



INITIAL STUDY

WEST LOS ANGELES COMMUNITY PLAN AREA

Fox Studios Master Plan

Case Number: ENV-2015-4365-EIR

Project Location: 10201 West Pico Boulevard, Los Angeles, CA

Council District: 5, Paul Koretz

Project Description: Twentieth Century Fox Film Corporation (“Fox” or the “Applicant”) is proposing the Fox Studios Master Plan to guide the future development of the existing Fox Studios multimedia entertainment campus located in the Century City district of the City of Los Angeles (the “Proposed Project”). The Fox Studios Master Plan (also referred to as the “Master Plan”) lays the groundwork for the next 20 years of growth that is anticipated to occur on the Fox Studios site (the “Project Site”). As of 2015, total on-site development totaled 1,798,504 square feet (Existing Studio Uses). The Fox Studios Master Plan has been designed to accommodate Fox’s forecasted increase in on-site employment. To accommodate projected employment growth, Fox is proposing to amend the Century City South Specific Plan to permit approximately 1.1 million square feet of net new development within the Project Site. It is anticipated that up to a total of approximately 353,400 square feet of existing buildings would be demolished. Total on-site building area at build-out of the Project would total 2,897,804 square feet. The Applicant has identified six Development Areas within the Project Site, one of which would be developed with only parking facilities. Proposed on-site development would include a mix of new (1) Creative Office Space; (2) Specialty Space; (3) Stage Space; (4) Facility Support Space; and (5) Utility Support Space. The Project would include proposed Height Zones for new development and minimum building setbacks. The Project also includes improvements with regard to vehicular, bicycle, and pedestrian access; parking; streetscaping and landscaping; signage; and lighting.

APPLICANT:

Twentieth Century Fox Film Corporation

PREPARED BY:

Meridian Consultants LLC
 910 Hampshire Rd., Ste. V
 Westlake Village, CA 91361

ON BEHALF OF:

City of Los Angeles
 Department of City Planning
 Environmental Analysis Section

INITIAL STUDY AND CHECKLIST

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY and CHECKLIST (CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles, Department of City Planning	COUNCIL DISTRICT: CD 5 – Paul Koretz	DATE: April 18, 2016
RESPONSIBLE AGENCIES: To be determined		
PROJECT TITLE/NO.: Fox Studios Master Plan		
ENVIRONMENTAL CASE: ENV-2015-4365-EIR	RELATED CASES: To be determined	
PREVIOUS ACTIONS CASE NO. See Appendix E	<input checked="" type="checkbox"/> DOES have significant changes from previous actions. <input type="checkbox"/> DOES NOT have significant changes from previous actions.	
PROJECT DESCRIPTION: Twentieth Century Fox Film Corporation (“Fox” or the “Applicant”) is proposing the Fox Studios Master Plan to guide the future development of the existing Fox Studios multimedia entertainment campus located in the Century City district of the City of Los Angeles (the “Project”). The Fox Studios Master Plan (the “Master Plan”) lays the groundwork for the next 20 years of growth that is anticipated to occur on the Fox Studios site (the “Project Site”). As of 2015, total on-site development totaled 1,798,504 square feet (Existing Studio Uses). The Fox Studios Master Plan has been designed to accommodate Fox’s forecasted increase in on-site employment. To accommodate projected employment growth, Fox is proposing to amend the Century City South Specific Plan to permit approximately 1.1 million square feet of net new development within the Project Site. In addition, it is anticipated that up to a total of approximately 353,400 square feet of existing buildings would be demolished. Total on-site building area at build-out of the Project would therefore total 2,897,804 square feet. The Applicant has identified six Development Areas within the Project Site, one of which would be developed with only parking facilities. Proposed on-site development would include a mix of new (1) Creative Office Space; (2) Specialty Space; (3) Stage Space; (4) Facility Support Space; and (5) Utility Support Space. The Project would include proposed Height Zones for new development and minimum building setbacks. The Project also includes improvements with regard to vehicular, bicycle, and pedestrian access; parking; streetscaping and landscaping; signage; and lighting. Further detail of the project description is provided in Attachment A.		
ENVIRONMENTAL SETTING: The Project Site, located on the westside of the City of Los Angeles, is approximately 53 acres in size and contains more than 80 permanent buildings, including sound stages, television production and programming facilities, executive offices, and support facilities. The Project Site is located at the southwest corner of Century City. Existing land uses adjacent to the Project Site include a hotel, office building, and residential development, as well as a park and golf courses. Further discussion of the environmental setting is provided in Attachment A .		
PROJECT LOCATION: The Project Site is located at 10201 Pico Boulevard in the Century City district of the City of Los Angeles. See Attachment A for additional details and location maps.		

