

AD HOC COMMITTEE REQUESTS

Randford
CARPENTER GATE

SCNC - AD HOC COMMITTEE REQUESTS



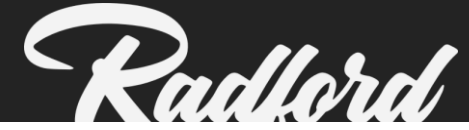
All-area Consensus Request:

01: Quarterly reviews in perpetuity with representatives of the four surrounding neighborhoods, much the same as the "Community Advisory Panel" that NBC Universal has in place for its Specific Plan.

AGREE TO:

- Quarterly update meetings will be held during active construction phases.

SCNC - AD HOC COMMITTEE REQUESTS



All-area Consensus Request:

02: A permanent phone number/website for questions/concerns from anyone in the surrounding neighborhoods and the greater Studio City area.

AGREE TO:

- A dedicated phone number/website will be provided for questions/concerns.

Please see:

DEIR Transportation Section (Project Design Feature TR-PDF-1)

All-area Consensus Request:

03: No creation of a Sign District - Residential Neighborhoods clients but the Radford Studio Center - Any internal advertising signage must not be seen from outside the perimeter of the property. There should be no outwardly facing advertising on any external walls / fences / buildings of the studio property. This includes billboards, large scale graphics, lighting, projections and digital images. Advertising will offer little value to the Studio and their clients but will amplify the intrusion on the community of the expanded physical plant and traffic. We support the reasonable expansion of the economic opportunities the Studio represents but believe there should be every effort made to minimize unnecessary negative impacts on the surrounding community that grew up around the Studios over the last one hundred years. The expansion of Radford Studio Center will place business necessities and the quality of life for surrounding residents in tension. The increased traffic, congestion, noise and pollution will impact the quality of life for the local community. Further, there is no ability to improve any adjacent streets.

PROJECT ELEMENTS

- The Sign District is required by the City and is consistent with other Studios (e.g., NBC Universal, Paramount, Sunset Bronson and TVC), and the proposed RSC Sign District is based on and consistent with those studio precedents. The proposed Sign District will address many of the Committee's concerns. The Sign District will ensure:
- Internal studio signs are internally focused and not intended to be seen from outside of the Project Site.
- **Does not allow for off-site advertisement.**
- Studio-related digital signage will be prohibited on the site exterior.
- Externally lit signs must be shielded from any residential property.
- All signs must comply with the illumination limitations in the Los Angeles Municipal Code. The Sign District imposes additional restrictions, including hours of operations, types of light sources, etc.
- Other limitations, including, but not limited to, limits on the total sign area around the site exterior, individual sign area, height, number, location and design.
- The City prepared a comprehensive and detailed analysis of the environmental effects of the Project, including the proposed Sign District, in the Draft EIR, and determined that the Project would have NO significant impacts during operation.

All-area Consensus Request:

04: Zone [Q] M2-1-RIO (70-foot height limit) in the "south of the Los Angeles River section of the property" remains within 100 feet of the entire perimeter of the Radford Studio Center property, with step backs on the Ventura Alley adequate to preserve the sight lines of pedestrians on Ventura Boulevard. (Step backs to accommodate large potted plants.)

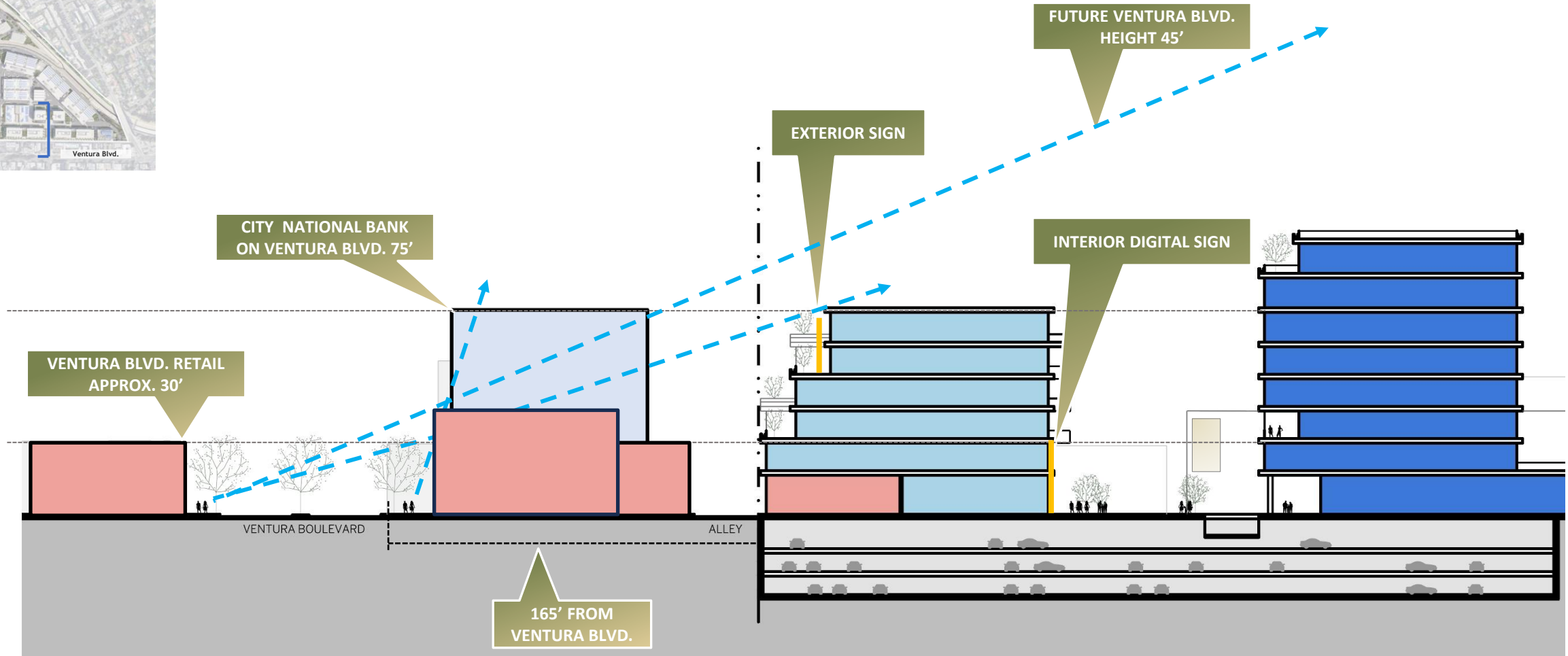
PROJECT ELEMENTS:

- The South Lot's existing [Q]M2-1-RIO zone currently has no height limitation
- The Project would impose maximum height limits throughout the entire site
- Buildings along the perimeter of the South Lot would be located away from public rights-of-way
- Buildings along the southern perimeter would be located approximately 150 feet away from the public sidewalk along Ventura Boulevard, separated by an alley and commercial buildings
- Buildings along Radford Avenue would be set back by 10 feet
- Buildings along Colfax Avenue would be set back by 15 feet
- Buildings along the eastern perimeter would be separated by the approximately 150-foot river channel
- As shown in the Initial Development Plans, the sight lines of pedestrians on Ventura Boulevard are preserved.
- The Project is designed to concentrate height and massing of buildings away from site edges and incorporate the highest quality design elements to ensure compatibility with the surrounding areas, while also achieving the spatial, technological and operational needs of a modern studio campus.

Please see:

DEIR Project Description

VENTURA BLVD EDGE - LAYERED HEIGHT



SCNC - AD HOC COMMITTEE REQUESTS



All-area Consensus Request:

05: The inner property not within the first 100 feet of the "south of the Los Angeles River section of the property" perimeter can be up to 90 feet in height.

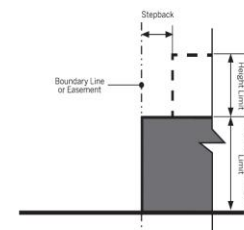
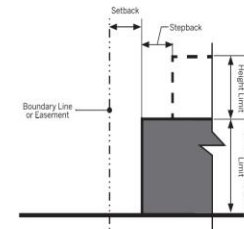
PROJECT ELEMENTS:

- The South Lot currently has no height limitation
- The Project would impose maximum height limits throughout the entire site
- Subarea C, which is located in the central portion of the South Lot hundreds of feet away from all site edges, would be subject to a base height limit of 75 feet, and would allow up to 60 feet of additional height in up to 30% of Subarea C.
- As shown in the Initial Development Plans, there is only one building that is greater than 75 feet in Subarea C, which is 120 feet in height.

