant.

Mitigation Measures

Mitigation Measure I-1: Power construction equipment (including combustion engines), fixed and mobile, shall be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts would be generated.

Mitigation Measure I-2: Project construction shall not include the use of driven pile systems.

Mitigation Measure I-3: Contractor shall utilize smaller construction equipment, such as, small bulldozer and hand held compactors, when construction occurs within 20 feet of the existing Amphitheatre structure.

Finding

The County adopts the first possible finding, which states that "changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (Guidelines Section 15091 (a)(1)).

5.10 Public Services—Fire Protection

The Draft EIR analyzed potential impacts regarding fire protection in Section IV.J.1, Public Services—Fire Protection, of the Draft EIR. Supporting information is included in Appendix K, Correspondence from Public Service Providers, of the Draft EIR.

5.10.1 Construction Impacts

Project construction could temporarily increase the demand for fire protection and emergency medical services within the Project Site as construction activities could potentially expose combustible materials such as wood, plastics, sawdust, covers and coatings, to sources of ignition from machinery and equipment sparks, exposed electrical lines, chemical reactions in combustible materials and coatings, and lighted cigarettes. In compliance with Occupational Safety and Health Administration and Fire and Building Code requirements, construction managers and supervisory personnel would be trained in emergency response and fire safety operations, including the monitoring and management of life safety systems and facilities, and maintaining fire suppression equipment such as fire

extinguishers on-site. Additionally, the Project would comply with County requirements to ensure brush clearance and other applicable measures are followed to reduce the likelihood of fire spreading through the surrounding undeveloped hillsides. Therefore, construction impacts on fire protection and emergency medical services would be less than significant.

Emergency access for City Fire Department vehicles within the Project Site and the surrounding vicinity could also be impacted by Project construction activities due to temporary lane closures, utility line construction, and the generation of traffic as a result of construction equipment movement, hauling of soil and construction materials to and from the Project Site, and construction worker traffic. However, the Project would implement a Construction Management Plan during construction of the Project, wherein traffic management personnel and appropriate signage would be employed as necessary to ensure emergency access to the Project Site and vicinity is maintained. In addition, construction worker and haul truck trips would generally occur outside the typical weekday commuter morning and afternoon peak periods. Further, emergency vehicles would utilize emergency sirens to clear a path of travel or drive in opposing traffic lanes to avoid heavy traffic. As such, impacts related to emergency access would be less than significant.

5.10.2 Operational Impacts

(a) Facilities and Equipment

The Project does not include the development of any new residential uses and, as such, would not increase the permanent residential population within the service area of Fire Station No. 76. However, the Project would generate an increase in the daytime population at the Project Site associated with employees and users of the hiking trail and restaurant as well as an increase in the population associated with events. As such, the Project's increase in the population within the Project Site would increase the demand for LAFD fire protection and emergency medical services. However, as indicated by the LAFD, no changes are currently proposed within Battalion 5, which includes the fire station that services the Project Site. In addition, the Project would incorporate building design features that comply with County and City fire safety requirements, as applicable, including, but not limited to, use of fire-resistant building materials where appropriate, smoke detection and fire alarm systems, automatic sprinkler systems, and portable fire extinguishers. Further, as set forth in Project Design Feature J.1-1, the Project would implement a fuel modification plan that would identify buffer zones for the planting of specific vegetation and areas where routine landscape maintenance is required. Implementation of a fuel modification plan would serve to provide adequate defensible space around all potentially combustible structures within a fire environment. Compliance with applicable regulatory requirements would ensure that adequate fire prevention features would be provided that would reduce the demand for firefighting services.

Therefore, based on the type of development proposed and the availability of existing LAFD facilities, impacts with regard to LAFD facilities and equipment associated with the Project would be less than significant.

(b) Response Distance and Emergency Access

Section 57.507.3.3 of the Los Angeles Municipal Code sets forth a response distance for industrial and commercial uses of 1 mile from fire stations with an engine company and 1.5 miles from fire stations with a truck company. Fire Station No. 76 is located approximately 1 mile northwest of the Project Site and is equipped with one engine and one ambulance. Therefore, the Project would be located within the required emergency response distance. In addition, upon implementation of the Project, access to the Project Site would continue to be available via the four existing driveways along the eastside of Cahuenga Boulevard East with improved internal configuration and circular modifications to accommodate the Project. Furthermore, the Project would incorporate specific access recommendations provided by the County Fire Department and LAFD as set forth in Project Design Feature J.1-2. Additionally, traffic generated by the Project would not result in significant impacts to Project area intersections, including intersections along the closest disaster route along Highland Avenue. The drivers of emergency vehicles also normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. In addition, the Project would be designed in accordance with emergency vehicle access, clearance, and staging recommendations set forth by the County Fire Department and LAFD. Therefore, Project-related traffic is not anticipated to impair the LAFD from responding to emergencies at the Project Site or the surrounding area. Impacts with regard to response distance and emergency access would be less than significant.

(c) Fire Flow

With implementation of a fire sprinkler system within all of the buildings proposed as set forth in Project Design Feature J.1-3, the required fire flow set forth by the County Fire Department would be 4,000 gallons per minute (gpm) at a pressure of 20 psi. This preliminary fire flow may be reduced as coordinated with the County Fire Department, LAFD, and LADWP during the building permit process for the Project. Domestic and fire water service is currently provided from a 4-inch water service lateral line that connects to an 8-inch LADWP water main located in Cahuenga Boulevard East. The water main can provide approximately 1,750 gpm at a residual pressure of 72 psi. To accommodate the required fire flow of 4,000 gpm, the Project would include the installation of two new connections to the existing 8-inch high pressure water main in Cahuenga Boulevard East, or other necessary improvements to accommodate the ultimate fire flow set forth during the building permit process, as provided in Project Design Feature J.1-4. In addition, the Project would include the installation of four private fire hydrants on-site and, as set forth in

Project Design Feature J.1-5, booster pumps would be required for all proposed hydrants to meet the minimum flow rate and pressure requirements around the Project Site. As provided in Project Design Feature J.1-6, the enhanced fire system would be a dedicated separate fire service system with no shared connections to the domestic supply lines. With construction of the necessary onsite fire water system improvements as coordinated with the County Fire Department, LAFD, and LADWP, the Project would meet the fire flow requirements set forth by the County Fire Department and LAFD. Therefore, impacts regarding fire flow would be less than significant.

(d) Wildfire Risk

Given the Project Site's location and surrounding undeveloped hillsides, the potential for fire hazards would exist near the Project Site due to the presence of brush, increased human activity, and the potential for fires due to accidents or arson-related causes. However, due to the Project Site's location within a Very High Fire Hazard Severity Zone, the Project would be required to comply with all applicable City and County requirements regarding construction, access, water mains, fire hydrants, fire flows, and brush clearance for this zone. In addition, as previously described, the Project would implement a fuel modification plan that would identify buffer zones for the planting of specific vegetation and areas where routine landscape maintenance is required so as to create adequate defensible space around all potentially combustible structures. Routine landscape maintenance would be conducted in accordance with the County Fire Department's Fuel Modification Plan Guidelines and would include pruning; removal of plant litter, dead plants, and unwanted species; and regular inspection and repair of the irrigation system. Through compliance with applicable City and County requirements regarding wildfire risks, as well as approval and implementation of a fuel modification plan, implementation of the Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. Impacts with respect to wildfire risk would be less than significant.

5.10.3 Cumulative Impacts

A number of the identified related projects and ambient growth projections fall within the service areas of Fire Station Nos. 76, 27, and 41. Several of the related projects include residential uses, which would increase the residential population of Fire Station No. 76, the "first-in" station for the Project Site, as well the secondary fire stations available to provide service to the Project Site. In addition, the related projects would involve an increase in retail, restaurant, hotel, and office uses, which would increase the daytime population of the area and thus also increase the demand on fire services. In conjunction with the Project, this growth would cumulatively generate the need for additional fire protection services. However, similar to the Project, the related projects and all other future development projects would be subject to discretionary review by the LAFD to ensure that

sufficient fire safety and hazards measures are implemented to reduce potential impacts to fire protection and emergency medical services. Furthermore, each related project would be required to comply with regulatory requirements related to fire safety, access, and fire flow.

Additionally, LAFD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, trucks and engines, ambulances, other special apparatuses, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Therefore, cumulative impacts on fire protection and emergency medical services would be less than significant.

Mitigation Measures

Project-level and cumulative impacts with regard to fire protection and emergency medical services would be less than significant. Therefore, no mitigation measures are required.

5.11 Public Services—Police Protection

The Draft EIR analyzed potential impacts regarding police protection in Section IV.J.2, Public Services—Police Protection, of the Draft EIR. Supporting information is included in Appendix K, Correspondence from Public Service Providers, of the Draft EIR.

5.11.1 Construction Impacts

Construction sites can be sources of nuisances and hazards, inviting theft and vandalism. When not properly secured, construction sites can contribute to a temporary increased demand for police protection services. Pursuant to Project Design Feature J.2-1, in consultation with the County of Los Angeles Sheriff's Department Parks Bureau, the Project would include the implementation of temporary security measures during construction, which could include on-site security personnel, surveillance cameras, adequate lighting, and perimeter fencing around the construction areas. In addition, equipment and building materials would be removed or secured during non-construction hours. With implementation of these measures, potential impacts associated with theft and vandalism during construction activities would be less than significant.

Emergency access for LASD and LAPD vehicles within the Project Site and the surrounding vicinity could be impacted by Project construction activities due to temporary lane closures, utility line construction, and the generation of traffic as a result of construction equipment movement, hauling of soil and construction materials to and from

the Project Site, and construction worker traffic. It is noted however that the construction-related traffic generated by the Project would not significantly impact LASD or LAPD response times within the Project vicinity since the drivers of police vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. In addition, most, if not all, of the construction worker and haul truck trips would occur outside the typical weekday commuter morning and afternoon peak periods, reducing the potential for traffic-related conflicts. The Project would also implement a Construction Management Plan during Project construction, wherein traffic management personnel and appropriate signage would be employed as necessary to ensure adequate and safe access to the Project Site and vicinity is maintained. With implementation of the project design features, including the Construction Management Plan, construction of the Project would not generate a demand for additional police protection services that would substantially exceed the capability of the LASD and LAPD to serve the Project Site and result in the need for new police protection facilities. Therefore, impacts on police protection services during Project construction would be less than significant.

5.11.2 Operational Impacts

The Project does not include the development of any residential uses and, as such, would not increase the permanent residential population within the service area of the Parks Bureau South Zone or the Hollywood Community Police Station. However, the Project would generate a daytime population associated with employees and users of the hiking trail and restaurant as well as an increase in the population associated with events. The County currently operates an alarm system which is monitored by the LASD. In addition, security guards for events and overnight security shifts are currently contracted by the LASD. In consultation with LASD, these existing security and safety features would be continued and enhanced pursuant to Project Design Feature J.2-2. According to the LASD, implementation of the features set forth in Project Design Feature J.2-2 would serve to reduce the potential for criminal activities and assist law enforcement efforts. In addition, based on a preliminary review of the proposed improvements, the LAPD indicated that the Project, due to its size, would have a minimal impact on police services provided by the Hollywood Community Police Station. The LAPD has also indicated that upon completion of the Project, the Applicant shall provide the LAPD Hollywood area commanding office with a diagram of each portion of the property, including access routes. Implementation of this project design feature would facilitate LAPD response. Therefore, the Project would not result in a demand for additional services that would exceed the capability of the LASD or the LAPD to serve the Project Site and impacts would be less than significant.

With respect to emergency access to the Project Site during Project operations, Project development would result in a less than significant impact on access and local

traffic conditions (i.e., nearby intersections). Therefore, the additional traffic generated by the Project would not significantly impact emergency vehicle access or response times for either the LASD or LAPD.

Based on the above, with implementation of the project design features, Project operation would not generate a demand for additional police protection services that would substantially exceed the capability of the LASD and LAPD to serve the Project Site and result in the need for new police protection facilities. Therefore, impacts on police protection services during Project operation would be less than significant.