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less than Significant with Mitigation Incorporated” applies where the incorporation of a mitigation measure has reduced an effect from “Potentially Significant Impact” to “Less than Significant Impact.” The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described in (5) below, may be cross referenced).
5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

1.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input checked="" type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURE AND FORESTRY RESOURCES <input checked="" type="checkbox"/> AIR QUALITY <input checked="" type="checkbox"/> BIOLOGICAL RESOURCES <input checked="" type="checkbox"/> CULTURAL RESOURCES <input type="checkbox"/> GEOLOGY AND SOILS <input checked="" type="checkbox"/> GREENHOUSE GAS EMISSIONS	<input checked="" type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input checked="" type="checkbox"/> HYDROLOGY AND WATER QUALITY <input checked="" type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input checked="" type="checkbox"/> NOISE	<input checked="" type="checkbox"/> POPULATION AND HOUSING <input checked="" type="checkbox"/> PUBLIC SERVICES <input checked="" type="checkbox"/> RECREATION <input checked="" type="checkbox"/> TRANSPORTATION AND TRAFFIC <input checked="" type="checkbox"/> UTILITIES <input checked="" type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

BACKGROUND

Proponent Name:

Twentieth Century Fox Film Corporation

Phone Number:

(310) 369-1048

Applicant Address:

10201 W. Pico Boulevard
 Los Angeles, CA 90035

Agency Requiring Checklist:

City of Los Angeles
 Department of City Planning

Date Submitted:

March 11, 2016

Proposal Name (if applicable):

Fox Studios Master Plan

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
PLEASE NOTE THAT EACH AND EVERY RESPONSE IN THE CITY OF LOS ANGELES INITIAL STUDY AND CHECKLIST IS SUMMARIZED FROM AND BASED UPON THE ENVIRONMENTAL ANALYSIS CONTAINED IN ATTACHMENT B, EXPLANATION OF CHECKLIST DETERMINATIONS. PLEASE REFER TO THE APPLICABLE RESPONSE IN ATTACHMENT B FOR A DETAILED DISCUSSION OF CHECKLIST DETERMINATIONS.					
3.1 AESTHETICS					
<i>Would the project:</i>					
a.	Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.2 AGRICULTURE AND FOREST RESOURCES					
<i>Would the project:</i>					
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.3 AIR QUALITY

Would the project:

a.	Conflict with or obstruct implementation of the applicable air quality plan??	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.4 BIOLOGICAL RESOURCES

Would the project:

a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by The California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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1.0 Environmental Factors Potentially Affected

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.5 CULTURAL RESOURCES

Would the project:

a.	Cause a substantial adverse change in the significance of a historical resource as defined in State CEQA Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d.	Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Cause a substantial adverse change in the significance of site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe that is listed or determined eligible for listing on the California register of historical resources, listed on a local historical register, or otherwise determined by the lead agency to be a tribal cultural resource?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.6 GEOLOGY AND SOILS					
<i>Would the project:</i>					
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
	i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault? Refer to division of mines and geology special publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