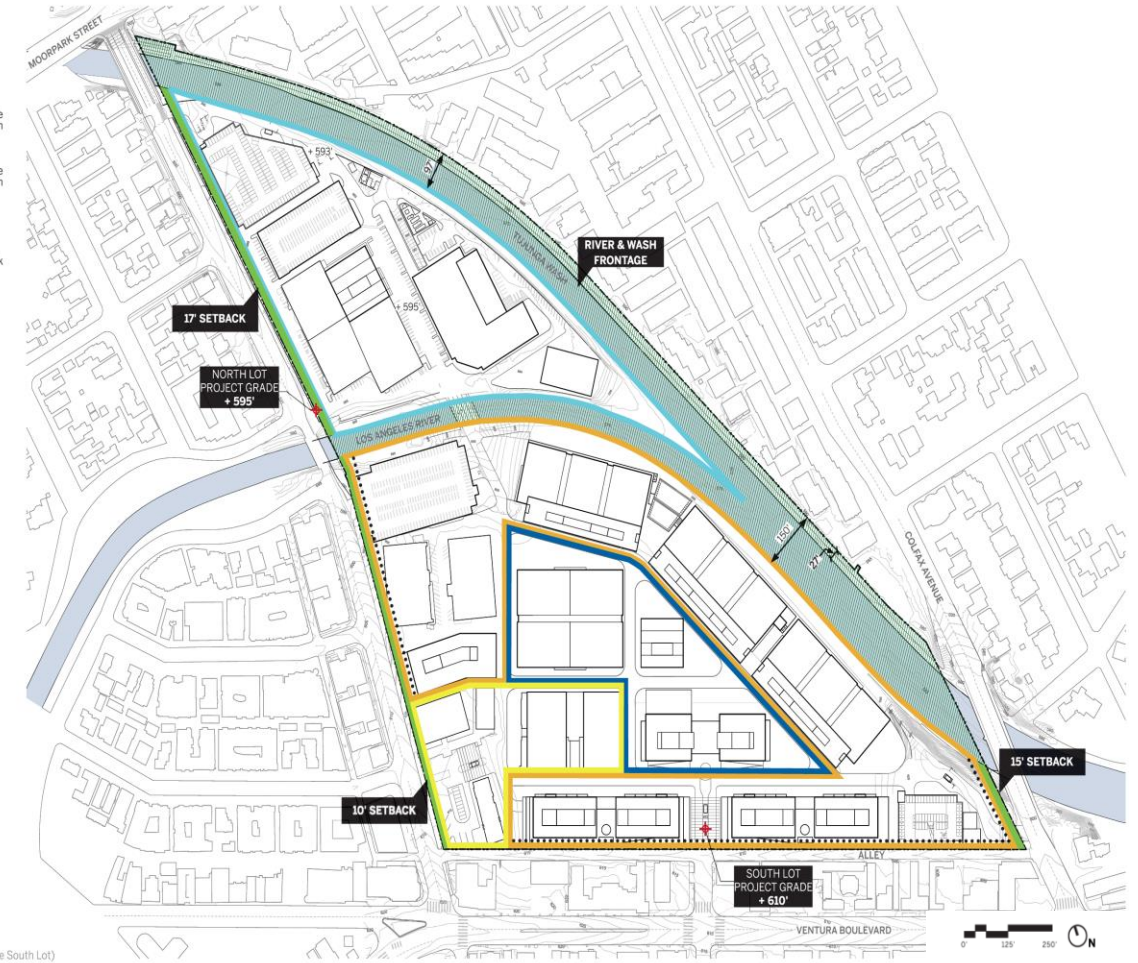
Please see:

DEIR Project Description

- LEGEND**
- PROJECT PROPERTY LINE
 - SUBAREA A - 60' HEIGHT LIMIT
 - SUBAREA B - 75' BASE HEIGHT LIMIT
95' maximum height limit for 30% of height zone area (see Base Height and Max Height Diagram below)
 - SUBAREA C - 75' BASE HEIGHT LIMIT
135' maximum height limit for 30% of height zone area (see Base Height and Max Height Diagram below)
 - SUBAREA D - 75' HEIGHT LIMIT
 - SETBACK AREA
No occupiable structures are permitted in Setback Area
 - 20' STEPBACK
Only applicable to new buildings



NOTE:
ALL HEIGHTS MEASURED FROM PROJECT GRADE
(i.e. 595 feet AMSL for the North Lot and 610 feet AMSL for the South Lot)



SCNC - AD HOC COMMITTEE REQUESTS



All-area Consensus Request:

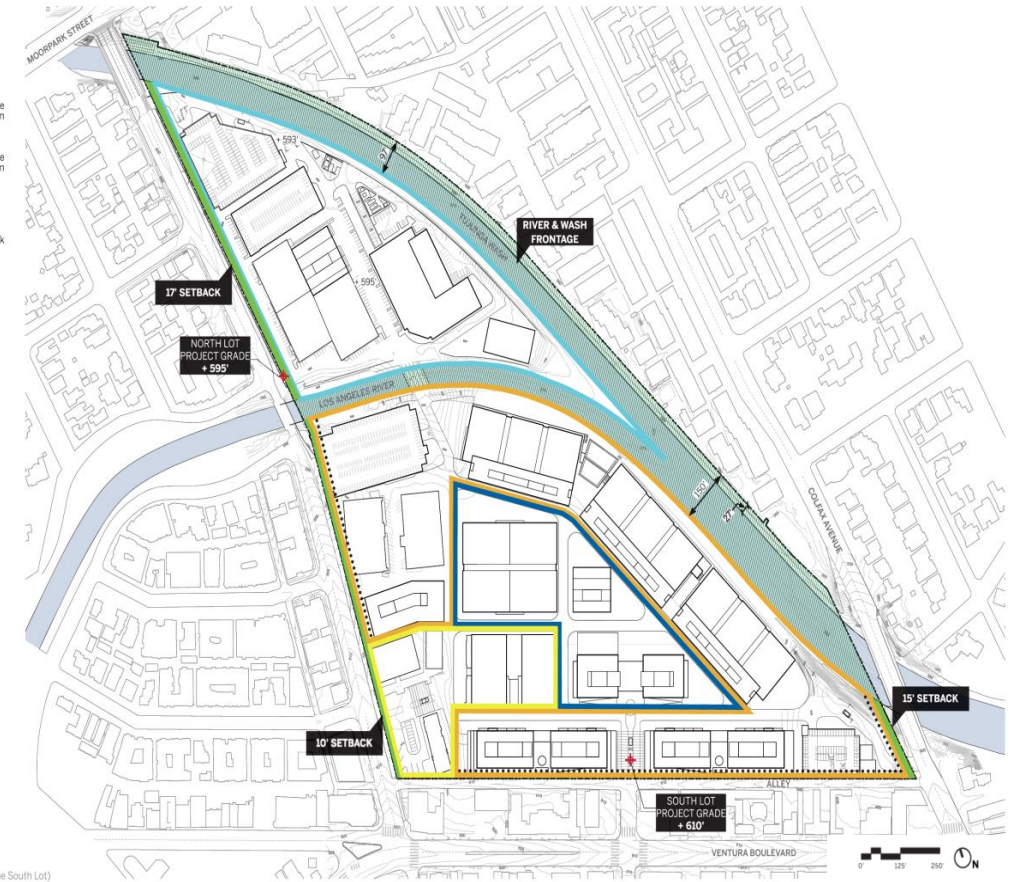
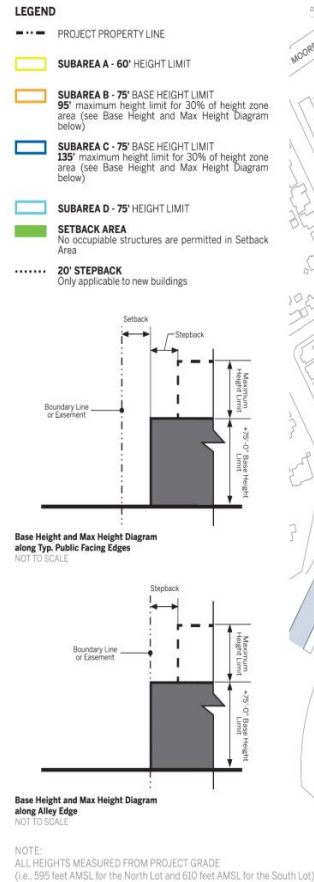
06: The "north of the Los Angeles River section of the property" remains in Zone [Q] MR2-1L-RIO (75-foot height limit) as already stated by Radford Studio Center.

PROJECT ELEMENT:

- 75-foot height limitation for North Lot

Please see:

DEIR Project Description



All-area Consensus Request:

07: A/C units and solar panels to be concealed on rooftops. A/C units to also have adequate sound barriers.

PROJECT ELEMENTS:

- Rooftop equipment and outdoor storage areas that are visible from public pedestrian locations within 500 feet of the Project Site perimeter would be screened.
- Comply with LA Municipal Code Section 112.02, which sets limits in noise levels from air conditioning, refrigeration, heating, pumping and filtering equipment
- Outdoor mounted mechanical equipment to be enclosed or screened from off-site noise-sensitive receptors.
- The Draft EIR concluded that noise from mechanical equipment (e.g., air ventilation equipment, cooling towers) would be below the existing ambient noise levels, and impacts would be less than significant

*Note: Solar panels will not be screened or shielded as doing so would inhibit functionality and sustainability goals

Please see:

DEIR Project Description

DEIR Noise Section

All-area Consensus Request:

08: Greywater irrigation system, as well as stormwater collection for appropriate on-site uses.

