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.