5.11.3 Cumulative Impacts

The geographic context for the cumulative impact analysis is the service area of the LASD's Parks Bureau South Zone and the LAPD's Hollywood Community Police Station. The Project in conjunction with identified related projects and forecasted growth through 2020 (i.e., the Project's buildout year) within these service areas would cumulatively increase the demand for police protection. All of the identified related projects fall within the service boundaries of the Hollywood Community Police Station service area. Notwithstanding, as previously described, the LASD's Parks Bureau provides law enforcement services to County facilities, including parks, lakes, golf courses, and special event venues. The related projects do not include the development of such uses. As such, the Project in combination with the related projects would not contribute to a cumulative increase in the demand for LASD Parks Bureau police protection services. Therefore, cumulative impacts on LASD Parks Bureau police protection services would be less than significant.

With regard to the LAPD, several of the related projects include residential uses, which would increase the permanent residential population within the Hollywood Community Police Station service area. In addition, the related projects would involve an increase in retail, restaurant, hotel, and office uses, which would increase the daytime population in the area. Along with other anticipated growth through 2020, this would further increase the demand for police protection services. The Project would not develop residential units, and thus would not generate a residential population. Therefore, the Project would not contribute to a cumulative increase in the residential service population of the Hollywood Community Police Station. In addition, as previously discussed, based on a review of the Project, the LAPD has indicated that the Project, due to its size, would have a minimal impact on police services provided by the Hollywood Community Police Station. Therefore, the Project's contribution to the cumulative demand for police protection services provided by the LAPD would not be cumulatively considerable. Additionally, as with the Project, each related project would be subject to the City's routine construction permitting process, which includes a review by the LAPD to ensure that sufficient security

measures are implemented to reduce potential impacts to police protection services. Furthermore, the LAPD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, vehicles, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, the LAPD's resource needs would be identified and monies allocated according to the priorities at the time. Based on the above, the Project's contribution to cumulative impacts to police protection services would not be cumulatively considerable and, as such, cumulative impacts on police protection services would be less than significant.

Mitigation Measures

Project-level and cumulative impacts with regard to police protection services would be less than significant. Therefore, no mitigation measures are required.

5.12 Traffic, Access, and Parking

The Draft EIR analyzed potential impacts regarding traffic, access, and parking in Section IV.K Traffic, Access, and Parking, of the Draft EIR. Supporting technical analyses are included in Appendix L, Traffic Study, of the Draft EIR.

In consultation with the County of Los Angeles Department of Public Works, it was determined that the Traffic Study for the Project be prepared in accordance with the City of Los Angeles Department of Transportation's (LADOT) Traffic Study Policies and Procedures. LADOT's Traffic Study Policies and Procedures establish the guidelines for determining the appropriate traffic analysis for a project, analysis methodologies, and significance thresholds. The scope of analysis included in the Traffic Study was developed in consultation with both the County of Los Angeles Department of Public Works and LADOT staff. In addition, the base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) were identified as part of the Traffic Study approach and were reviewed and approved by County of Los Angeles Department of Public Works staff.

The traffic analysis summarized below includes the implementation project design features listed above in Section 4.0, Project Design Features, including a construction management plan and parking and traffic management plan. Further, Project Design Feature K-2 specifically requires that the Ford Theatres shall stagger the start times of simultaneous events to be held in the Amphitheatre and the 299-seat theatre on weekday evenings after 6:00 P.M. by a minimum of 45 minutes so as to separate the arrival patterns of each theatre's patrons. Incorporation of these project design features would avoid potentially significant traffic impacts.

5.12.1 Traffic

(a) Construction Impacts

During the most intense construction phase, it is anticipated that construction activities would generate approximately 176 daily construction worker trips. In addition, based on a passenger car equivalency factor of 2.0, the 64 haul truck trips per day and the 30 daily delivery truck trips would be equivalent to 188 passenger car trips per day. Therefore, Project construction could generate a total of approximately 364 trips per day based on the construction phase. However, given the typical construction hours the Project would comply with, the majority of these trips would occur during off-peak hours. As such, Project construction would not be expected to result in a significant impact at any of the analyzed intersections. In addition, the Project would include implementation of a Construction Management Plan to minimize the amount and effect of construction traffic. As outlined in Project Design Feature K-1, the Construction Management Plan would prohibit construction workers, haul trucks and delivery trucks from parking, staging, or queuing along the surrounding residential streets.

(b) Operational Impacts

(i) Existing with Project Intersection Conditions

Based on the traffic analysis for Existing with Project Conditions, five of the eight intersections are projected to operate at LOS D or better during the analyzed periods. The remaining three intersections are projected to operate at LOS E or F during one or more of the analyzed periods. It is noted that these three intersections are the same intersections currently operating at LOS E or F under Existing Conditions. The addition of Project traffic to the study intersections would not exceed applicable significance thresholds. Therefore, the Project would not result in a significant impact at any of the study intersections during the analyzed periods under Existing with Project Conditions.

(ii) Future (Year 2020) with Project Intersection Conditions

Based on the traffic analysis for Future (Year 2020) with Project Conditions, four of the eight study intersections are projected to operate at LOS D or better during the analyzed periods. The remaining four intersections are projected to operate at LOS E or F during one or more of the analyzed periods. It is noted that these four intersections are the same intersections projected to operate at LOS E or F under Future Conditions (without the Project). Similar to the Existing with Project Conditions scenario, Project traffic would contribute a small increase in the V/C ratios at most study intersections. Therefore, the Project would not result in a significant impact at any of the study intersections during the analyzed periods under Future with Project Conditions.

5.12.2 Congestion Management Program

(a) CMP Freeway Analysis

Based on the distribution of traffic in the vicinity of the Project Site, approximately 60 percent of the Project traffic was assigned to/from the US-101 and the Project Site. According to the trip generation estimates, the Project is expected to generate approximately 35 net new trips in the weekday A.M. peak hour, approximately 60 net new trips in the weekday P.M. peak hour, approximately 18 net new trips in the weekday evening peak hour, approximately 92 net new trips in the Saturday midday peak hour, and approximately 92 net new trips in the Saturday evening peak hour. The Project would add fewer than 150 trips in either direction during the weekday morning and afternoon peak hours. Therefore, no CMP impact would occur and no additional analysis of freeway segments is required per the CMP criteria.

(b) CMP Arterial Monitoring Stations

The CMP arterial monitoring stations closest to the Project Site are located at intersections of Santa Monica Boulevard & Highland Avenue and Cahuenga Boulevard & Lankershim Boulevard. Based on the Project trip generation and trip distribution patterns, the Project is estimated to add fewer than five trips to each of the arterial monitoring stations during the morning and afternoon peak hours. Therefore, the Project would not add more than 50 vehicle trips during the morning and afternoon peak hours at CMP arterial monitoring stations. Therefore, the Project's CMP arterial impacts are considered to be less than significant, and no further analysis is required.

(c) CMP Transit Analysis

(i) Construction

Project construction would not require the relocation or removal of the existing Metro transit stop adjacent to the Project Site or other transit stops in the vicinity of the Project Site. As such, Project development would not result in significant impacts on transit access.

(ii) Operation

Based on Metro's CMP methodology for estimating transit trips, the Project would generate an estimated increase in transit riders of approximately three net new transit trips in the weekday morning peak hour and two net new transit trips in the weekday afternoon peak hour. The study area is served by numerous established transit routes, including the Metro Red Line, two Metro bus lines, and one LADOT bus line. Distribution of the Project transit trips to the transit routes available in the area would result in less than one new

transit user for each transit line during the peak hours. Consequently, the total available capacity of the transit lines within the study area during the morning and afternoon peak hours is anticipated to more than accommodate the limited net additional trips during the morning and afternoon peak periods. Therefore, Project impacts on existing or future transit services in the study area would be less than significant.

5.12.3 Access and Circulation

(a) Emergency Access

(i) Construction

Construction activities for the Project would be concentrated within the Project Site with limited off-site activities for implementation of any necessary utility improvements. As outlined in Project Design Feature K-1, a Construction Management Plan would be implemented during construction to provide for temporary traffic controls, including provisions to prohibit construction equipment or material deliveries within the public right-of-way and the use of flag persons to improve traffic flow. Implementation of such provisions would ensure adequate emergency access to residences adjacent to the Project Site. In addition, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Further, access to the Project Site would continue to be available during construction of the Project. Thus, any potential emergency access impacts from Project-related construction would be less than significant.

(ii) Operation

Upon implementation of the Project, access to the Project Site would continue to be available via the four existing driveways along the eastside of Cahuenga Boulevard East with improved internal configuration and circular modifications to accommodate the Project. In addition, the Project would incorporate specific emergency access recommendations provided by the County Fire Department and the City of Los Angeles Fire Department as set forth in Project Design Feature J.1-2 included below. Furthermore, traffic generated by the Project would not result in significant impacts to Project area intersections, including intersections along the closest City-designated disaster route along Highland Avenue. Notwithstanding, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Further, the Project would be designed in accordance with emergency vehicle access, clearance, and staging recommendations set forth by the County Fire Department and the City of Los Angeles Fire Department. Therefore, the Project would not result in inadequate emergency access and impacts would be less than significant.

(b) Bicycle and Pedestrian Access

(i) Construction

Construction of the Project would primarily be contained within the boundaries of the Project Site and would not affect the adjacent street system. In addition, as outlined in Project Design Feature K-1, a Construction Management Plan would be implemented during construction to provide for temporary traffic controls and address any temporary lane or sidewalk closures, if necessary. Thus, any potential access impacts from Project-related construction would be less than significant.

(ii) Operation

Existing pedestrian facilities would remain with implementation of the Project. As such, pedestrian access to the Project Site would continue to be available from the sidewalks currently provided along Cahuenga Boulevard East. In addition, as part of the Project, on-site pedestrian circulation would be improved by accommodating parking within two new parking structures and providing designated pedestrian pathways to and from the parking structures and the on-site uses, thereby eliminating the pedestrian-vehicular conflicts associated with a stacked parking configuration. With the implementation of the Transit Center and modifications to the driveways described above, the Project would also improve access and circulation for vehicles and shuttles.

Bicycle lanes in the study area currently exist on North Cahuenga Boulevard between Odin Avenue and Yucca Street. In addition, there are two streets designated as bicycle routes: Odin Avenue between Highland Avenue and North Cahuenga Boulevard and Wilcox Avenue south of North Cahuenga Boulevard. As these facilities do not cross the access locations to the Project Site, the Project would not affect existing designated bicycle lanes and routes in the study area. Notwithstanding, the existing sidewalks, access driveways, and lane configurations would be maintained with the Project. In addition, the Project would include bicycle amenities (e.g., bicycle parking and bicycle-friendly amenities) located throughout the Project Site.

In summary, the Project would not decrease the performance or safety of the existing circulation system and no significant impacts with regard to pedestrian and bicycle facilities are expected to result due to the design or placement of Project access points.

5.12.4 Parking

(a) Construction

During construction of the Project, parking for employees and construction workers would be provided on-site. In addition, the Construction Management Plan outlined in Project Design Feature K-1, would address and manage on-site parking for employees and construction workers within the Project Site. Therefore, Project construction would not result in a significant impact with regard to the availability of parking.

(b) Operation

An assessment of parking demand was conducted for several potential scenarios, including on a non-event day and during event days with varying attendance levels. The peak parking demand for the Project during the scenarios analyzed was estimated based on a combination of the Project's unique operational characteristics, including attendance levels, anticipated visitor arrival and departure patterns, empirical data from existing operations, industry-wide parking demand rates, average vehicle ridership rates, mode split (e.g., arriving by transit, walk, bicycle, etc.), internal capture (e.g., between the restaurant and the theatre uses), and employee data. As part of the Project, parking is proposed within two new parking structures, which are proposed to provide a total of 500 parking spaces (250 parking spaces in each structure). Parking within the parking structures could be expanded by approximately 75 spaces with the use of attendant assisted parking for a total of 575 parking spaces provided on-site. Additional parking at the Universal City/Studio City Metro Red Line Station would also continue to be available to accommodate the parking needs of the Project. Further, as outlined in Project Design Feature K-3, the Project would include implementation of a Parking and Traffic Management Plan to address the varying parking needs of the Project. The peak parking demands for the different operation conditions would be accommodated based on the number of parking spaces to be provided and with implementation of the strategies set forth in the Parking and Traffic Management Plan, including a combination of existing on-site parking facilities, operational measures to increase parking supply such as attendant-assisted parking, employee parking management, and continued use of the parking spaces and shuttle from the Universal City/Studio City Metro Red Line Station for employees and patrons. Therefore, a sufficient number of parking spaces would be available to serve the estimated peak parking demand during a non-event day and during the analyzed event day scenarios, and Project impacts with regard to parking would be less than significant. Additionally, because the Project would increase the number of parking spaces within the Project Site and enhance circulation and accessibility within the Project Site, it is anticipated that the Project would reduce the incentive for patrons to park on adjacent neighborhood streets.