PROJECT ELEMENTS:

- A greywater system is not currently feasible based on the surrounding public infrastructure.
- The Project would comply with the City's Low Impact Development (LID) Ordinance, which promotes, among other things, the use of natural infiltration systems, evapotranspiration and the reuse of stormwater.
- The Project would implement LID best management practices (BMPs) to capture and manage stormwater (e.g., infiltration systems, stormwater capture and use, high-efficiency biofiltration/ bioretention systems, or a combination of the above).

*Note LID implementation occurs at Building Permit Issuance

Please see:

DEIR Hydrology and Water Quality Section

All-area Consensus Request:

09: Controlled access to all the Radford Studio Center gates; employee access corresponds to a particular entrance.

AGREE TO:

- All vehicular and pedestrian entrances include secured, controlled access and a series of drive aisles that provide internal circulation throughout the Project Site.
- RSC will manage vehicle access to all studio gates, consistent with existing conditions.

Please see:

**DEIR Project Description
DEIR Transportation Section & Transportation Assessment**

All-area Consensus Request:

10: Studio security guards to monitor parking in the surrounding neighborhoods seven days a week.

CANNOT BE ACCOMODATED; PROJECT ELEMENTS:

- The Studio currently maintains active security operations 24 hours a day, seven days a week.
- The Project provides sufficient additional parking and two new gates which will deter parking off-site and increase the security presence along the perimeter of the studio.
- The Project includes a number of Project Design Features to increase security within and around the Project Site.

Please see:

DEIR Project Description

DEIR Public Services Section

DEIR Transportation Section & Transportation Assessment

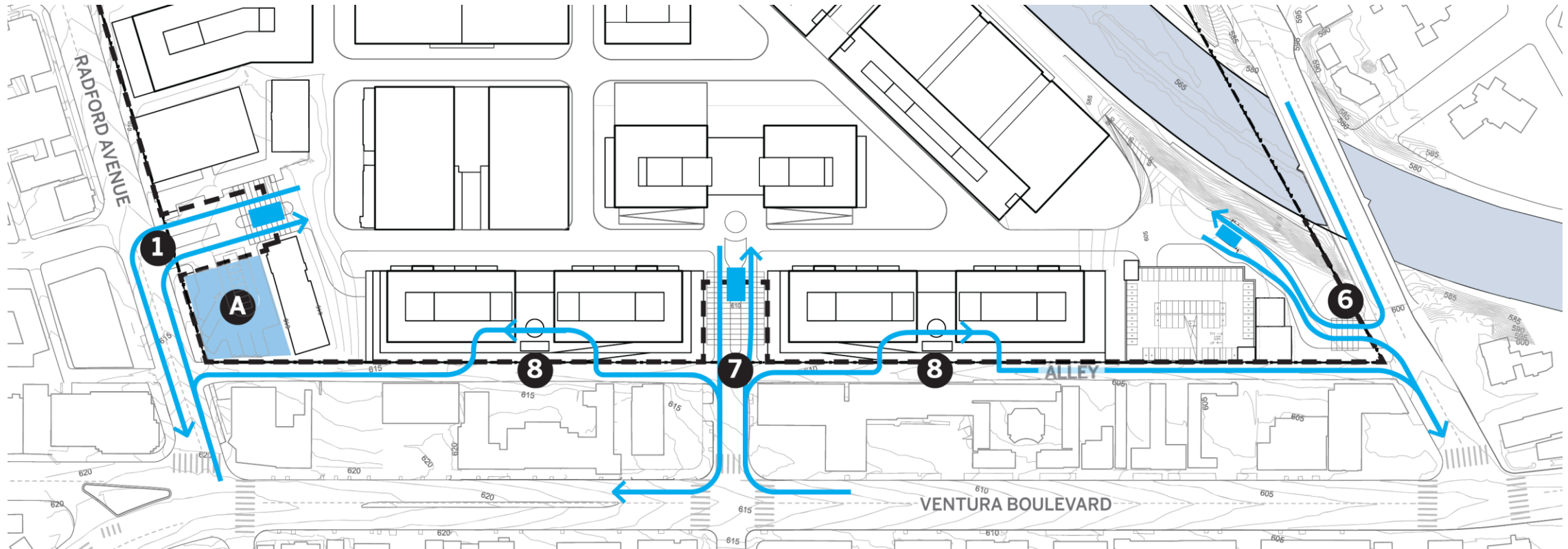
All-area Consensus Request:

11: No trash pick-up or deliveries from the Radford Studio Center through any portals along the Alley from Colfax to Radford. No in and out period along the alley from the Radford Studio Center, except from the proposed new Carpenter Gate.

CANNOT BE ACCOMODATED; PROJECT ELEMENTS:

- The public alley is designed as a service corridor for all of the adjoining businesses without any limitation and the Project does not propose any changes.
- If the public alley capacity was artificially increased, it would promote more cut-through traffic and negatively impact the adjoining businesses.
- Draft EIR analyzes a LID BMP Alley, which may incorporate stormwater best management practices that would filter, clean, and/or retain stormwater runoff from nearby impervious surfaces.

VEHICULAR SITE ACCESS



LEGEND

- PROJECT PROPERTY LINE
- VEHICULAR INGRESS/EGRESS
- PERIMETER SECURITY
- NEW CONTROLLED ENTRY POINT
- NEW MOBILITY HUB

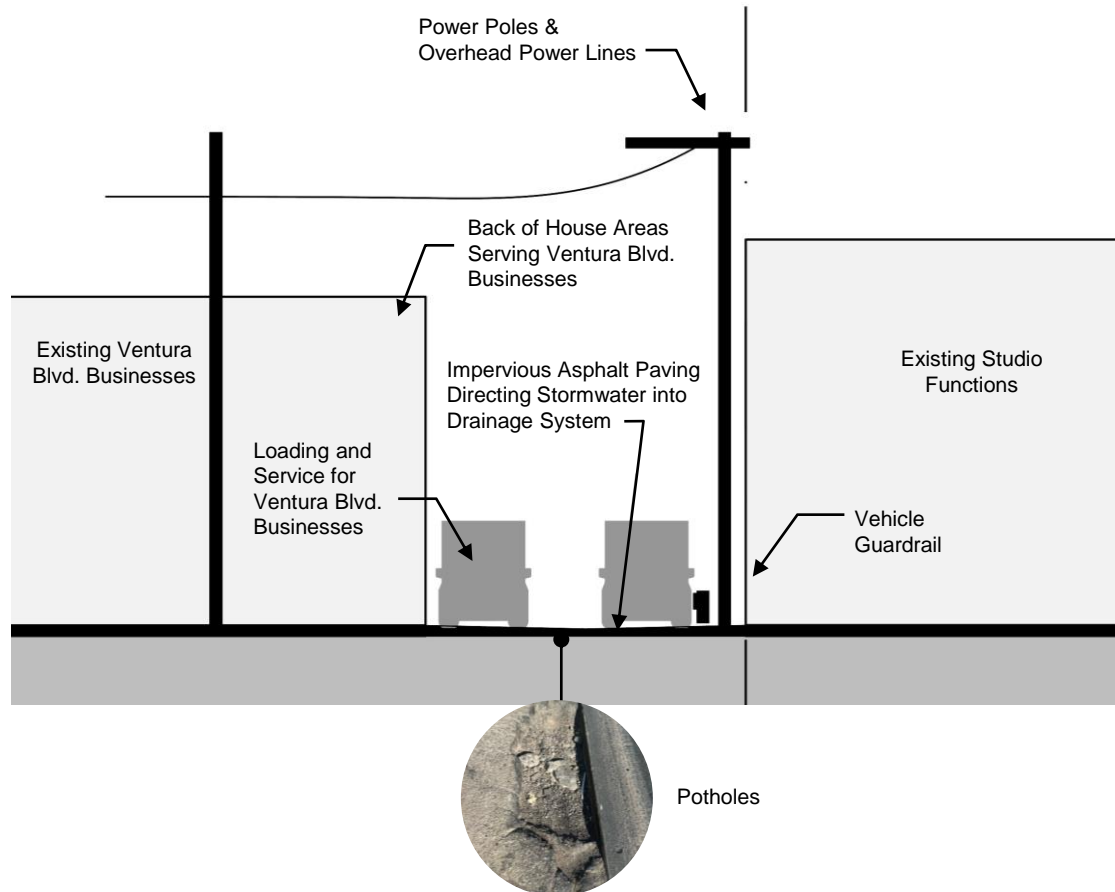
Please see:

Project Description Figure II-21 Vehicular Site Access

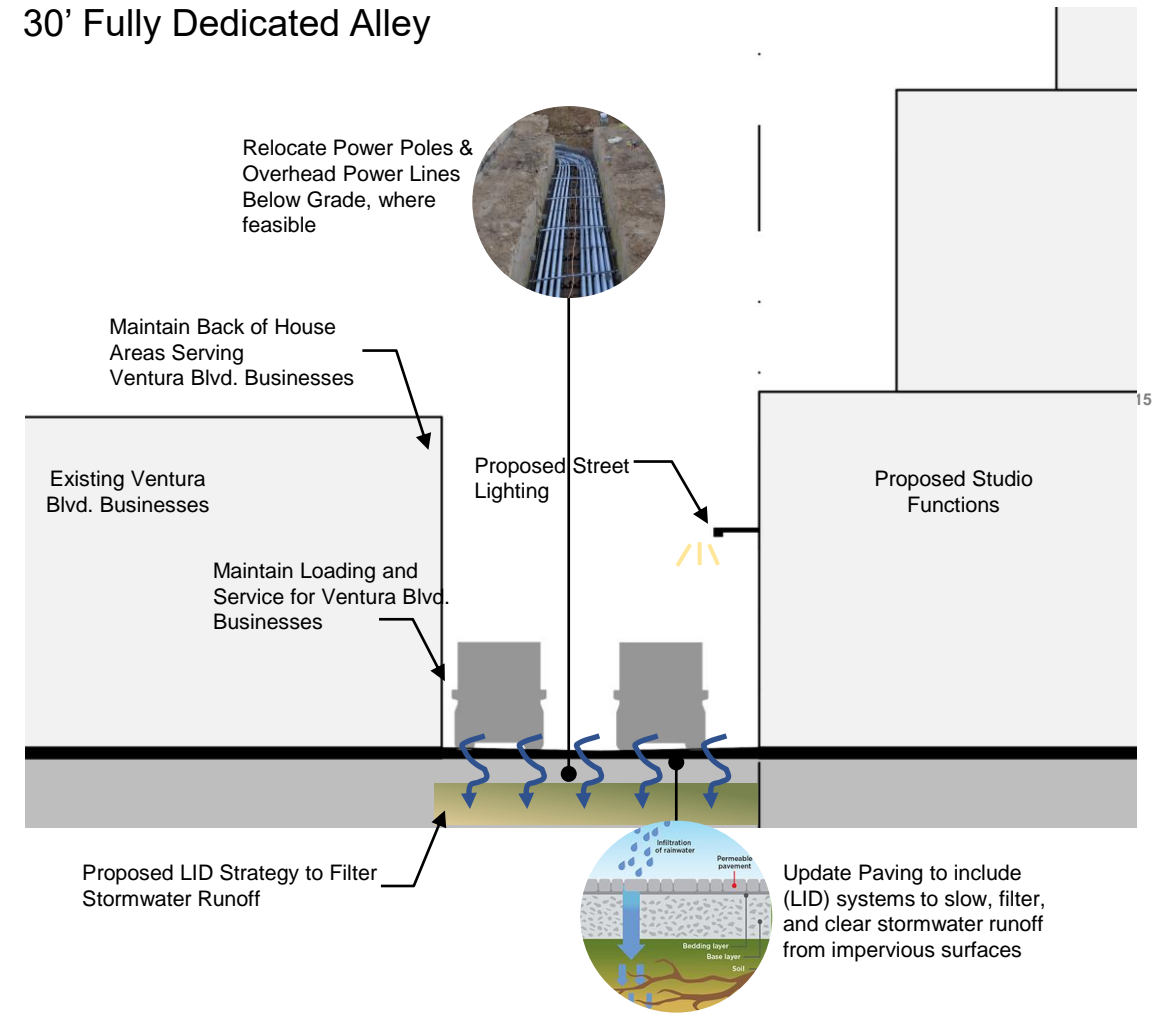
VENTURA ALLEY IMPROVEMENTS (DEIR)



Existing Alley Section 30' Fully Dedicated Alley



Improved Alley Section 30' Fully Dedicated Alley



All-area Consensus Request:

12A: Request access to review the Traffic Study for surrounding areas as soon as possible and get the Planning Department's interpretation of this Traffic Study. Ask Gibson Transportation to provide suggested remediations in each neighborhood and include specific detail for neighborhood protections as detailed in this document.

COMPLETED:

- The Project Team met with SCNC Ad Hoc on October 9, 2024 to present initial Transportation Assessment findings with the community prior to the publication of the Transportation Assessment and DEIR
- LADOT Transportation Assessment Letter was shared with the public early in April 2024, which is not typical practice
- The Transportation Assessment is included in the DEIR Appendix O

Please see:

DEIR Transportation Section & Transportation Assessment

All-area Consensus Request:

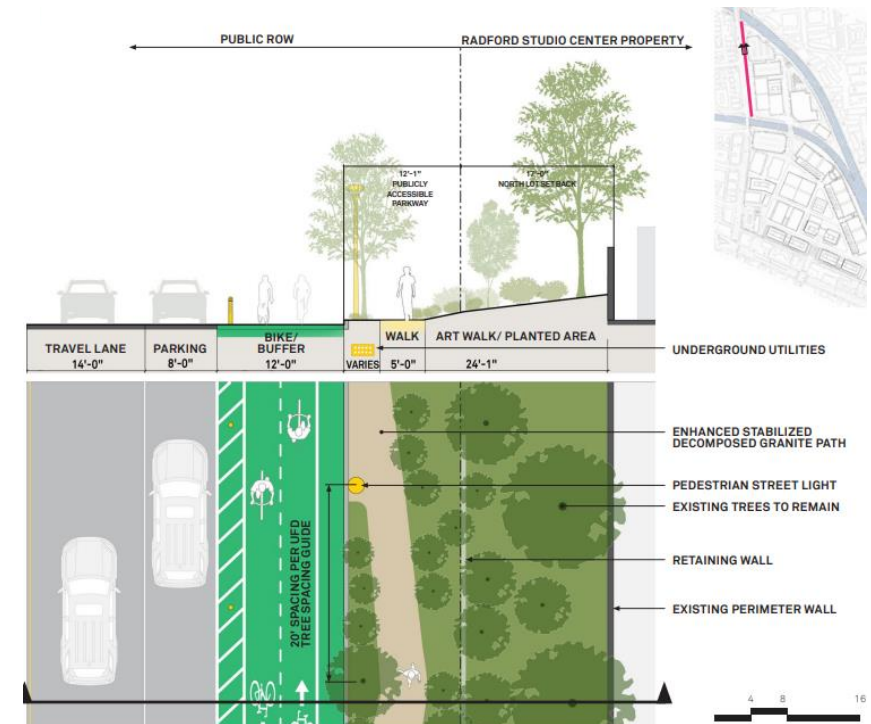
13: Create a publicly accessible walkable landscaped parkway adjacent to the proposed bikeway that features parklike cut-outs and offers space for public art installations along Radford Avenue from the Los Angeles River to the Tujunga Wash. This will help mitigate the impervious/surfaces/heat island effects of the facility. As a public parkway, Radford Studio Center would be responsible for maintenance.

PROJECT ELEMENTS:

- Streetscape improvements along Radford Avenue are configured into two primary spatial zones:
 - a 24-foot planted zone, in which elements such as trees and site furnishings are located, and
 - a 5-foot pedestrian clear zone, which allows for unobstructed pedestrian circulation free of obstacles. These two zones run parallel to the curb and street.
- Improvements include a protected two-way bike path, and enhancements to the existing Radford Art walk with pedestrian lighting, upgraded vegetation, and a refresh of the existing decomposed granite path.

Please see:

**DEIR Project Description
Specific Plan Streetscape Standards**



All-area Consensus Request:

14: Plant trees around the perimeter of the entire property and put green vines on all the tall buildings without windows to offset heat island effect and soften the aesthetic feel of the project as imposing on residential neighborhoods.

PROJECT ELEMENTS:

- Trees, shrubs, and vines will be utilized around the Project perimeter to screen, buffer, and reduce the visual effect of the Project from the exterior
- As part of the setback requirements under the Specific Plan, the setback areas are required to provide a mix of landscape, hardscape and interactive cultural amenity elements, including but not limited to sculptures, art works, plaques, and thematic landscape and hardscape materials, that are responsive to the cultural history of the studio Project Site and neighborhood.
- Within the Project Site, approximately 109,569 square feet of landscaped area would be provided along the Project Site setbacks, including approximately 77,406 square feet of landscaped area along the Los Angeles River and Tujunga Wash setbacks, approximately 4,454 square feet of landscaped area along Colfax Avenue, and approximately 27,709 square feet of landscaped area along Radford Avenue.

Please see:

**DEIR Project Description
Specific Plan Streetscape Standards**

All-area Consensus Request:

15: Along the LA River between the three groups of three studios, there is a group of Coast Live Oak Trees. If possible, preserve a group of these trees and create a small native park between sound stages for employees. This will help offset the carbon footprint and increase biodiversity.

PROJECT ELEMENTS:

- A robust tree survey was completed, and tree removal was analyzed as part of the Draft EIR. During the tree inventory 625 trees were cataloged, including 609 on-site trees and 16 street trees.
- In the event a protected tree is removed, replacement trees will be planted 4 to 1 per Urban Forestry Requirements set forth in (LAMC) Section 46.00-46.06.

Please see:

DEIR Project Description
DEIR Tree Survey

All-area Consensus Request:

16: Adhering to the conditions set forth in the Los Angeles City Planning Case No. 2003-6863-ZC-CU-SPR; [Q] CONDITIONS OF APPROVAL. These conditions were recorded at the County Recorder's Office and run with the land and are binding on any subsequent property owners, heirs or assign.