1.0 Environmental Factors Potentially Affected

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d.	Be located on expansive soil, as defined in table 18-1-b of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.7 GREENHOUSE GAS EMISSIONS					
<i>Would the project:</i>					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.8 HAZARDS AND HAZARDOUS MATERIALS					
<i>Would the project:</i>					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

1.0 Environmental Factors Potentially Affected

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.9 HYDROLOGY AND WATER QUALITY

Would the project:

a.	Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

1.0 Environmental Factors Potentially Affected

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or offsite?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g.	Place housing within a 100-year flood hazard area as mapped on federal flood hazard boundary or flood insurance rate map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j.	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.10 LAND USE AND PLANNING					
<i>Would the project:</i>					
a.	Physically divide an established community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

1.0 Environmental Factors Potentially Affected

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b.	Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.11 MINERAL RESOURCES					
<i>Would the project:</i>					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.12 NOISE					
<i>Would the project:</i>					
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

1.0 Environmental Factors Potentially Affected

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.13 POPULATION AND HOUSING

Would the project:

a.	Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.14 PUBLIC SERVICES

Would the project:

a.	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	i. Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	ii. Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	iii. Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	iv. Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	v. Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.15 RECREATION					
<i>Would the project:</i>					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.16 TRANSPORTATION AND TRAFFIC					
<i>Would the project:</i>					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g.	Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.17 UTILITIES & SERVICE SYSTEMS					
<i>Would the project:</i>					
a.	Exceed wastewater treatment requirements of the applicable regional water quality control board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

1.0 Environmental Factors Potentially Affected

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h.	Other Utilities and Service Systems?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.18 MANDATORY FINDINGS OF SIGNIFICANCE					
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2.0 DISCUSSION OF THE ENVIRONMENTAL EVALUATION

The environmental analyses presented herein include the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). Based on Applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations are based on the stated facts contained therein, including but not limited to the reference materials identified herein, field investigations of the Project Site, and other relevant reference materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The Project as identified in the project description may cause potentially significant impacts on the environment. Therefore, this environmental analysis concludes that an Environmental Impact Report shall be prepared to address all potentially significant adverse impacts on the environment.

ADDITIONAL INFORMATION

All supporting documents and references are contained in the Environmental Case File referenced previously and may be viewed in the Major Projects and Environmental Analysis Section, Room 750, City Hall.

For City information, addresses, and phone numbers, visit the City's website at <http://www.lacity.org>, City Planning and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/, or Major Projects and Environmental Analysis Section, City Hall, 200 N Spring Street, Room 750; Seismic Hazard Maps, http://gmw.consrv.ca.gov/shmp/download/quad/BEVERLY_HILLS/reports/bevh_eval.pdf; Parcel Information, http://navigatela.lacity.org/common/mapgallery/pdf/landbase_bw/index/landbase_Index_11.pdf; or the City's main website under the heading "Navigate LA."

PREPARED BY: Bruce Lackow Meridian Consultants	TITLE: Principal Consultant	TELEPHONE NO.: (805) 367-5720	DATE: March 31, 2016
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ATTACHMENT A: PROJECT DESCRIPTION

A. INTRODUCTION

Twentieth Century Fox Film Corporation (“Fox” or the “Applicant”) is proposing the Fox Studios Master Plan to guide the future development of the existing Fox Studios multi-media entertainment campus located in the Century City district of the City of Los Angeles (the “Project”).

The Fox Studios Master Plan (also referred to as the “Master Plan”) lays the groundwork for the growth that is anticipated to occur on the Fox Studios site (the “Project Site”), thereby providing the means by which the Applicant would expand its existing operations at the Project Site and create a framework for the future development of the Project Site.