5.12.5 Summary of Impact Analysis

As provided by the analysis presented above, the Project would not result in significant impacts with regard to the local or regional transportation system, including intersections, highways, transit, and pedestrian and bicycle facilities. As such, the Project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, or conflict with an applicable congestion management program. In addition, the Project would not result in inadequate emergency access. Therefore, as demonstrated in the analysis above, impacts with regard to these topics would be less than significant.

5.12.6 Consistency with Regulatory Framework

As analyzed above, the Project would not result in significant impacts to public transit, bicycle, or pedestrian facilities and therefore would not decrease the performance or safety of such facilities. In addition, with implementation of the Project, the County would continue to promote several modes of transportation including walking, biking, or public transportation. Therefore, the Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities and such impacts would be less than significant.

5.12.7 Cumulative Impacts

(a) Traffic

(i) Construction

The related projects, the closest of which is approximately 0.8 mile southwest of the Project Site, are not located in close proximity to the Project Site and may or may not be developed within the same construction schedule as the Project. In addition, as all of the related projects are located within the jurisdiction of LADOT, per standard City practice, the construction of large development projects would occur in accordance with project-specific construction management plans, as is the case with the Project. As the construction management plans are reviewed and approved by LADOT, it is anticipated that through this process, LADOT would coordinate construction activities among the related projects that would have the potential to result in cumulative intersection impacts. In addition, as analyzed above, the Project would not result in significant impacts at any of the intersections within the study area during construction. Further, implementation of the Construction Management Plan, as outlined in Project Design Feature K-1, would manage construction-related traffic in the study area. Thus, given the distance of the Project Site to the related Projects and the construction management plans that would be in place for the Project and the related projects, the Project's contribution to cumulative construction-

related traffic impacts would not be cumulatively considerable and cumulative impacts would be less than significant.

(ii) Operation

Implementation of the Project in conjunction with the related projects identified in Section III, Environmental Setting, of the Project's Draft EIR, and projected regional growth would increase the amount of traffic in the study area. The analysis of Future (Year 2020) with Project Conditions reflects both Project-specific and future cumulative traffic impacts related to intersection LOS. This analysis demonstrates that four of the eight study intersections are projected to operate at LOS D or better during the analyzed periods. The remaining four intersections are projected to operate at LOS E or F during one or more of the analyzed periods. The Project would not contribute to any significant impacts to these intersections and the Project's contribution to cumulative impacts would not be cumulatively considerable. As such, cumulative impacts would be less than significant.

(b) Congestion Management Program

The Project would not add more than 50 vehicle trips during the A.M. and P.M. peak hours at the CMP arterial monitoring stations nearest to the Project Site. In addition, the Project would add less than 150 trips along the nearest freeway segment serving the Project Site in either direction during either peak hour. Further, the Project would not result in significant impacts to public transit. Thus, no CMP impact would occur under the Project and, as a result, the Project's contribution to cumulative impacts would not be cumulatively considerable. Thus, the Project's cumulative impacts would be less than significant.

(c) Access and Circulation

(i) Emergency Access

As described above, the analysis of the Future (Year 2020) with Project Conditions reflects both Project-specific and future cumulative traffic impacts related to intersection LOS in the study area. This analysis concluded that the Project would result in less-than-significant impacts to study intersections, including intersections along the closest City-designated disaster route along Highland Avenue. Therefore, the Project's cumulative impacts would not be cumulative considerable. In addition, as with the Project, it is anticipated that related projects would continue to consult with the applicable Police and Fire departments regarding emergency access requirements and implement specific emergency access requirements. Additionally, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Therefore, the Project's cumulative impacts to emergency would be less than significant.

(ii) Bicycle and Pedestrian Access

As provided above, Project impacts to bicycle and pedestrian access would be less than significant. Based on the proximity of the Project Site to the related projects, the closest of which is approximately 0.8 mile southwest of the Project Site, development of the Project in conjunction with the related projects would not be expected to impact any existing shared bicycle and pedestrian facilities. Additionally, as with the Project, the applicants of the related projects would be required to design and construct their projects in conformance with applicable standards regarding sight distance, sidewalks, crosswalks, and pedestrian movement controls. Therefore, cumulative impacts would be less than significant.

(d) Parking

The parking demand associated with the Project would not contribute to the cumulative demand for parking in the vicinity of the Project Site as a result of development of the Project and related projects. Specifically, the related projects are sufficiently separated from the Project Site such that they would not share parking supplies. Therefore, cumulative parking impacts would be less than significant. Additionally, because the Project would increase the number of parking spaces within the Project Site and enhance circulation and accessibility within the Project Site, it is anticipated that the Project would reduce the incentive for patrons to park on adjacent neighborhood streets.

Mitigation Measures

The Project would result in less than significant impacts to traffic, access, and parking. No mitigation measures would be required.

5.13 Utilities and Service Systems—Water

The Draft EIR analyzed potential impacts to water supply and infrastructure in Section IV.L.1, Utilities and Service Systems—Water, of the Draft EIR. See Appendix M, Water System and Supply Study, of the Draft EIR.

5.13.1 Construction

The amount of water used during construction would vary depending on the conditions of soils, weather, size of the construction site, and site-specific operations. It is estimated that a total of approximately 650,000 to 800,000 gallons of water could be used throughout construction of the Project. It is noted however that this increase in water demand associated with Project construction would be temporary in nature and would occur intermittently throughout construction as needed. In addition, as concluded in

LADWP's 2010 Urban Water Management Plan, projected water demand for the City would be met by the available supplies during an average year, single-dry year, and multiple-dry year through the year 2035, as well as the intervening years.

The Project would require construction of new, on-site water distribution lines to serve the proposed uses. Construction impacts associated with the installation of water distribution lines are expected to be confined to trenching in order to place the lines below surface. Further, during construction of the Project, a Construction Management Plan would be implemented to ensure that adequate and safe access remains available within and near the Project Site during construction activities. In addition, prior to ground disturbance, Project contractors would coordinate with LADWP to identify the locations and depth of all lines. LADWP would also be notified in advance of proposed ground disturbance activities to avoid water lines and disruption of water service.

Based on the above, sufficient water supplies would be available to accommodate Project construction activities and, while the Project would require the construction of upgraded infrastructure facilities, the construction of such infrastructure improvements would not cause significant environmental effects. As such, construction-related impacts to water supply and infrastructure would be less than significant.

5.13.2 Operation

(a) Water Supply

It is estimated that the Project would have an average daily domestic water demand of approximately 17,470 gallons per day (gpd). When accounting for the existing total Project Site water demand of approximately 6,529 gpd, the Project would result in a net increase in average daily water demand of approximately 10,941 gpd. However, since development of the water demand rates from the California Plumbing Code used to calculate the Project's water demand, most water fixtures, including those that would be implemented as part of the Project, now have reduced flow rates by 50 percent. Therefore, when accounting for typical flow rates of existing water fixtures, the water demand of the Project is estimated to be approximately 5,471 gpd or approximately 6.13 acre-feet per year (assuming constant water use throughout the year). It is noted that the Project's estimated water demand is likely conservative as it does not account for additional water conservation features that would be implemented by the Project, including those required by the County as part of the County's Green Building Program. These water saving features, which could include updated landscaping and modern irrigation, would reduce the Project's net increase in water demand accordingly.

As concluded in LADWP's 2010 Urban Water Management Plan, projected water demand for the City would be met by the available supplies during an average year, single-dry year, and multiple-dry year through the year 2035, as well as the intervening years (i.e., 2020). The Project's estimated net increase in water demand of approximately 6.13 acre-feet per year would comprise approximately 0.0009 percent of the water demand for the City in 2020 during an average year, single-dry year, and multiple-dry year period. Therefore, the Project would be well within the available and projected water supplies for normal, single-dry, and multiple-dry years through the year 2035 and, as such, LADWP would be able to meet the water demand for the Project as well as existing and planned water demands of its future service area. Therefore, the Project's operation-related impacts on water supply would be less than significant.

(b) Water Infrastructure

Water service to the Project Site would continue to be supplied by LADWP for domestic and fire protection uses. While domestic water demand is typically the main contributor to water consumption, fire flow demands have a much greater instantaneous impact on infrastructure, and therefore are the primary means for analyzing infrastructure capacity.

With implementation of an approved automatic fire sprinkler system within all of the buildings proposed, the required fire flow would be 4,000 gpm at a pressure of 20 psi. This preliminary fire flow may be reduced as coordinated with the County Fire Department, LAFD, and LADWP during the building permit process for the Project. Based on pressure flow reports obtained from LADWP, the existing 8-inch LADWP water main in Cahuenga Boulevard East provides a flow of approximately 1,750 gpm at a residual pressure of 72 psi. To accommodate the required fire flow of 4,000 gpm, the Project would include two new connections to the existing 8-inch high pressure water main in Cahuenga Boulevard East. The Project may include other necessary improvements to accommodate the ultimate fire flow set forth during the building permit process. The Project would also include the installation of four private fire hydrants and provide booster pumps for all proposed hydrants to meet the minimum flow rate and pressure requirements around the Project Site. The enhanced fire system would be a dedicated separate fire service system with no shared connections to the domestic supply lines. The Project would also provide new, on-site water distribution lines to serve the proposed uses.

With implementation of the necessary water infrastructure improvements as coordinated with the County Fire Department, LAFD, and LADWP, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site. Therefore, the Project would not result in operation-related impacts to water infrastructure and impacts would be less than significant.

5.13.3 Cumulative Impacts

(a) Water Supply

The 2010 Urban Water Management Plan prepared by LADWP accounts for existing development within the City, as well as projected growth through the year 2035 based on demographic growth projections in the Southern California Association of Governments' 2008 Regional Transportation Plan. Additionally, under the provisions of Senate Bill 610, LADWP is required to prepare a comprehensive water supply assessment for every new development "project" (as defined by Section 10912 of the Water Code) within its service area that reaches certain thresholds. The types of projects that are subject to the requirements of SB 610 tend to be larger projects that may or may not have been included within the growth projections of the 2010 Urban Water Management Plan. The water supply assessment for such projects would evaluate the quality and reliability of existing and projected water supplies, as well as alternative sources of water supply and measures to secure alternative sources if needed. Continued efforts by LADWP to secure the reliability of water supplies in the future, combined with project-specific requirements to conduct analyses to ensure the availability of sufficient water supply to meet demand are expected to continue through 2020 (the Project's buildout year) and beyond. Based on LADWP's 2010 Urban Water Management Plan water demand projections through 2035 and the service area reliability assessment conducted by the LADWP, LADWP determined that it would be able to reliably provide water to its customers through the year 2035. As such, LADWP would be able to meet the water demand for the Project and the related projects.

Compliance of the Project with regulatory requirements that promote water conservation such as the County's Green Building Program, as well as Assembly Bill 32, that would also assist in assuring that adequate water supply is available on a cumulative basis.

Based on the above, it is anticipated that LADWP would be able to supply the demands of the Project, the related projects, and future growth through 2020 and beyond. Therefore, cumulative impacts on water supply would be less than significant

(b) Water Infrastructure

The geographic context for the cumulative impact analysis on water infrastructure is the vicinity of the Project Site. Development of the Project and future new development in the vicinity of the Project Site would cumulatively increase demands on the existing water infrastructure system. However, new development projects would be subject to LADWP review (or applicable jurisdiction) to assure that the existing public utility facilities would be adequate to meet the domestic and fire water demands of each project, and individual

projects would be subject to LADWP requirements regarding infrastructure improvements needed to meet respective water demands, flow and pressure requirements, etc. Furthermore, LADWP, Los Angeles Department of Public Works, and the Los Angeles Fire Department would conduct ongoing evaluations to ensure facilities are adequate. Therefore, cumulative impacts on the water infrastructure system would be less than significant.

Mitigation Measures

As the Project would have a less than significant impact on water supply and water infrastructure during construction and operation, mitigation measures are not required.

5.14 Utilities and Service Systems—Energy

The Draft EIR analyzed potential impacts regarding energy in Section IV.L.2, Utilities and Service Systems—Energy and Energy Conservation, of the Draft EIR. Supporting technical analyses are included in Appendix N, Electricity and Natural Gas Estimates and Will Serve Letters, of the Draft EIR.