PARTIALLY ACCOMODATED; PROJECT ELEMENTS:

- The proposed Project will supersede all zoning requirements/Q conditions; however, the Project has worked to accommodate as many Q conditions as possible, including but not limited to:
 1. Maintaining a landscaped buffer along the North Lot
 2. A minimum 5-foot landscape buffer shall be planted adjacent to residential use
 3. Maintain distance from any sound stages 160 feet from the condominium buildings across the channel
 4. Limiting elephant doors for sound stages
 5. Noise limitations between 10pm and 7am
 6. Construction workers to park at designated locations and prohibited from parking on adjacent streets
 7. Provide a hotline during active construction activity
 8. Limiting haul trucks from staging in residential areas

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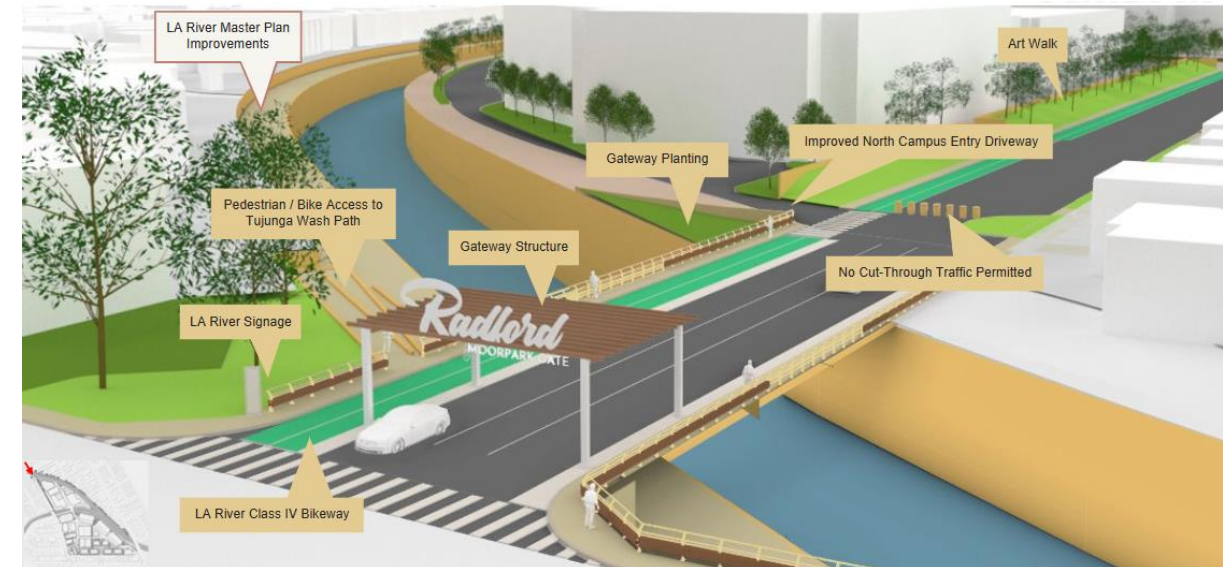


The Grove request items:

17: Supports the new Moorpark Gate to ease overall congestion in the Grove but would like to see traffic limited and slowed with strict enforcement at the Radford Gate.

PROJECT ELEMENTS:

- The Project includes the proposed Radford Bridge, which would extend Radford Avenue north across the Tujunga Wash to Moorpark Street. This Gate is designed to ease overall congestion in the Grove
- No through access for vehicles would be provided along Radford Avenue.
- Removable bollards, fire access gates, planters, and/or other traffic calming measures would be installed to prevent vehicular traffic from Moorpark Street south to Ventura Boulevard.
- The additional gates help distribute traffic to the surrounding streets so that one gate isn't overly burdened. Moorpark is an arterial (Avenue II) that provides two travel lanes in each direction, a center left-turn lane, and parking on both sides.
- The Project team will work with the relevant City Departments to identify the exact type of measures that will be approved for implementation.



Please see:

DEIR Project Description & Transportation Section

The Grove request items:

18: No through northbound traffic on Radford to Moorpark from Ventura. Street to be blocked by City approved permanent bollards or k-rail planters if bridge is built. If bollards are retractable, they are only activated in case of emergency by Police and Fire Departments. Also supported by Landale Square.

SEE RESPONSE TO ITEM 17

The Grove request items:

19: Motion sensor traffic light preferred on Laurel Canyon & South Valleyheart. Secondary request for Laurel Canyon & North Valleyheart and Laurel Canyon & Woodbridge.

FOR FUTURE CONSIDERATION IN THE NTMP:

- All NTMP requests must ultimately be reviewed, approved, and permitted by the LADOT.
- The Project will be required to fund a Neighborhood Traffic Management Plan (NTMP) pursuant to the LADOT Transportation Assessment.

The Grove request items:

20: Planters down the middle -OR- along the new dedicated bike lane on Radford to slow traffic on Radford between the Los Angeles River and the Tujunga Wash.

PROJECT ELEMENTS:

- The Project includes a Class IV Bikeway along Radford Avenue from Hoffman Street to the newly proposed Radford Bridge.
- Physical separation between the parking lane and the bike lane is provided.
- The Project is providing an approximately 29-foot-wide planted area and art walk along the new dedicated bike land on Radford Avenue. However, planters are not currently included and not advisable due to safety concerns.
- The Radford Team will work with the relevant City agencies to identify the appropriate safety features for the separated Class IV Bikeway along Radford Avenue.

Please see:

DEIR Project Description

The Grove request items:

21: Create a new landscape public walking space on the north side of the L.A. River between Radford and Laurel Canyon.

CANNOT BE ACCOMODATED; PROJECT ELEMENTS:

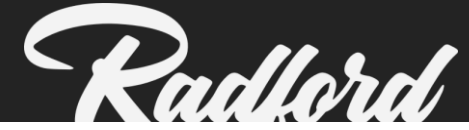
- This area is outside the Project Site and not within Project's jurisdiction.
- The Project will improve the public realm, including along the Radford edge.

The Grove request items:

22: Maintain and refresh existing improvements on the south side of the L.A. River between Radford and Laurel Canyon.

SEE RESPONSE TO ITEM 21

SCNC - AD HOC COMMITTEE REQUESTS

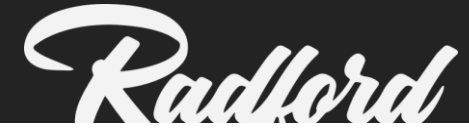


The Grove request items:

23: Establish a green space between Radford and Gentry next to Moorpark.

SEE RESPONSE TO ITEM 21

SCNC - AD HOC COMMITTEE REQUESTS



The Grove request items:

24: Agave & other succulents to slow down fires set along the Tujunga Wash between Gentry and Radford.

SEE RESPONSE TO ITEM 21

The Grove request items:

25: Stop signs or roundabout with plantings at Radford & North Valleyheart.

FOR FUTURE CONSIDERATION IN THE NTMP:

- All NTMP requests must ultimately be reviewed, approved, and permitted by the LADOT.
- The Project will be required to fund a Neighborhood Traffic Management Plan (NTMP) pursuant to the LADOT Transportation Assessment.

The Grove request items:

26: Radford Art Walk cleaned up and maintenance covered by Radford Studio Center.

AGREE TO:

- The Radford Art Walk will be cleaned up as part of the creation of the updated landscaped setback area and must comply with the Specific Plan design guidelines and standards and streetscape plan.

Please see:

**DEIR Project Description
Specific Plan**

The Grove request items:

27: ADA ramps on Radford sidewalks.

AGREE TO:

- The LADOT Assessment Letter expressly requires the ADA upgrading of all corner ramps at Radford Avenue and Ventura Boulevard, the northwest and southwest corners at 4024 Radford Avenue, and the southwest corner at 4141 Radford Avenue.
- Offsite improvements will be consistent with LABOE and LADOT Code requirements.
- The Project will comply with all applicable ADA requirements on the east side of Radford Avenue adjacent to project boundaries, including meeting specific ADA curb ramp standards.

Please see:

DEIR Transportation Assessment

The Grove request items:

28: Proposed new North Parking Structure to have foliage facing Radford with a simulated window design like the existing Sater parking structure.

AGREE TO:

- The North Parking Structure (located on the North Lot) will have physical and vegetated screening elements.
- The Specific Plan will require all structured parking to be fully integrated into the design and form of the Project.
- Materials used in parking design shall be similar in opacity, quality, and theme to the materials used in the overall design elements elsewhere in the Specific Plan area, and shall be utilized in a manner to enhance and not restrict the natural ventilation requirements stated in the Los Angeles Building Code (LABC).

Please see:

**DEIR Project Description
Specific Plan**

The Grove request items:

29: Radford Studio Center security cameras and security lighting on the Radford Art Walk facing Radford, plus routine Radford Studio Center security patrol.

AGREE TO:

- The Project will include elements such as, but not limited to, CCTV and pedestrian-related lighting to enhance safety and security.
- These additional resources will better equip studio security personnel to maintain the secure nature of the studio and coordinate with local police.
- Once the Radford Bridge is constructed along with access to the North Lot, new security gate and security presence will be provided.
- The studio will continue to staff all access points with security personnel.

Please see:

DEIR Project Description

DEIR Public Services—Police Section

The Grove request items:

30: Stop signs on Woodbridge at Agnes and at Gentry.