5.14.1 Energy Demand

(a) Construction

(i) Electricity

Electricity consumption during Project construction would vary throughout Project construction based on the construction activity (i.e., grading, building construction, etc.). However, the electricity consumption that would occur due to Project construction activities would be offset by the reduction in electricity consumption resulting from the demolition of existing uses and would be temporary in nature.

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 that would be installed along Cahuenga Boulevard East. In addition, temporary electrical poles could be installed within the Project Site until full buildout of the Project. Additionally, during construction of the Project, a Construction Management Plan would be implemented to ensure that adequate and safe access remains available within and near the Project Site during construction activities. Overall, demolition and construction activities would require limited electricity consumption and would not be expected to have any adverse impact on available electricity supplies and infrastructure. Therefore, construction-related impacts to electricity supply and infrastructure would be less than significant.

(ii) Natural Gas

Construction of the Project, including new buildings and facilities, typically would not involve the consumption of natural gas. Thus, there would be no demand generated by construction. The Project would, however, involve installation of new natural gas connections to serve the Project Site. Since the Project is located in an area already served by existing natural gas infrastructure, the Project would likely not require extensive infrastructure improvements to serve the Project Site. Construction impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to place the lines below surface. As previously discussed, a Construction Management Plan would be implemented to ensure that adequate and safe access remains available within and near the Project Site during construction activities. In addition, prior to ground disturbance, Project contractors would notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service. Therefore, construction-related impacts to natural gas supply and infrastructure would be less than significant.

(b) Operation

(i) Electricity

Project operations would increase the existing demand for electricity. Based on the electricity demand estimates, the Project's peak electricity demand would be approximately 2,105 KW of electricity per year. When accounting for the existing electricity usage of the former motel building, which would be removed as part of the Project, the Project's net peak electricity demand would be reduced to 2,065 KW per year. The estimated electrical consumption is a conservative estimate and does not factor in reductions in consumption from the implementation of energy conservation features. LADWP forecasts that in the 2020-2021 fiscal year, the annual electricity sold within its service area would increase to 22,888 GWh with a peak demand of 5,532 MW. The Project-related net annual peak electricity consumption would represent approximately 0.04 percent of the forecasted electricity peak demand in 2020. Therefore, it is anticipated that LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to support the Project's demand. In addition, LADWP has indicated that electric service to meet the Project is available and would be provided in accordance with LADWP's Rules and Regulations. While the availability of electricity is dependent upon adequate generating capacity and fuel supplies, the estimated power requirement for the Project is part of the total load growth forecast for the City and has been taken into account in the planned growth of the City's power system. Thus, operational impacts associated with the Project's consumption of electricity would be less than significant.

(ii) Natural Gas

Operation of the Project would result in an increase in the consumption of natural gas for the heating of spaces and water, and cooking at the proposed restaurant. Based on the natural gas demand estimates, the Project's natural gas demand is estimated to be approximately 8,500 cubic feet per hour. This estimated natural gas demand is a conservative estimate and does not factor in reductions in consumption from the implementation of energy conservation features. In addition, as existing natural gas usage associated with the former motel building is unknown, the Project's estimated natural gas demand does not account for existing natural gas usage within the former motel building, which would be removed as part of the Project.

Based on the Project's estimated yearly natural gas consumption of 496,400 Therms per year, the Project would account for approximately 0.007 percent of the forecast for the 2020 natural gas consumption throughout SoCalGas' planning area. Given the limited percentage of total demand represented by the Project, SoCalGas' planned demand forecasts likely account for Project development. In addition, SoCalGas has indicated that natural gas facilities are available in the area of the Project Site. Further, the Project would incorporate compliance measures to address applicable energy regulations and requirements. As such, operational impacts associated with the consumption of natural gas would be less than significant.

5.14.2 Energy Conservation

Green building design and construction practices would be implemented as part of the Project in compliance with the County's Green Building Ordinance. Accordingly, the Project would incorporate the County's Green Building Standards, including compliance with the California Energy Code. Design features that could be implemented would include, but not be limited to, light colored or "cool" roofs, efficient lighting and lighting control systems, energy-efficient heating and cooling systems and controls. In addition, the Project would incorporate a variety of water conservation features that would also promote energy conservation. Further, as part of the Project, the County would continue to promote the use of alternative modes of transportation by providing shuttles to and from the Universal City/Studio City Metro Red Line Station, thereby reducing energy usage associated with additional Project vehicles. Overall, the Project would be designed and constructed in accordance with state and local green building standards that would serve to reduce the energy demand of the Project. Additionally, based on the above, the Project's energy demand would be within the existing and planned electricity and natural gas capacities of LADWP and SoCalGas, respectively. Therefore, development of the Project would not cause wasteful, inefficient, and unnecessary consumption of energy and would be consistent with the intent of Appendix F of the CEQA Guidelines.

5.14.3 Cumulative Impacts

(a) Electricity

The Project in conjunction with forecasted 2020 growth in LADWP's service area would increase electricity consumption and thus, would cumulatively increase the need for additional electricity supplies and infrastructure capacity. LADWP forecasts that in the 2020-2021 fiscal year, electricity consumption within its service area would increase to 22,888 GWh with a peak demand of 5,532 MW. Future cumulative growth expected during this period within LADWP's service area is accounted for in this forecast. As discussed above, Project-related net annual peak electricity consumption would represent approximately 0.04 percent of the forecasted electricity peak demand in 2020. Based on this small percentage, the Project's contribution to the cumulative electricity demand would not be substantial. In addition, based on the types of uses proposed by the related projects, it is anticipated that the related projects would similarly comprise a limited percentage of the forecasted total electricity demand within LADWP's service area in 2020. Further, as future electrical demand estimates factor in cumulative growth, the demand forecasts likely account for Project development and other future development, including the related projects, within LADWP's service area. Although the Project, related projects, and other future development would result in the irreversible use of renewable and non-renewable electricity resources which would limit future availability, the use of such resources would be on a relatively small scale and would be consistent with regional and local growth expectations for LADWP's service area. Additionally, like the Project, related projects would be expected to incorporate energy conservation features, comply with applicable regulations including the City's and County's Green Building Ordinance, and incorporate mitigation measures, as necessary. Accordingly, the Project's contribution to cumulative impacts related to electricity consumption would be less than significant.

Electricity infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by LADWP are ongoing. It is expected that LADWP would continue to expand delivery capacity as needed to meet demand increases within its service area. Development projects, inclusive of the related projects, within its service area would also be anticipated to incorporate site-specific infrastructure improvements, as necessary. As such, cumulative impacts with respect to electricity infrastructure would be less than significant.

(b) Natural Gas

Buildout of the Project, related projects, and other future development projects in SoCalGas' service area is expected to increase natural gas consumption and thus cumulatively increase the need for additional natural gas supplies and infrastructure capacity. The California Energy Commission estimates natural gas consumption within

SoCalGas' planning area will increase to 7,263 million Therms in 2020 (Project buildout year). Future 2020 cumulative growth within SoCalGas' service area is accounted for in this forecast. As previously indicated, the Project's annual natural gas usage would represent approximately 0.007 percent of the forecasted total consumption in 2020. It is anticipated that given the type of developments proposed by the related projects, the related projects would similarly comprise a limited percentage of the forecasted total consumption within SoCalGas' service area in 2020. Further, as future natural gas demand estimates factor in cumulative growth, the demand forecasts likely account for Project development and other future development, including the related projects, in SoCalGas' service area. Although related projects would result in the irreversible use of renewable and non-renewable electricity resources which would limit future availability, the use of such resources would be on a relatively small scale and would be consistent with regional and local growth expectations for SoCalGas' service area. Furthermore, like the Project, the related projects and any other future development would be expected to incorporate energy conservation features, comply with applicable regulations including the County's Green Building Ordinance, and incorporate mitigation measures, as necessary, to address natural gas demands. Accordingly, the Project's contribution to cumulative impacts related to natural gas would be less than significant.

Natural gas infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by SoCalGas occur as needed. It is expected that SoCalGas' would continue to expand delivery capacity if necessary to meet demand increases within its service area. Development projects within its service area would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate. As such, cumulative impacts with respect to natural gas infrastructure would be less than significant.

Mitigation Measures

As discussed above, the Project's impacts on energy and energy conservation would be less than significant. As such, no mitigation measures would be required.

6.0 Environmental Impacts Found to Be Significant and Unavoidable After Mitigation

The Board has determined, based on the Final EIR, that after implementation of mitigation measures, the Project will not have a significant and unavoidable impact on any of the environmental resources analyzed in the EIR. Therefore, a Statement of Overriding Considerations is not required. (CEQA Guidelines Section 15093.)

7.0 Project Alternatives

CEQA requires that an EIR analyze a reasonable range of feasible alternatives that could substantially reduce or avoid the significant impacts of a project while also meeting the project's basic objectives. An EIR must identify ways to substantially reduce or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1). As evaluated in Section IV, Environmental Impact Analysis, of the Draft EIR and summarized above, implementation of the Project would not result in significant impacts to any of the environmental issues evaluated in the Draft EIR which could not be reduced with compliance with regulatory requirements and the implementation of project design features and mitigation measures. Accordingly, the identification of alternatives to the Project was based, in part, on comments received during the Notice of Preparation scoping and public consultation period and the objectives established for the Project (listed in Section II, Project Description, of this Draft EIR). The following alternatives to the Project were selected for analysis in the Draft EIR:

- Alternative 1: No Project/No Build
- Alternative 2: Reduced Project
- Alternative 3: Simultaneous Event Schedules

Each of these alternatives is described further below.

As set forth in CEQA Guidelines Section 15126.6(c), an EIR should identify any alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to the CEQA Guidelines, among the factors that may be used to eliminate an alternative from detailed consideration is the alternative's failure to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. Alternatives to the Project that have been considered and rejected as infeasible are also described below.

7.1 Alternatives Considered and Rejected

- **Alternative Site:** To meet the Project's underlying purpose to enhance on-site programs, expand opportunities for diverse County residents to come together, and ensure the future of the existing Amphitheatre as an active and relevant

historic resource, the County has identified improvements that are needed to transform the existing Ford Theatres into a multi-use cultural and recreational destination while addressing existing critical program needs of the regional arts ecosystem. Accordingly, the objectives of the Project are closely tied to the concept of improving existing conditions on the Project Site by creating a cohesive and integrated multi-use cultural and recreational destination with enhanced and new technologically advanced performing arts facilities with supporting uses and creating recreational opportunities.

As described in Section II, Project Description, of this Draft EIR, the Project Site is currently developed with an historic Amphitheatre and already operates as a performing arts venue. In addition, the 32-acre Project Site is also already a designated County regional park, which is comprised primarily of undeveloped open space. As such, the development of the proposed improvements within the existing Project Site would be consistent with and would complement and enhance the existing setting and uses within the Project Site. Therefore, given the Project Site's unique location and the unavailability of large expanses of land such as the Project Site within Los Angeles County, it is not reasonable to assume that a property of the same size and character that is developed with a large theatre would be available for the County to acquire. In addition, since the County owns the existing property, the County does not incur any land acquisition costs. Furthermore, since one of the key objectives of the Project is to provide an on-site natural progression of appropriately-sized rehearsal and performing arts spaces which can be used at the same time, development of the Project on an alternative site could also require construction of a large theatre similar to the existing on-site Amphitheatre in addition to the Project components so that a natural progression of theatre spaces are all provided in one location. As such, development of the Project on an alternative site would likely result in greater impacts compared to the Project. Additionally, one of the key components of the underlying purpose of the Project is to ensure the future of the existing on-site Amphitheatre as an active and relevant historic resource. As the proposed Amphitheatre rehabilitation improvements are limited to the Project Site, development of the Project on an alternative site would not achieve the underlying purpose or the basic Project objectives related to enhancing the existing Project Site and preserving the historic integrity of the existing Amphitheatre.

Based on the above, an alternative site is not considered feasible as it would fail to achieve the underlying purpose of the Project and the basic Project objectives. In addition, development at an alternative site likely would not reduce any of the Project's already less than significant impacts. Further, it is not expected that the County can reasonably acquire, control, or have access to an alternative site within Los Angeles that would provide for the uses contemplated for the Project. Thus, in accordance with Section 15126.6(f) of the State CEQA Guidelines, this alternative was rejected from further consideration.

- **Improved Parking Only:** This Alternative assumes the existing facilities would be maintained and the two existing surface parking areas along Cahuenga Boulevard East would be replaced by two parking structures providing a combined 500 spaces. This Alternative was suggested during the Notice of Preparation scoping and public consultation period.