FOR FUTURE CONSIDERATION IN THE NTMP:

- All NTMP requests must ultimately be reviewed, approved, and permitted by the LADOT.
- The Project will be required to fund a Neighborhood Traffic Management Plan (NTMP) pursuant to the LADOT Transportation Assessment.

The Grove request items:

31: Stop signs on Valleyheart at Agnes and at Gentry.

FOR FUTURE CONSIDERATION IN THE NTMP:

- All NTMP requests must ultimately be reviewed, approved, and permitted by the LADOT.
- The Project will be required to fund a Neighborhood Traffic Management Plan (NTMP) pursuant to the LADOT Transportation Assessment.

The Grove request items:

32: Hire a LADOT Traffic Officer to enforce current turn restrictions Monday - Friday (school days) from 7:00AM - 8:30AM and 1:30 PM - 3:30PM.

FOR FUTURE CONSIDERATION IN THE NTMP:

- All NTMP requests must ultimately be reviewed, approved, and permitted by the LADOT.
- The Project will be required to fund a Neighborhood Traffic Management Plan (NTMP) pursuant to the LADOT Transportation Assessment.

SCNC - AD HOC COMMITTEE REQUESTS



The Grove request items:

33: Prohibit employee access to the Ventura/Carpenter gate Monday - Friday (school days) from 7:00AM - 8:30AM and 1:30 PM - 3:30PM. During these school hours, divert employees to the Colfax or Radford gates.

CANNOT BE ACCOMODATED; PROJECT ELEMENTS:

- Ventura & Carpenter is an intersection that serves other commercial uses on the north side of Ventura.
- Gate placement and improved operations would maximize queuing capacity and minimize spillover into the intersection.
- Project and School traffic would not conflict (e.g., Project – EB left-turn to northbound Carpenter vs. School – WB let-turn to southbound Carpenter)

Please see:

DEIR Transportation Assessment



The Grove request items:

34: Southbound traffic from the Carpenter Gate must turn left or right at Ventura.

FOR FUTURE CONSIDERATION IN THE NTMP:

- All NTMP requests must ultimately be reviewed, approved, and permitted by the LADOT.
- The Project will be required to fund a Neighborhood Traffic Management Plan (NTMP) pursuant to the LADOT Transportation Assessment.

The Grove request items:

35: Northbound traffic on Carpenter must turn left or right at Ventura.

FOR FUTURE CONSIDERATION IN THE NTMP:

- All NTMP requests must ultimately be reviewed, approved, and permitted by the LADOT.
- The Project will be required to fund a Neighborhood Traffic Management Plan (NTMP) pursuant to the LADOT Transportation Assessment.

The Grove request items:

36: Eastbound Ventura must have a left arrow to turn left into the new Carpenter Gate.

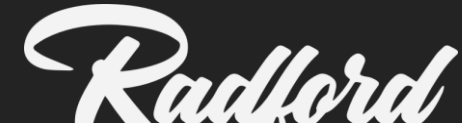
PROJECT ELEMENT:

- The Project would provide intersection upgrades at the intersection of Carpenter Avenue and Ventura Boulevard, which would include the creation of exclusive eastbound and westbound left-turn phasing.

Please see:

DEIR Transportation Assessment

SCNC - AD HOC COMMITTEE REQUESTS



The Grove request items:

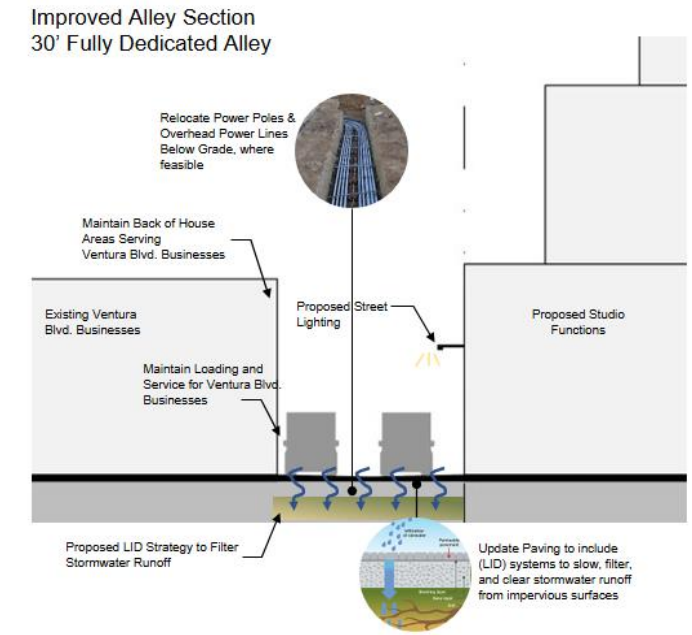
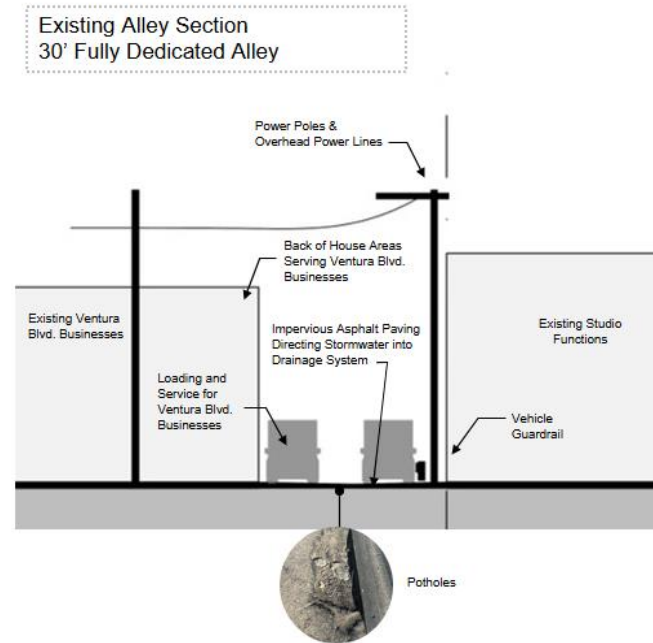
37: Alley public utility poles to be buried, or at the very least, moved from the north side of the alley to the south side of the alley since the utilities only feed the south side of the alley.

PROJECT ELEMENTS:

- The Draft EIR analyzes potential improvements to the alley, including undergrounding of utilities.
- The Project team has engaged LADWP to confirm initial feasibility.
- LADWP will begin to further detail out feasibility and plans. This process will require the engagement of all applicable agencies, the Ventura businesses, and their respective property owners before any work can commence.

Please see:

DEIR Project Description



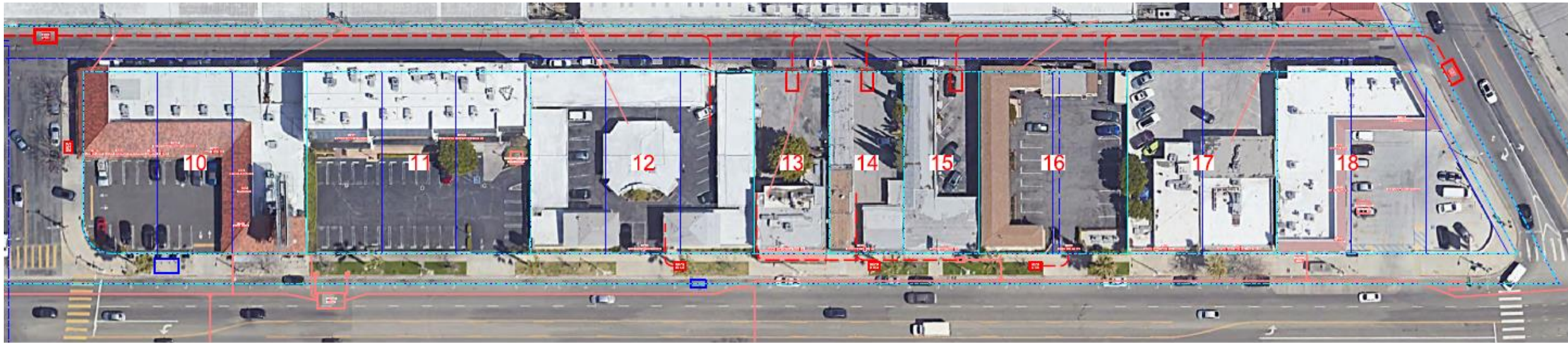
SCNC - AD HOC COMMITTEE REQUESTS



Existing Condition:

- 18 separate property owners
- 19 separate businesses

Radford to Carpenter



Carpenter to Colfax

Existing Condition:

- 18 separate property owners
- 19 separate businesses

The Grove request items:

38: Radford Studio Center buildings along the alley to have lighting to light the alley.

PROJECT ELEMENTS:

- With implementation of the Project, the security presence will expand to include additional security cameras and lighting and additional gates which necessarily include security and surveillance elements.
- The Studio currently has increased lighting along the alley in a joint effort with the Business Improvement District (BID) and additional alley lighting will be considered in all future construction.

Please see:

**DEIR Project Description
DEIR Aesthetics Section**

The Grove request items:

39: Alley to be repaved in concrete to prevent constant asphalt potholes. Light colored pavement will reduce the heat island effect.