  While this Alternative would reduce some of the Project's already less than significant impacts, similar to the No Project/No Build Alternative analyzed below, this Alternative would be expected to result in greater impacts with regard to surface water quality and groundwater quality. Specifically, this Alternative would not implement the Project's Best Management Practices, such as catch basins and planter drains, which would result in an improvement in surface water quality runoff from the Project Site as the Project Site currently does not have BMPs in place for the treatment of stormwater runoff from the existing impervious surfaces. Therefore, while significant impacts to surface water quality would not occur under this Alternative, impacts would be greater than those of the Project. In addition, without the development of any of the performing arts facilities, offices, restaurant, hiking trail, and other supporting uses, this Alternative would not realize the underlying purpose of the Project to enhance on-site programs that support the work of County of Los Angeles artists and arts organizations by offering programs that meet the specialized needs of a broader cross section of the regional arts community, including emerging theatre, dance, and music ensembles and multi-disciplinary collaborations; to expand opportunities for diverse County residents to come together by creating new spaces and programs that better serve the community; and to ensure the future of the Amphitheatre as an active and relevant historic resource. Similarly, this Alternative would not support the objectives of the Project regarding rehabilitation of the Amphitheatre and artist and patron enhancements. Therefore, an alternative that only implements the parking proposed as part of the Project is not considered feasible as it would fail to achieve the underlying purpose and basic Project objectives. Thus, in accordance with Section 15126.6(f) of the State CEQA Guidelines, this alternative was rejected from further consideration.

7.2 Alternative 1: No Project/No Build Alternative

7.2.1 Alternative Description

Alternative 1, the No Project/No Build Alternative assumes the Project would not be approved and the existing environment would be maintained, with the exception of the previously approved Amphitheatre improvements and other on-going routine interior and exterior maintenance improvements. The previously approved Amphitheatre 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 previously approved Amphitheatre improvements will occur internal to the Project Site, within the boundaries of the existing

Amphitheatre. This Alternative would not result in any changes to the existing operations at the Ford Theatres. The site plan under this Alternative would resemble existing conditions, as illustrated in Figure II-2 in Section II, Project Description of the Project's Draft EIR.

7.2.2 Comparison of Impacts

Impacts to aesthetics, views, light, and glare; air quality; greenhouse gas emissions; biological resources; historical, archaeological, and paleontological resources; geology and soils; hydrology, surface water quality during construction, groundwater hydrology and groundwater quality during construction; land use and planning; noise; fire and police protection; traffic, access, and parking; and water and energy would be reduced as compared to the Project. However, impacts with regard to surface water quality and groundwater quality during operation would be greater than the Project.

7.2.3 Relationship of the Alternative to Project Objectives

No new development would be introduced on the Project Site under Alternative 1, and the existing uses on the Project Site would continue to operate as they do currently. However, as with the Project, this Alternative would include implementation of the previously approved Amphitheatre improvements. The previously approved Amphitheatre improvements would include hillside stabilization, stage reconstruction, disabled access and code compliance improvements, theatrical systems infrastructure improvements, and mechanical and electrical systems upgrades. Implementation of these improvements would address long deferred maintenance and needed repairs, mitigation of water infiltration, provision of slope stabilization, and improvements to the theatrical infrastructure and performer amenities. As such, Alternative 1 would meet the Project's objective to preserve the historic integrity of the Amphitheatre by providing improvements necessary to respond to damage from water intrusion, soil erosion, and structural decay, and ensure its future viability as a cultural and historical resource for the communities of Los Angeles County. In addition, as the previously approved Amphitheatre improvements would occur within the boundaries of the existing Amphitheatre, Alternative 1 would also meet the Project objective to provide site improvements that are focused on areas of the site that have been previously developed and preserve the canyon setting of the Project Site. While this Alternative would include theatrical systems infrastructure improvements as part of the previously approved Amphitheatre improvements, Alternative 1 would not provide for the additional Amphitheatre rehabilitation improvements proposed as part of the Project. Therefore, this Alternative would not meet the following objective to the same extent as the Project: provide operational improvements for the historic outdoor Amphitheatre that includes modern technical infrastructure and performing arts technology and amenities to support world class theatrical and cultural experiences for patrons and program participants

while providing improved access to the Ford Theatres and its canyon park setting as a public cultural and recreational destination.

Additionally, as Alternative 1 would not include the development of any new facilities, this Alternative would not meet the Project's objectives regarding additional artist and patron enhancements. Specifically, without the development of the 299-seat theatre and the Flex Space proposed under the Project, this Alternative would not meet the objective to support the development of Los Angeles County-based artists, arts organizations and arts producers that represent diverse performing arts genres, disciplines, and communities by providing an on-site natural progression of appropriately-sized enclosed rehearsal and performing arts spaces which can be used at the same time to expand creative capacity, create new work, and increase audiences. Similarly, Alternative 1 would not achieve the Project objective to repurpose the areas of the Ford Theatres currently used for on-grade parking to meet existing critical program needs of the regional arts ecosystem, including a much needed mid-size theatre space and low- to no-cost, accessible flexible spaces for rehearsals and performances year-round for artists, particularly dance and theatre groups, which do not have sufficient right-sized rehearsal and performance spaces in Los Angeles County. Furthermore, since Alternative 1 would not include the development of new plaza areas or the proposed restaurant and structured parking, this Alternative would not support the following Project objectives: enhance patron pre-show and post-show experience by providing plaza areas and support functions for meeting, dining and picnicking, while enabling visits of variable lengths by the creation of non-stacked parking to ease ingress and egress; and further the Ford's capacity for community building by creating new small and medium interstitial spaces and opportunities for artists, audiences, and the public to interact, dialogue, and find meaning and expression through the arts on the Project Site.

Alternative 1 would also not develop a Transit Center or include pedestrian and vehicular circulation improvements and, as such, would not achieve the objective to create pedestrian and vehicular circulation access that is integrated with a transit center and sufficient on-site parking so as to provide for improved and safer patron arrival and departures. In addition, as this Alternative does not propose a hiking trail, Alternative 1 would not meet the Project objective to enhance the Ford Theatres' role as a County Regional Park by increasing public access to the entire site, integrating passive recreational opportunities, and encouraging visitors to experience the natural landscape and views or surrounding iconic landmarks from a formal trail within the park boundary. Further, since this Alternative would not include the installation of an enhanced sound wall, Alternative 1 would also not support the objective to mitigate noise pollution from the adjacent Hollywood Freeway to provide a more pastoral experience focused on the stage and preserve audience views of the natural landscaped canyon from inside the Amphitheatre. Additionally, without development of the Ford Terrace, Alternative 1 would

not provide for improved operation and maintenance relating to stage logistics including set loading and unloading and set staging areas in close proximity to the Amphitheatre. Lastly, Alternative 1 would not construct any of the proposed offices and, as such, would not support the objective to provide on-site accessible modern office space to accommodate daily personnel and improve communication and interaction of staff with the arts community.

Overall, Alternative 1, the No Project/No Build Alternative, would not meet most of the Project objectives, nor would it meet the Project's underlying purpose to enhance on-site programs that support the work of County of Los Angeles artists and arts organizations by offering programs that meet the specialized needs of a broader cross section of the regional arts community, including emerging theatre, dance, and music ensembles and multi-disciplinary collaborations; to expand opportunities for diverse County residents to come together by creating new spaces and programs that better serve the community; and to ensure the future of the Amphitheatre as an active and relevant historic resource.

7.2.4 Conclusion

While Alternative 1, the No Project/No Build Alternative would reduce most of the less than significant impacts occurring under the Project, Alternative 1 would result in greater (but less than significant) impacts to surface water quality and groundwater quality. In addition, Alternative 1, the No Project/No Build Alternative would not meet most of the objectives established for the Project.

Finding

The County adopts the third possible finding, which states that "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible, the mitigation measures or project alternatives identified in the final EIR." (CEQA Guidelines Section 15091(a)(3)).

7.3 Alternative 2: Reduced Project Alternative

7.3.1 Alternative Description

The Reduced Project Alternative would develop the Project Site similar to the Project and would include the same components as the Project as follows: rehabilitation of certain portions of the existing Amphitheatre, the Ford Terrace, the Ford Plaza, the Transit Center, and a 0.75-mile hiking trail. However, the Reduced Project Alternative would not include development of the 299-seat theatre within the Ford Plaza. In addition, under this Alternative, the 99-seat Flex Space proposed within the Transit Center would be relocated

to the area of the 299-seat theatre as proposed by the Project. With the relocation of the Flex Space from the Transit Center to the Ford Plaza under this Alternative, the footprint of the Transit Center would be reduced but would continue to feature a designated area for bus and valet drop-off, a three-level parking structure, and a maintenance facility. All other components and features of the Project as described in Section II, Project Description, of the Project's Draft EIR would be maintained under the Reduced Project Alternative. Further, under Alternative 2, building heights and architectural features would be similar to the building heights and architectural features of the Project.

Overall, implementation of this Alternative would result in approximately 39,550 net new square feet compared to the Project's approximately 47,550 net new square feet of development. As such, this Alternative would reduce the proposed net new development by approximately 8,000 square feet or approximately 17 percent. Additionally, this Alternative would provide for 12 net new seats within the Project Site in comparison to the Project's 311 net new seats. In addition, while this Alternative would not provide the 299-seat theatre, the number of annual events and attendees would increase but would be reduced when compared to the Project.

7.3.2 Comparison of Impacts

The Reduced Project Alternative would reduce the Project's impacts with regard to aesthetics, light, and glare; air quality; greenhouse gas emission; surface water quality and groundwater quality; noise; public services; traffic, access, and parking; and utilities and service systems. However, as with the Project, such impacts would remain less than significant when compared to the applicable significance thresholds. Impacts associated with views; biological resources; cultural resources; geology and soils; surface water hydrology and groundwater hydrology; and land use and planning would be similar to those of the Project.

7.3.3 Relationship of the Alternative to Project Objectives

With implementation of the previously approved Amphitheatre improvements as well as the Amphitheatre rehabilitation improvements proposed as part of the Project, the Reduced Project Alternative would meet the Project's objective to preserve the historic integrity of the Amphitheatre by providing improvements necessary to respond to damage from water intrusion, soil erosion, and structural decay, and ensure its future viability as a cultural and historical resource for the communities of Los Angeles County. Similarly, this Alternative would support the objective to provide operational improvements for the historic outdoor Amphitheatre that includes modern technical infrastructure and performing arts technology and amenities to support world class theatrical and cultural experiences for patrons and program participants while providing improved access to the Ford Theatres

and its canyon park setting as a public cultural and recreational destination. Furthermore, since the Reduced Project would include the development of new plaza areas, the proposed restaurant, and structured parking, this Alternative would realize the following Project objectives: enhance patron pre-show and post-show experience by providing plaza areas and support functions for meeting, dining and picnicking, while enabling visits of variable lengths by the creation of non-stacked parking to ease ingress and egress; and further the Ford's capacity for community building by creating new small and medium interstitial spaces and opportunities for artists, audiences, and the public to interact, dialogue, and find meaning and expression through the arts on the Project Site.

The Reduced Project Alternative would also develop a Transit Center and include pedestrian and vehicular circulation improvements and, as such, would achieve the objective to create pedestrian and vehicular circulation access that is integrated with a transit center and sufficient on-site parking so as to provide for improved and safer patron arrival and departures. In addition, as this Alternative would include a hiking trail, Alternative 2 would meet the Project objective to enhance the Ford Theatres' role as a County Regional Park by increasing public access to the entire site, integrating passive recreational opportunities, and encouraging visitors to experience the natural landscape and views or surrounding iconic landmarks from a formal trail within the park boundary. Further, since the Reduced Project Alternative would include the installation of an enhanced sound wall, Alternative 2 would also support the objective to mitigate noise pollution from the adjacent Hollywood Freeway to provide a more pastoral experience focused on the stage and preserve audience views of the natural landscaped canyon from inside the Amphitheatre. Additionally, with development of the Ford Terrace, the Reduced Project Alternative would provide for improved operation and maintenance relating to stage logistics including set loading and unloading and set staging areas in close proximity to the Amphitheatre. Alternative 2 would further include development of the proposed offices and, as such, would support the objective to provide on-site accessible modern office space to accommodate daily personnel and improve communication and interaction of staff with the arts community. The Reduced Project Alternative would also disturb the same general area as the Project and, as such, Alternative 2 would meet the Project objective to provide site improvements that are focused on areas of the site that have been previously developed and preserve the canyon setting of the Project Site.