PROJECT ELEMENTS:

- Draft EIR analyzes a LID BMP Alley, which may incorporate stormwater best management practices that would filter, clean, and/or retain stormwater runoff from nearby impervious surfaces.
- Concrete paving is subject to the review and approval of all applicable agencies including but not limited to Bureau of Street Service, Bureau of Engineering, and Sanitation.

Please see:

DEIR Project Description

The Grove request items:

40: Radford Studio Center Colfax/Ventura Parking Structure to provide 100 daytime and 200 nighttime parking spaces to the adjacent community to alleviate the parking and traffic congestion along Ventura between Radford and Colfax. Offer parking to the businesses along the alley, the parents at Carpenter Community Charter School and diners who visit this area.

CANNOT BE ACCOMODATED; PROJECT ELEMENTS:

- Due to studio usage hours being non-standard by nature, a commitment of parking spaces for non-studio uses could result in Project parking overflowing onto the surrounding streets.
- The Project will continue to evaluate opportunities to provide temporary parking opportunities as operational, security, and safety requirements permit.
- Central to such considerations would be a parking demand assessment of the existing and scheduled uses of the studio, which practically cannot take place until the Project is completed and operational.
- Any future shared parking arrangement must ensure that the Radford Studio Center campus retains its privacy and security.

Colfax Meadows request items:

41: Full traffic signal at Colfax Ave and Colfax Gate/Ventura alley

FOR FUTURE CONSIDERATION IN THE NTMP:

- All NTMP requests must ultimately be reviewed, approved, and permitted by the LADOT.
- The Project will be required to fund a Neighborhood Traffic Management Plan (NTMP) pursuant to the LADOT Transportation Assessment.

Colfax Meadows request items:

42: Full Traffic Signal at Colfax Ave and Acama Street

RESPONSE:

- Scheduled for installation.
- LADOT Traffic Control Report has already been approved.
- Not a part of the Radford project. Separate project by LADOT.

Colfax Meadows request items:

43: Install two permanent signs in each direction (total of four) on Colfax Avenue between Ventura and Moorpark showing your vehicle's speed

FOR FUTURE CONSIDERATION IN THE NTMP:

- All NTMP requests must ultimately be reviewed, approved, and permitted by the LADOT.
- The Project will be required to fund a Neighborhood Traffic Management Plan (NTMP) pursuant to the LADOT Transportation Assessment.

Colfax Meadows request items:

44: Install lights along the east side of the Los Angeles River/Tujunga Wash walkway adjacent to Studio Village.

SEE RESPONSE TO ITEM 21

Colfax Meadows request items:

45: Vines and/or planter boxes on the east facing walls of the 9 new studios (in 3 groups) along the Los Angeles River to disguise these extremely high walls because of the elevation change next to the river.

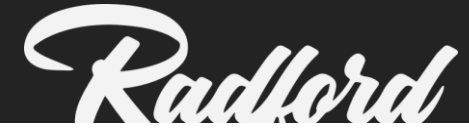
AGREE TO:

- Trees, shrubs, and vines will be utilized around the Project perimeter to screen, buffer, and reduce the visual effect of the Project from the exterior.
- The Project's extensive landscaping component is focused on and geared towards the establishment and improvement of green space on the Project Site that is adjacent to and in close proximity to the Los Angeles River.
- The Project includes approximately 77,406 square feet of landscaped area along the Los Angeles River and Tujunga Wash setbacks, approximately 4,454 square feet of landscaped area along Colfax Avenue, and approximately 27,709 square feet of landscaped area along Radford Avenue.
- The Project would provide new and enhanced landscaping within portions of the proposed development areas located to the west of the river, as well as decorative murals, graphics, art installations, or other non-sign graphics celebrating the Los Angeles River, consistent with the Los Angeles River Master Plan.

Please see:

DEIR Project Description

SCNC - AD HOC COMMITTEE REQUESTS



Colfax Meadows request items:

46: River Road (Colfax to Radford) keep as a two-way road. No employee parking along this road along the Los Angeles River OR along the Tujunga Wash so Studio Village condo residents do not have to look at a de facto parking lot across from them.

AGREE TO:

- Continue to utilize river road for basecamp access beneath the proposed studios, as is currently done today.
- River road will be maintained as a two-lane road with employee parking prohibited.

Please see:

DEIR Project Description



Colfax Meadows request items:

47: Add native shrubs to the existing redwood and oak trees south of the Los Angeles River between Colfax and Tujunga.

SEE RESPONSE TO ITEM 21

Landale Square request items:

48: Have No Bridge or Gate at Moorpark Street and Radford Avenue.

RESPONSE:

- The Project has been studied with and without the Radford Bridge in the DEIR.
- Vehicular ingress and egress to the North Lot would be limited to this new bridge via Moorpark Street; no through access for vehicles would be provided along Radford Avenue.
- The additional gates help distribute traffic to the surrounding streets so that no gate is overly burdened.
- Moorpark is an arterial (Avenue II) that provides two travel lanes in each direction, a center left-turn lane, and parking on both sides.

Please see:

DEIR Project Description

DEIR Transportation Section & Transportation Assessment

Landale Square request items:

49: Block the following streets off Moorpark (cul-du-sac or something with similar impact): Carpenter at Moorpark, Morella at Moorpark, Simpson at Moorpark; INGRESS TO STUDIO LOT: Creating a Right-Hand turn ONLY heading SOUTH on Radford onto Moorpark; EGRESS FROM STUDIO LOT: Have both a Right and Left-hand turn lane only (NOT ALLOWING ANY NORTH BOUND TRAFFIC onto RADFORD) to Moorpark heading north from the new proposed bridge.

FOR FUTURE CONSIDERATION IN THE NTMP:

- All NTMP requests must ultimately be reviewed, approved, and permitted by the LADOT.
- The Project will be required to fund a Neighborhood Traffic Management Plan (NTMP) pursuant to the LADOT Transportation Assessment.

Landale Square request items:

50: Stop Signs installed on both Intersections of Landale from Radford to Laurel Canyon; Speed Humps at Landale and Gentry and Landale and Ben.

FOR FUTURE CONSIDERATION IN THE NTMP:

- All NTMP requests must ultimately be reviewed, approved, and permitted by the LADOT.
- The Project will be required to fund a Neighborhood Traffic Management Plan (NTMP) pursuant to the LADOT Transportation Assessment.

Landale Square request items:

51: Vines and/or planter boxes on any sides of the proposed new North Parking Structure facing Moorpark and the Studio Village Condos similar to the north side of the existing Sater parking structure.

AGREE TO:

- The Specific Plan design guidelines will require all structured parking to be fully integrated into the design and form of the Project.
- Materials used in parking design shall be similar in opacity, quality, and theme to the materials used in the overall design elements elsewhere in the Specific Plan area, and shall be utilized in a manner to enhance and not restrict the natural ventilation requirements stated in the Los Angeles Building Code (LABC).

Please see:

DEIR Project Description

Landale Square request items:

52: Land movement for all residents at or near Moorpark due to intense vibration from piling machines for new bridge. There was major damage to several homes when the Moorpark bridge over the Tujung Wash was widened several years ago. Very important for these homeowners to be indemnified during any Radford Bridge construction.

AGREE TO:

- Maintain estimated vibration levels from construction equipment below recognized building damage significance threshold for the off-site commercial and multi-story residential buildings to the north, south, east, and west.
- The past Moorpark bridge widening effort utilized driven piles as a foundation for the bridge:
 - Driven piles typically use a 5-10,000lb hammer dropping about 5-6 ft at a rate of approximate 40-60 times per minute to advance a steel pile into the soil until a desired resistance is reached.
 - Resistance is determined by the rate of advancement of the steel pile. Initial Rate of Advancement (ROA) is in the range of 2-4" per blow. Final ROA can be as low as 0.1" per blow.
 - This method of installation is not only noisy but can cause significant ground vibration as the operation nears the desired capacity.
- The proposed Radford bridge anticipates using drilled piles for its foundation:
 - Drilled piles use a crane mounted auger to create a shaft that is filled with concrete and rebar.
 - Individual capacity is usually higher than driven piles and as a result, requires fewer total piles for a given resistance.
 - Drilled pile installations are much quieter than drilling and produce much less vibration.