However, without the development of the 299-seat theatre proposed under the Project, the Reduced Project Alternative would not fully meet the objective to support the development of Los Angeles County-based artists, arts organizations and arts producers that represent diverse performing arts genres, disciplines, and communities by providing an on-site natural progression of appropriately-sized enclosed rehearsal and performing arts spaces which can be used at the same time to expand creative capacity, create new work, and increase audiences. Similarly, the Reduced Project Alternative would only partially

meet the Project objective to repurpose the areas of the Ford Theatres currently used for on-grade parking to meet existing critical program needs of the regional arts ecosystem, including a much needed mid-size theatre space and low- to no-cost, accessible flexible spaces for rehearsals and performances year-round for artists, particularly dance and theatre groups, which do not have sufficient right-sized rehearsal and performance spaces in Los Angeles County.

Overall, Alternative 2, the Reduced Project Alternative, would meet most of the Project objectives and would partially meet the remaining objectives. However, without providing a key component of the Project, the Reduced Project Alternative would not achieve the Project's underlying purpose to enhance on-site programs that support the work of County of Los Angeles artists and arts organizations by offering programs that meet the specialized needs of a broader cross section of the regional arts community, including emerging theatre, dance, and music ensembles and multi-disciplinary collaborations; to expand opportunities for diverse County residents to come together by creating new spaces and programs that better serve the community; and to ensure the future of the Amphitheatre as an active and relevant historic resource.

7.3.4 Conclusion

While Alternative 2, the Reduced Project Alternative, would reduce some of the Project's less than significant impacts, without the development of the proposed 299-seat theatre, Alternative 2, the Reduced Project Alternative would not meet the underlying purpose and key objectives of the Project.

Finding

The County adopts the third possible finding, which states that "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible, the mitigation measures or project alternatives identified in the final EIR." (CEQA Guidelines Section 15091(a)(3)).

7.4 Alternative 3: Simultaneous Event Schedules Alternative

7.4.1 Alternative Description

The Simultaneous Event Schedules Alternative would include the development of the same components as the Project but with long term flexibility in the scheduling of events within the Amphitheatre and proposed 299-seat theatre. Specifically, under Alternative 3, events held in the Amphitheatre, the 299-seat theatre, and the Flex Space

would be able to have simultaneous events with concurrent start times whereas under the Project, events held in the Amphitheatre and the 299-seat theatre shall stagger the start times of simultaneous events on weekday evenings after 6:00 P.M. by a minimum of 45 minutes so as to separate the arrival patterns of each theatre's patrons and avoid potentially significant traffic impacts. As with the Project, Alternative 3 would comprise the following: (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 Center, which would include a designated area for bus and valet drop-off, a new three-level parking structure, 99-seat Flex Space, and maintenance facility; and (5) a 0.75-mile hiking trail. These components would be developed within the Project Site in the same manner as proposed under the Project described in Section II, Project Description, of the Project's Draft EIR. The estimated increases in annual events and attendance projected to occur under the Project would also remain under this Alternative.

7.4.2 Comparison of Impacts

The impacts of Alternative 3 would be similar to the Project for all environmental issues except traffic. Specifically, impacts associated with aesthetics, views, light, and glare; air quality; greenhouse gas emissions; biological resources; cultural resources; geology and soils; hydrology, surface water quality, and groundwater; land use and planning; noise; public services; and utilities and service systems would be similar under this Alternative when compared with the Project. However, as Alternative 3 would provide for simultaneous events with concurrent start times within the Amphitheatre and the proposed 299-seat theatre, which would create a significant traffic impact at Intersection No. 6: US-101 Northbound Off-Ramp & Cahuenga Boulevard North during a weekday event, impacts regarding intersection levels of service would be greater under this Alternative as compared to the Project.

7.4.3 Relationship of the Alternative to Project Objectives

The types and amounts of uses proposed under Alternative 3 would be the same as under the Project. As such, this Alternative would meet the Project's underlying purpose to enhance on-site programs that support the work of County of Los Angeles artists and arts organizations by offering programs that meet the specialized needs of a broader cross section of the regional arts community, including emerging theatre, dance, and music ensembles and multi-disciplinary collaborations; to expand opportunities for diverse County residents to come together by creating new spaces and programs that better serve the community; and to ensure the future of the Amphitheatre as an active and relevant historic

resource. This Alternative would also achieve the Project objectives that support this underlying purpose.

Specifically, with implementation of the previously approved Amphitheatre improvements as well as the Amphitheatre rehabilitation improvements proposed as part of the Project, Alternative 3 would meet the Project's objective to preserve the historic integrity of the Amphitheatre by providing improvements necessary to respond to damage from water intrusion, soil erosion, and structural decay, and ensure its future viability as a cultural and historical resource for the communities of Los Angeles County. Similarly, this Alternative would support the objective to provide operational improvements for the historic outdoor Amphitheatre that includes modern technical infrastructure and performing arts technology and amenities to support world class theatrical and cultural experiences for patrons and program participants while providing improved access to the Ford Theatres and its canyon park setting as a public cultural and recreational destination. Additionally, as Alternative 3 would include the development of the proposed facilities, this Alternative would meet the objective to support the development of Los Angeles County-based artists, arts organizations and arts producers that represent diverse performing arts genres, disciplines, and communities by providing an on-site natural progression of appropriately-sized enclosed rehearsal and performing arts spaces which can be used at the same time to expand creative capacity, create new work, and increase audiences. Similarly, Alternative 3 would achieve the Project objective to repurpose the areas of the Ford Theatres currently used for on-grade parking to meet existing critical program needs of the regional arts ecosystem, including a much needed mid-size theatre space and low- to no-cost, accessible flexible spaces for rehearsals and performances year-round for artists, particularly dance and theatre groups, which do not have sufficient right-sized rehearsal and performance spaces in Los Angeles County.

Furthermore, since Alternative 3 would include the development of new plaza areas, the proposed restaurant, and structured parking, this Alternative would support the following Project objectives: enhance patron pre-show and post-show experience by providing plaza areas and support functions for meeting, dining and picnicking, while enabling visits of variable lengths by the creation of non-stacked parking to ease ingress and egress; and further the Ford's capacity for community building by creating new small and medium interstitial spaces and opportunities for artists, audiences, and the public to interact, dialogue, and find meaning and expression through the arts on the Project Site.

Alternative 3 would also develop a Transit Center and include pedestrian and vehicular circulation improvements and, as such, would achieve the objective to create pedestrian and vehicular circulation access that is integrated with a transit center and sufficient on-site parking so as to provide for improved and safer patron arrival and departures. In addition, as this Alternative would include a hiking trail, Alternative 3 would

meet the Project objective to enhance the Ford Theatres' role as a County Regional Park by increasing public access to the entire site, integrating passive recreational opportunities, and encouraging visitors to experience the natural landscape and views or surrounding iconic landmarks from a formal trail within the park boundary. Further, since Alternative 3 would include the installation of an enhanced sound wall, this Alternative would also support the objective to mitigate noise pollution from the adjacent Hollywood Freeway to provide a more pastoral experience focused on the stage and preserve audience views of the natural landscaped canyon from inside the Amphitheatre. Additionally, with development of the Ford Terrace, the Alternative 3 would provide for improved operation and maintenance relating to stage logistics including set loading and unloading and set staging areas in close proximity to the Amphitheatre. Alternative 3 would further include development of the proposed offices and, as such, would support the objective to provide on-site accessible modern office space to accommodate daily personnel and improve communication and interaction of staff with the arts community. This Alternative would also disturb the same general area as the Project and, as such, Alternative 3 would meet the Project objective to provide site improvements that are focused on areas of the site that have been previously developed and preserve the canyon setting of the Project Site.

7.3.4 Conclusion

Alternative 3, the Simultaneous Event Schedules Alternative, would meet the Project's objectives. However, Alternative 3 would result in greater impacts compared to the Project. As such, Alternative 3 would not be feasible.

7.5 Environmental Superior Alternative

Implementation of the Project would not result in significant and unavoidable impacts with regard to the environmental issues evaluated in the Draft EIR. Notwithstanding, of the alternatives analyzed in this Draft EIR, Alternative 1, the No Project/No Build Alternative is considered the Environmentally Superior Alternative as it would reduce most of the less than significant impacts occurring under the Project. However, Alternative 1 would result in greater (but less than significant) impacts to surface water quality and groundwater quality. In addition, as indicated above, this Alternative would not meet most of the objectives established for the Project.

In accordance with the CEQA Guidelines requirement to identify an Environmentally Superior Alternative other than the No Project Alternative, a comparative evaluation of the remaining alternatives indicates that Alternative 2, the Reduced Project Alternative, would be the Environmentally Superior Alternative. Alternative 2 would reduce more of the Project impacts, although they are below significant levels, compared to Alternative 3.

However, as described above, without the development of the proposed 299-seat theatre, this Alternative would not meet the underlying purpose of the Project.

8.0 Other CEQA Considerations

8.1 Growth Inducing Impacts

Section 15126.2(d) of the CEQA Guidelines requires that growth-inducing impacts of a project be considered in a Draft EIR. Growth-inducing impacts are characteristics of a project that could directly or indirectly foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. According to the CEQA Guidelines, such projects include those that would remove obstacles to population growth (e.g., a major expansion of a waste water treatment plant that, for example, may allow for more construction in service areas). In addition, as set forth in the CEQA Guidelines, increases in the population may tax existing community service facilities, thus requiring construction of new facilities that could cause significant environmental effects. The CEQA Guidelines also require a discussion of the characteristics of projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. Finally, the CEQA Guidelines state that it must not be assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment.

As discussed in the Initial Study prepared for the Project, which is provided in Appendix A of the Draft EIR, the Project would not include the development of residential uses. Therefore, the Project would not directly induce population growth within the Project area. In addition, while the Project would create temporary construction-related jobs, 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. Therefore, 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, as such, no new permanent residences in the vicinity of the Project Site would be generated during construction of the Project. Further, while the Project would increase existing County Arts Commission, County Department of Parks and Recreation, and Ford Theatre Foundation staffing within the Project Site by 85 employees, the existing 140 Los Angeles Philharmonic employees within the Project Site would be relocated off-site to other existing facilities. With the relocation of these employees, the Project would result in an overall net decrease in employees on-site. Thus, the Project would not indirectly induce population growth as a result of employment opportunities within the Project Site.

With regard to infrastructure-induced population growth, the proposed roadway improvement including the installation of a new signal at the Project Site driveway providing egress from the south parking structure is intended to improve access and allow for safer left turns from the driveway to Cahuenga Boulevard East. This improvement would not open any large undeveloped areas for new use. Utility and other infrastructure upgrades are also intended to meet Project-related demand. Specifically, any new water and wastewater connections and electrical and natural gas infrastructure have been designed to provide for the Project and would not generate substantial capacity that would induce growth. In conclusion, the Project is not expected to indirectly induce population growth through the construction of infrastructure.

8.2 Significant Irreversible Environmental Changes

In accordance with Section 15126.2(c) of the CEQA Guidelines, an EIR is required to evaluate significant irreversible environmental changes that would be caused by implementation of a project. During construction and operation, the Project would necessarily consume non-renewable resources and resources that are effectively non-renewable due to their long regeneration time. The Project would require a commitment of non-renewable and renewable resources that would include: (1) building materials; (2) water; and (3) energy resources. The Project's use of these resources is discussed below in addition to a discussion regarding potential environmental hazards.

8.2.1 Building Materials

During construction, the Project would consume non-renewable resources that would include the following building materials: certain types of lumber and other forest products; aggregate materials used in concrete and asphalt, such as sand, gravel and stone; metals, such as steel, copper, and lead; and petrochemical construction materials, such as plastics. In accordance with the County's Green Building Ordinance, during construction of the Project, a minimum of 65 percent of the non-hazardous construction and demolition debris would be recycled and/or salvaged for reuse. Thus, the consumption of non-renewable building materials, such as lumber, aggregate materials, and plastics, would be reduced. In addition, as described in Section II, Project Description, of this Draft EIR, existing waste reduction and recycling practices would continue and would be enhanced with implementation of the Project.