Please see:

DEIR Noise Section

SCNC - AD HOC COMMITTEE REQUESTS



Landale Square request items:

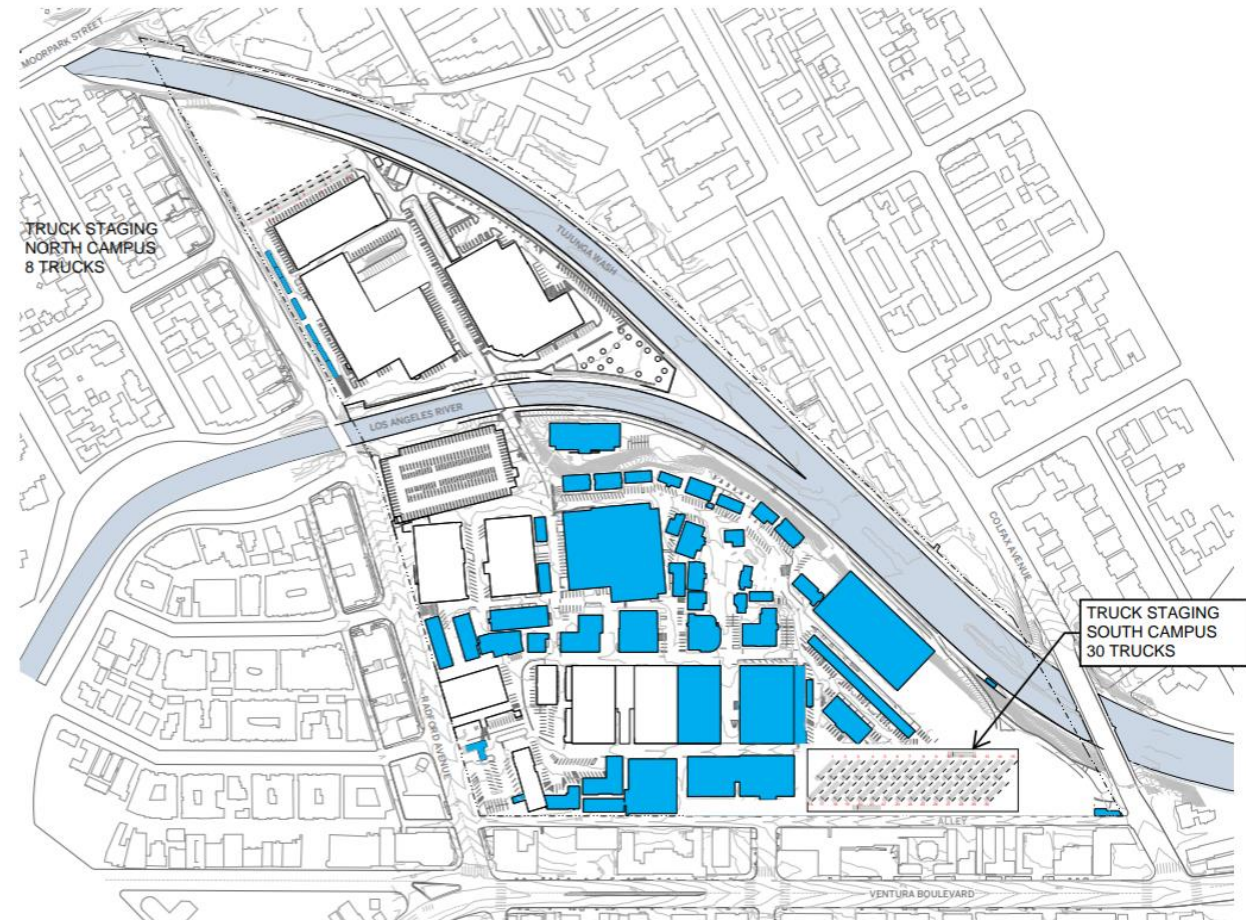
53: During Construction, all trucks shall be staged and/or parked at studio site and not on any residential streets

AGREE TO:

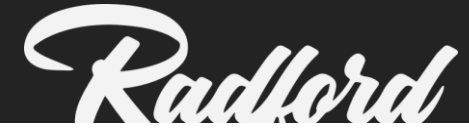
- All construction haul trucks will be staged on-site and would not be permitted to park on residential streets.

Please see:

**DEIR Transportation Section
(Project Design Feature TR-PDF-1)**



SCNC - AD HOC COMMITTEE REQUESTS



Landale Square request items:

54: Bridge to have a 24-hour security guard.

SEE RESPONSE TO ITEMS 10 & 21

Landale Square request items:

55: Radford Studio Center security to clear all homeless encampments that are attempting to reside on the proposed bridge and bicycle path and adjoining areas.

SEE RESPONSE TO ITEMS 10 & 21

Landale Square request items:

56: Light pollution on both the new bridge and new parking structure.

AGREE TO:

- Street and pedestrian lighting that provides appropriate and safe lighting levels on both sidewalks and roadways, while minimizing light and glare on adjacent properties.
- Project Design Features that direct outdoor lighting away from the adjacent residential properties and the public right-of-way

Please see:

DEIR Project Description

DEIR Aesthetics Section (Project Design Features AES-PDF-2 and AES-PDF-4 through AES-PDF-19)

Landale Square request items:

57: Concerns about storm drainage for the Landale Square community.

RESPONSE:

- Draft EIR analyzes storm drain impacts of Project, and impacts to off-site areas are less than significant.

Please see:

DEIR Hydrology and Water Quality Section

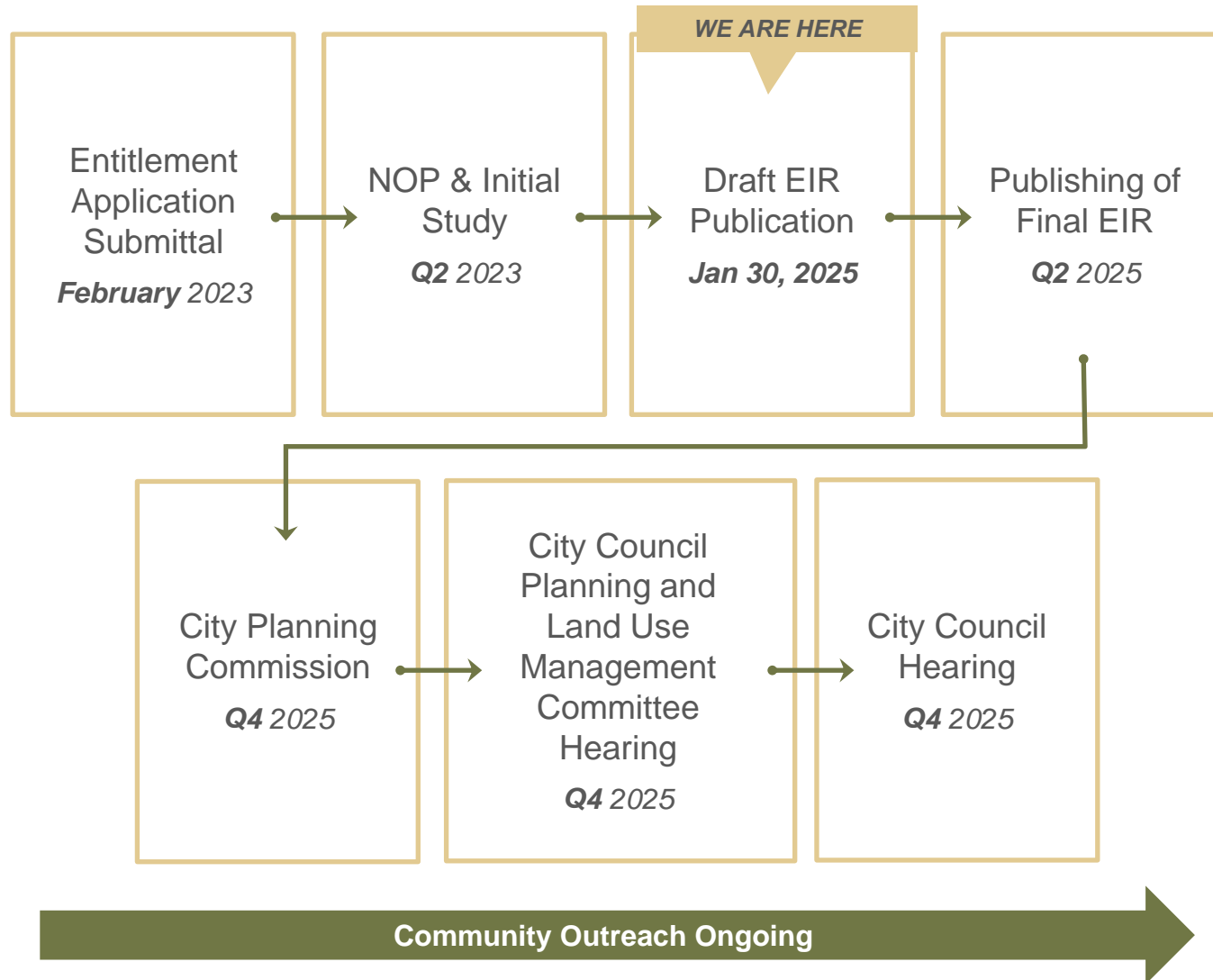
Landale Square request items:

58: Landale Square currently has NO sidewalks or streetlights throughout the neighborhood; Walter Reed Middle School and Campbell Hall Episcopal School are on either side of Landale Square.

FOR FUTURE CONSIDERATION IN THE NTMP:

- All NTMP requests must ultimately be reviewed, approved, and permitted by the LADOT.
- The Project will be required to fund a Neighborhood Traffic Management Plan (NTMP) pursuant to the LADOT Transportation Assessment.

PROPOSED ENTITLEMENTS & ANTICIPATED EIR TIMELINE



Proposed Entitlements:

- Certification of Environmental Impact Report (EIR)
- General Plan Amendment (GPA)
- Zone Change (ZC) from the existing [Q] M2-1-RIO and [Q] MR2-1L-RIO to the Radford Studios Specific Plan
- Creation of a Specific Plan (SP) and code amendment to establish the Radford Studios Specific Plan
- Development Agreement
- Sign District Entitlement