8.2.2 Water

Water, which is a limited, slowly renewable resource, also would be consumed during Project construction. Given the temporary nature of construction activities, demolition and construction activities would require minimal water demand and are not

anticipated to have any adverse impact on available water supplies and infrastructure. In addition, the Project's operational water demand would be within the projected water supplies for normal, single-dry, and multiple-dry years, and the City of Los Angeles Department of Water and Power would be able to meet the water demand for the Project in addition to the existing and planned water demands of its future service area. Furthermore, pursuant to Project Design Feature L.1-2, the Project would implement a variety of water conservation features including, but not limited to, high-efficiency plumbing fixtures, the use of water efficiency landscaping, and native/adapted/drought-tolerant plants. Thus, while Project operation would result in the irreversible consumption of water, the Project would not result in a significant impact related to water supply or infrastructure.

8.2.3 Energy Resources

Fossil fuels, such as diesel, gasoline, and oil, would be consumed to power construction vehicles and equipment and for the generation of electricity. Electricity consumption during Project construction would vary based on the construction activity (i.e., grading, building construction, etc.). Given the nature of construction activities, the consumption of fossil fuels for energy use would occur on a temporary basis. In addition, any electricity consumption that would occur due to Project construction activities would be somewhat offset by the reduction in electricity consumption resulting from the demolition of some of the existing uses within the Project Site.

Fossil fuels for electricity, natural gas, and transportation would also be consumed during operation of the Project. As non-renewable fossil fuels would represent the primary energy source during Project operations, the existing finite supplies of these resources would be incrementally reduced. Further, the Project's estimated increase in electricity and natural gas demand would be within the anticipated service capabilities of LADWP and the Southern California Gas Company, respectively. The Project would also comply with Title 24 of the California Code of Regulations, which sets forth the Building Energy Efficiency Standards to limit the amount of energy consumed by the Project. Furthermore, the Project would be designed and constructed to achieve the equivalent of LEED™ certification, at minimum, and would comply with the County's Green Building ordinance, which would also service to minimize the amount of energy consumed by the Project. Therefore, energy would not be used in a wasteful manner and long-term impacts associated with the consumption of fossil fuels would not be significant.

8.2.4 Environmental Hazards

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. In addition, operation of the Project would involve the routine use and handling of potentially hazardous materials typical of those used for a multi-use cultural and recreational center, including 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. Similarly, demolition activities would comply with regulatory requirements to ensure asbestos, lead-based paints, and polychlorinated biphenyls are not released into the environment. Overall, the analysis concluded that there are no known recognized environmental conditions on-site that have the potential to result in significant hazards impacts. In addition, compliance with regulations and standards would serve to protect against a significant and irreversible environmental change that could result from the accidental release of hazardous materials.

8.2.5 Conclusion

Based on the above, Project construction and operation would require the irretrievable commitment of slowly renewable, and non-renewable resources, which would limit the availability of these resources and the Project Site for future generations or for other uses. However, the consumption of such resources would not be considered substantial and would be consistent with regional and local growth forecasts and development goals for the area. The loss of such resources would not be highly accelerated when compared to existing conditions and such resources would not be used in a wasteful manner. Therefore, although irreversible environmental changes would result from the Project, such changes are concluded to be less than significant.

9.0 Mitigation Monitoring and Reporting Program

The Draft EIR identified recommended mitigation measures where appropriate to avoid or to mitigate potential impacts to the environment to a level that would be less than significant. Pursuant to Section 21081.6 of the Public Resources Code, the County of Los Angeles Board of Supervisors, in adopting these Findings, also adopts the Mitigation Monitoring and Reporting Program (MMRP) for the Ford Theatres Project. The MMRP is designed to monitor implementation of the mitigation measures required for the Project.

The Project Applicant will be responsible for implementing all mitigation measures unless otherwise noted. The Applicant shall also be obligated to provide certification, as required, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented. The County's existing planning, engineering, review, and inspection processes will be used as the basic foundation for the MMRP procedures and will also serve to provide the documentation for the reporting program.

The County of Los Angeles Board of Supervisors hereby finds that the Mitigation Monitoring and Reporting Program meets the requirements of Public Resources Code Section 21081.6 by providing for the implementation and monitoring of Project conditions intended to mitigate the potential environmental effects of the Project.

10.0 Consideration of Record and Independent Judgment

In approving the Project, the County Board of Supervisors has reviewed and considered the Draft EIR, Final EIR, and all technical appendices, and all other pertinent evidence in the record of proceedings.

The Applicant's consultants prepared the screencheck versions of the Draft EIR, Final EIR, and technical studies. All such materials and all other materials related to the EIR were extensively reviewed and, where appropriate, modified by the County. As such, the Board of Supervisors finds that the Draft EIR, Final EIR, technical studies, and all other related materials reflect the independent judgment and analysis of the Lead Agency.

11.0 Substantial Evidence

The County Board of Supervisors finds and declares that substantial evidence for each and every finding made herein is contained in the Draft EIR, Final EIR, technical studies, and other CEQA-related materials, the administrative record, staff reports, information provided by the Applicant, each and all of which are incorporated herein by this reference. Moreover, the County Board of Supervisors finds that where more than one reason exists for any finding, each reason independently supports such finding, and that any reason in support of a given finding individually constitutes a sufficient basis for that finding.

12.0 Relationship of Findings to Project and EIR

While these Findings are based on the most current information available, the project description has evolved over time and may continue to evolve as the Project is further considered by decision-makers through the approval process. While this may give rise to apparent inconsistencies between the EIR, on the one hand, and these Findings, on the other, the Project has and will continue to remain within the maximum development program analyzed in the EIR.

13.0 Custodian of Records

The custodian of the documents or other material which constitute the record of proceedings on which these findings are based is the Los Angeles County Department of Parks and Recreation, Planning Division, 510 South Vermont Avenue, Room 201, Los Angeles, California 90020.

Attachment 3

COUNTY OF LOS ANGELES DEPARTMENT OF PARKS AND RECREATION

FORD THEATRES PROJECT
Mitigation Monitoring and Reporting Program
State Clearinghouse No. 2014021013

Prepared for
County of Los Angeles Department of Parks and Recreation
510 South Vermont Avenue, Room 201
Los Angeles, California 90020

Prepared by
Matrix Environmental
6701 Center Drive West, Suite 900
Los Angeles, California 90045

September 2014

1. Introduction

The California Environmental Quality Act (CEQA) requires a lead agency that approves a project for which an Environmental Impact Report or Mitigated Negative Declaration has been prepared to "adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects" (CEQA Guidelines Section 15097). An Environmental Impact Report (EIR) has been prepared for the Project to address the potential environmental impacts of the Project. Where appropriate, the EIR includes mitigation measures to avoid or substantially lessen the significant environmental impacts associated with the Project. This Mitigation Monitoring and Reporting Program (MMRP) prepared for the Project is designed to monitor implementation of these mitigation measures. This MMRP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. This MMRP describes the procedures the Ford Theatre Foundation, as the Project Applicant, shall use to implement the mitigation measures adopted in connection with the approval of the Project and the methods of monitoring and reporting on such actions. "Monitoring" is generally an ongoing or periodic process of project oversight. "Reporting" generally consists of a written compliance review that is presented to the decision making body or authorized staff person. For this MMRP, the County of Los Angeles is the Lead Agency for the Project. This MMRP would be adopted by the County of Los Angeles Board of Supervisors.

2. Purpose

It is the intent of this MMRP to:

1. Verify compliance with the required mitigation measures of the EIR;
2. Provide a methodology to document compliance with the required mitigation;
3. Provide a record and status of mitigation requirements;
4. Identify monitoring and enforcement agencies;
5. Establish and clarify administrative procedures for the clearance of mitigation measures;

6. Establish the frequency and duration of monitoring and reporting; and

7. Utilize the existing agency review processes wherever feasible.

3. Administrative Procedures and Enforcement

This MMRP shall be in place throughout all phases of the Project. The Ford Theatre Foundation, as the entity responsible for implementing the mitigation measures, shall be obligated to provide documentation concerning implementation of the mitigation measures to the appropriate monitoring agency as provided for herein.

Table 1 below lists each required mitigation measure for the Project and identifies the following:

- Responsible Implementation Party—the entity responsible for the implementation of mitigation measures.
- Monitoring Phase—The phase of the Project during which the mitigation measure shall be monitored.
- Monitoring Agency—The agency to which reports involving feasibility, compliance, implementation, and development are made.

As evaluated in the Draft EIR, Project impacts related to certain environmental topics were determined to be less than significant. Therefore, no mitigation measures were identified in the Draft EIR for those environmental issues. Table 1 below lists only those environmental topics for which mitigation measures were identified in the Draft EIR.

4. Program Modification

After review and approval of the final MMRP by the Lead Agency, minor changes and modifications to the MMRP are permitted, but can only be made by the Applicant or its successor subject to the approval by the County of Los Angeles. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the proto-typical nature of the MMRP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMRP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

Table 1
Mitigation Monitoring and Reporting Program for the Ford Theatres Project

Mitigation Measure	Responsible Implementation Party	Monitoring Phase	Monitoring Agency
BIOLOGICAL RESOURCES			
Mitigation Measure D-1: Prior to construction, a qualified botanist shall conduct rare plant surveys throughout the Project area. In the event special status species are found during surveys, avoidance measures shall be implemented based on the recommendations of a qualified botanist. If avoidance is not feasible, appropriate mitigation shall be developed and implemented, in consultation with the United States Fish and Wildlife Service and/or the California Department of Fish and Wildlife, as applicable. Surveys shall be conducted during the appropriate blooming period to the extent feasible. If surveys cannot be conducted within the appropriate blooming period, or if the presence for any species cannot be ruled out for any other reason, avoidance measures shall be implemented based on recommendations of a qualified botanist. If avoidance is not feasible, appropriate mitigation shall be developed and implemented in consultation with the United States Fish and Wildlife Service and/or the California Department of Fish and Wildlife, as applicable.	Ford Theatre Foundation	Pre-Construction	Los Angeles County Department of Parks and Recreation; United States Fish and Wildlife Service and/or California Department of Fish and Wildlife, as applicable
Mitigation Measure D-2: If it is determined that special status plants would be directly impacted as a result of the Project, an on- or off-site restoration plan shall be prepared by a qualified botanist, in coordination with the United States Fish and Wildlife Service and/or the California Department of Fish and Wildlife, as applicable. The restoration plan shall be implemented prior to the completion of the Project. The plan shall include the	Ford Theatre Foundation	Pre-Construction; Operation	Los Angeles County Department of Parks and Recreation; United States Fish and Wildlife Service and/or California Department of Fish and Wildlife, as applicable

Table 1
Mitigation Monitoring and Reporting Program for the Ford Theatres Project

Mitigation Measure	Responsible Implementation Party	Monitoring Phase	Monitoring Agency
following: receiver locations; number of plants to be replanted and the methods of replanting; maintenance and monitoring requirements; and measures necessary for the establishment of self-sustaining populations in suitable open space areas to ensure the long-term survivability of the species in the vicinity. Annual monitoring for at least five (5) years shall be required to ensure no-net-loss of acres of habitat for the species. The acreage ratio of lost special-status plant species habitat to habitat replaced shall be coordinated with the United States Fish and Wildlife Service and/or the California Department of Fish and Wildlife, as applicable, but shall be no less than 1:1.			
Mitigation Measure D-3: Within a year prior to construction, protocol level surveys for the coastal California gnatcatcher shall be conducted within 300 feet of suitable habitat by a qualified biologist/ornithologist according to the United States Fish and Wildlife Service survey guidelines. The surveys shall include, at a minimum, a thorough examination of all suitable habitats within the Project area and vicinity for the coastal California gnatcatcher or its sign. The final survey methodology shall be determined in coordination with the United States Fish and Wildlife Service. A summary report shall be prepared upon completion of these activities and submitted to the United States Fish and Wildlife Service. If, following protocol level surveys, no gnatcatchers are detected, but construction is delayed more than one year, additional surveys may be required, at the discretion of the	Ford Theatre Foundation	Pre-Construction	County of Los Angeles Department of Parks and Recreation, United States Fish and Wildlife Service

Table 1
Mitigation Monitoring and Reporting Program for the Ford Theatres Project

Mitigation Measure	Responsible Implementation Party	Monitoring Phase	Monitoring Agency
United States Fish and Wildlife Service, to ensure that no gnatcatchers have moved into the area. If evidence of the coastal California gnatcatcher is found within the Project area during surveys, consultation with the United States Fish and Wildlife Service shall be conducted, and any requirements of the regulatory agencies regarding protection of the species shall be implemented.			
Mitigation Measure D-4: The following measures shall be implemented during construction to minimize impacts on nesting birds and raptors: a. Construction in areas that include trees, vegetation, or buildings that may provide nesting habitats for bird and raptors shall be reduced to the maximum extent feasible. b. Trimming and removal of vegetation and trees shall be minimized and performed outside of the nesting season (February 15 to September 15) to the extent feasible. c. In the event trimming or removal of vegetation and trees must be conducted during the nesting season, nesting bird surveys shall be completed by a qualified biologist no more than 48 hours prior to trimming or clearing activities to determine if nesting birds are within the affected vegetation. Nesting bird surveys shall be repeated if trimming or removal activities are suspended for five days or more. d. In the event construction is scheduled during bird nesting season, nesting bird surveys shall be	Ford Theatre Foundation	Construction	Los Angeles County Department of Parks and Recreation; California Department of Fish and Wildlife, as applicable

Table 1
Mitigation Monitoring and Reporting Program for the Ford Theatres Project

Mitigation Measure	Responsible Implementation Party	Monitoring Phase	Monitoring Agency
completed no more than 48 hours prior to construction to determine if nesting birds, raptors, or active nests are in or within 500 feet of the construction area. Surveys shall be repeated if construction activities are suspended for five (5) days or more. e. In the event nesting birds or raptors are found in the construction area, appropriate buffers (typically 300 feet for songbirds and up to 500 feet for raptors) shall be implemented, in coordination with the California Department of Fish and Wildlife, to ensure that nesting birds and active nests are not harmed. Buffers shall include fencing or other barriers around the nests to prevent any access to these areas and shall remain in place until birds have fledged and/or is no longer active, as determined through coordination with the California Department of Fish and Wildlife.			
Mitigation Measure D-5: A qualified biologist shall complete pre-construction surveys no more than 48 hours prior to construction to determine the presence or absence of wildlife in the construction area. Surveys shall be repeated if construction activities are suspended for five (5) days or more. If any wildlife species are identified, appropriate measures shall be developed and implemented to avoid impacts on these wildlife species, in consultation with resource agencies as applicable.	Ford Theatre Foundation	Pre-Construction	Los Angeles County Department of Parks and Recreation; California Department of Fish and Wildlife, as applicable

Table 1
Mitigation Monitoring and Reporting Program for the Ford Theatres Project

Mitigation Measure	Responsible Implementation Party	Monitoring Phase	Monitoring Agency
Mitigation Measure D-6: To the extent feasible, tree and building removal shall be scheduled during the non-breeding and active season for bats (typically October and November). Prior to construction, surveys shall be conducted by a qualified bat specialist to identify the presence of bats and any active or potential bat-roosting cavities. During the non-breeding and active season, any bats roosting in cavities in the area, either in trees or in structures, shall be safely evicted under the direction of a bat specialist and under consultation with the California Department of Fish and Wildlife. Once it has been determined that all roosting bats have been safely evicted from roosting cavities, exclusionary devices approved by the California Department of Fish and Wildlife shall be installed and maintained to prevent bats from roosting in these cavities prior to and during construction. A summary report shall be prepared upon completion of these activities and submitted to the California Department of Fish and Wildlife. Pre-construction bat surveys shall be conducted by a qualified bat specialist no more than seven (7) days prior to the removal of any trees within the Project area to confirm that exclusionary measures have been successful and there are not bats within the construction area. If no roosting bats are detected, no further surveys are required provided the tree removal is conducted within seven (7) days. If removal is delayed more than seven (7) days, additional surveys shall be conducted no more than seven (7) days prior to tree removal to ensure that no bats have	Ford Theatre Foundation	Pre-Construction	Los Angeles County Department of Parks and Recreation; California Department of Fish and Wildlife, as applicable

Table 1
Mitigation Monitoring and Reporting Program for the Ford Theatres Project

Mitigation Measure	Responsible Implementation Party	Monitoring Phase	Monitoring Agency
moved into the area.			
Mitigation Measure D-7: Surveys and exclusion measures are expected to prevent maternal colonies from becoming established in the Project area. In the event a maternal colony of bats is found in the construction area, the California Department of Fish and Wildlife shall be consulted, and no work shall be conducted within 100 feet of the roosting site until the maternal season is over or the bats have left the site, or as otherwise directed by the California Department of Fish and Wildlife. The site shall be designated as a sensitive area and protected as such until the bats have left the site. No clearing and grubbing shall be authorized adjacent to the site. Combustion equipment, such as generators, pumps, and vehicles, shall not to be parked nor operated under or adjacent to the roosting site. Construction personnel shall not enter into areas beneath the colony, especially during the evening exodus.	Ford Theatre Foundation	Construction	Los Angeles County Department of Parks and Recreation; California Department of Fish and Wildlife, as applicable
Mitigation Measure D-8: Amphitheatre lighting shall be designed to focus downward on the developed areas of the Project area and minimize light spillover onto adjacent open space areas.	Ford Theatre Foundation	Pre-Construction; Operation	Los Angeles County Department of Parks and Recreation
Mitigation Measure D-9: Fencing associated with the proposed hiking trail shall be designed to be low in height with openings between posts and rails to allow the movement of wildlife to pass over or through the fence.	Ford Theatre Foundation/ Los Angeles County Department of Parks and Recreation	Operation	Los Angeles County Department of Parks and Recreation

Table 1
Mitigation Monitoring and Reporting Program for the Ford Theatres Project

Mitigation Measure	Responsible Implementation Party	Monitoring Phase	Monitoring Agency
Mitigation Measure D-10: Trash receptacles that are not accessible to wildlife shall be used along the proposed hiking trail and within open areas of the Project Site to discourage wildlife from entering the area and reduce the potential for wildlife-human interaction. Signage shall also be place along the trail to encourage hikers to stay within the designated trail boundary.	Ford Theatre Foundation	Operation	Los Angeles County Department of Parks and Recreation
Mitigation Measure D-11: The following measures shall be implemented to minimize impacts on oak trees: a. Oak trees measuring eight (8) inches or more in diameter at four and one-half (4.5) feet above mean natural grade shall be protected in place unless otherwise specifically permitted by the County of Los Angeles b. Prior to construction, protection fencing shall be installed outside of the drip line of an oak tree to be protected in place during construction to minimize damage from equipment storage, debris dumping, parking, etc. within oak tree protected zones. c. Oak trees that are relocated shall be done so in a manner consistent with the Los Angeles County Oak Tree Ordinance.	Ford Theatre Foundation	Pre-Construction; Construction	Los Angeles County Department of Parks and Recreation; Los Angeles County Fire Department, as needed
CULTURAL RESOURCES			
Mitigation Measure E-1: To ensure that the Project is consistent with the Standards and prior to the issuance of building permits for new construction, the final architectural plans shall be reviewed and approved by a qualified professional who satisfies the Secretary of the Interior's	Ford Theatre Foundation	Prior to issuance of building permits	Los Angeles County Department of Parks and Recreation

Table 1
Mitigation Monitoring and Reporting Program for the Ford Theatres Project

Mitigation Measure	Responsible Implementation Party	Monitoring Phase	Monitoring Agency
Professional Qualification Standards for History, Architectural History, or Architecture, pursuant to 36 CFR 61.			
Mitigation Measure E-2: If a unique archaeological resource is discovered during Project construction activities, work in the area shall cease and deposits shall be treated by a qualified professional who satisfies the Secretary of the Interior's Professional Qualification Standards for History, Architectural History, or Architecture, pursuant to 36 CFR 61 in accordance with applicable federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. In addition, if it is determined that an archaeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 shall be implemented.	Ford Theatre Foundation	Construction	Los Angeles County Department of Parks and Recreation
Mitigation Measure E-3: If human remains are encountered during construction, work in the affected area and the immediate vicinity shall be halted immediately. The construction manager at the Project Site shall be contacted, and shall notify the County Coroner. If the County Coroner determines the remains to be Native American, the archaeologist and Native American monitor shall then be contacted, if they are not on-site at the time, as well as the responsible lead agency of the discovery, who in turn shall notify the Native American Heritage Commission. Disposition of the human remains and any associated grave goods shall be in accordance with California Health and Safety Code Section 7050.5 and	Ford Theatre Foundation	Construction	Los Angeles County Department of Parks and Recreation

Table 1
Mitigation Monitoring and Reporting Program for the Ford Theatres Project

Mitigation Measure	Responsible Implementation Party	Monitoring Phase	Monitoring Agency
Public Resources Code Sections 5097.91 and 5097.98, as amended. The archaeologist and the Native American monitor, with the concurrence of the County, shall determine the area of potential impact and the timing when construction activities can resume.			
Mitigation Measure E-4: A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities of the Project Site where excavations into the Topanga Formation may occur. The frequency of inspections shall be based on consultation with the paleontologist and shall depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. If paleontological materials are encountered, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The paleontologist shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource, as appropriate. The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report, and a copy of the paleontological survey, study or report shall be submitted	Ford Theatre Foundation	Construction	Los Angeles County Department of Parks and Recreation, Los Angeles County Natural History Museum

Table 1
Mitigation Monitoring and Reporting Program for the Ford Theatres Project

Mitigation Measure	Responsible Implementation Party	Monitoring Phase	Monitoring Agency
to the Los Angeles County Natural History Museum and the Los Angeles County Department of Parks and Recreation. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist.			
Mitigation Measure E-5: The Project shall include preparation of a Historic Structures Report by a historic preservation professional meeting the Secretary of the Interior's Professional Qualification Standards. The Historic Structures Report shall be prepared in compliance with National Park Service Preservation Brief No. 43: The Preparation and Use of Historic Structures Report. Pursuant to National Park Service Preservation Brief No. 43, the Historic Structures Report shall include recommendations for the treatment of the character-defining features as well as guidance for complying with the Standards. The Historic Structures Report shall also include additional information about the history and physical features of the property. Preparation of the Historic Structures Report shall commence by the first quarter of 2015.	Ford Theatre Foundation	Construction	Los Angeles County Department of Parks and Recreation
GEOLOGY AND SOILS			
Mitigation Measure F-1: Project grading shall include a combination of ground modification and/or structural enhancements in areas subject to liquefaction to reduce the risk to an acceptable level (as defined by the California Geological Survey in Special Publication 117a, Chapter 2). Ground modification shall consist of the removal and	Ford Theatre Foundation	Pre-Construction; Construction	Los Angeles County Department of Parks and Recreation

Table 1
Mitigation Monitoring and Reporting Program for the Ford Theatres Project

Mitigation Measure	Responsible Implementation Party	Monitoring Phase	Monitoring Agency
replacement of undocumented fill with engineered fill. Subsequently, foundations shall be supported on conventional shallow footing systems established on engineered fill or undisturbed bedrock.			
Mitigation Measure F-2: In order to minimize, capture, and manage debris flows and rock falls, the Project shall incorporate a combination of the following measures: • Remove and recompact loose surficial material and remove rock fall accumulations; • Construct storm drain and catch basins in swales above proposed retaining walls to provide an outlet for rainfall runoff and to catch eroded materials. Regular maintenance of catch basins to remove eroded materials shall be performed to preserve the basin and drain functionality; • Install retaining walls; and • Install flexible barriers or anchored mesh net.	Ford Theatre Foundation	Pre-Construction; Construction	Los Angeles County Department of Parks and Recreation
NOISE			
Mitigation Measure I-1: Power construction equipment (including combustion engines), fixed and mobile, shall be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts would be generated.	Ford Theatre Foundation	Construction	Los Angeles County Department of Parks and Recreation

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Mitigation Measure	Responsible Implementation Party	Monitoring Phase	Monitoring Agency
Mitigation Measure I-2: Project construction shall not include the use of driven pile systems.	Ford Theatre Foundation	Construction	Los Angeles County Department of Parks and Recreation
Mitigation Measure I-3: Contractor shall utilize smaller construction equipment, such as small bulldozer and hand held compactors, when construction occurs within 20 feet of the existing Amphitheatre structure.	Ford Theatre Foundation	Construction	Los Angeles County Department of Parks and Recreation
HAZARDS AND HAZARDOUS MATERIALS			
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	Ford Theatre Foundation	Pre-Construction	Los Angeles County Department of Parks and Recreation

Table 1
Mitigation Monitoring and Reporting Program for the Ford Theatres Project

Mitigation Measure	Responsible Implementation Party	Monitoring Phase	Monitoring Agency
during the ingress and egress of trucks and heavy equipment from the Project Site and/or temporary lane closures.			