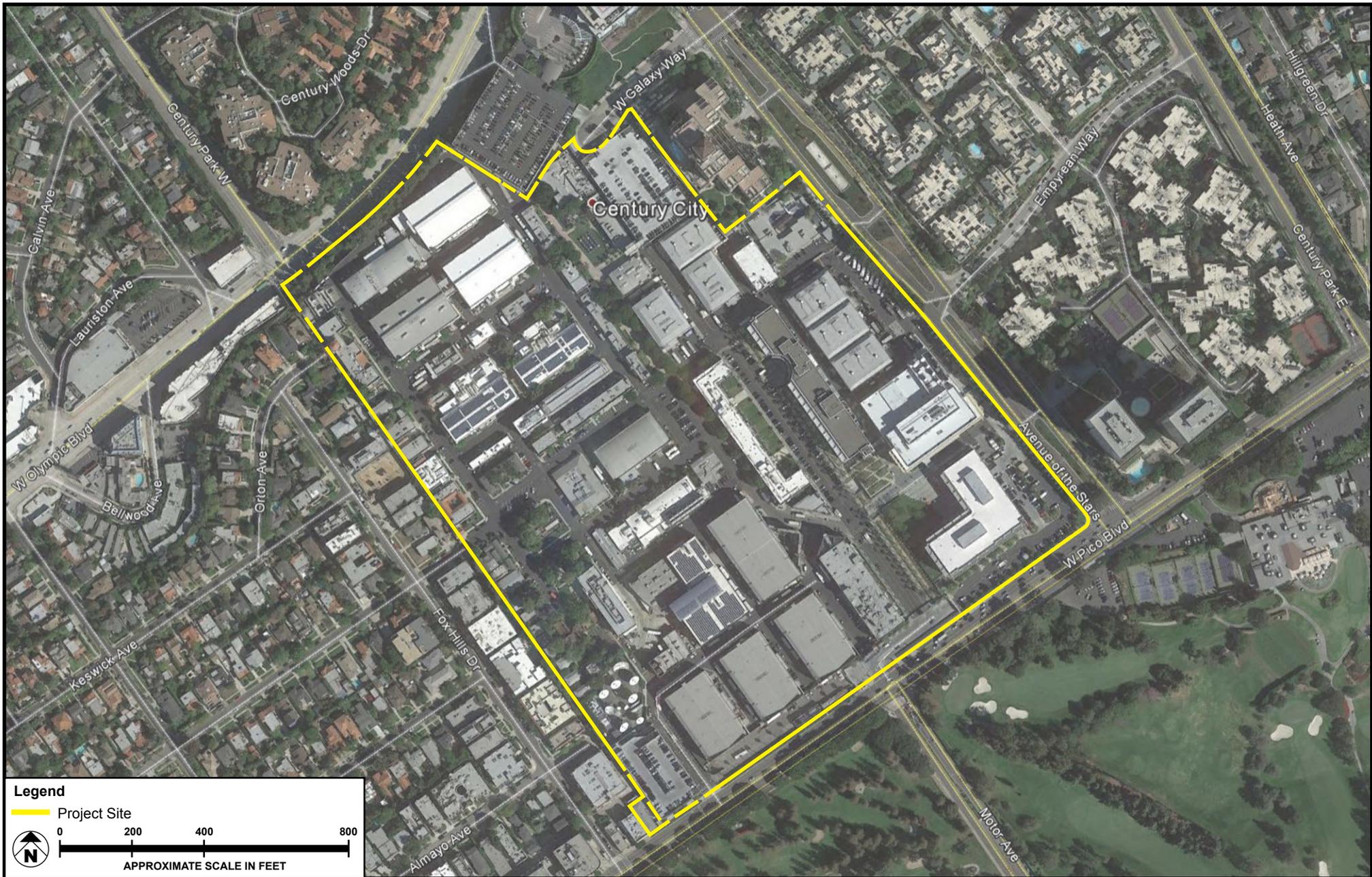
The Project involves the redevelopment of portions of the Project Site with up to 1,099,300 square feet of net new studio-related uses and parking facilities. As of 2015, total on-site development totaled 1,798,504 square feet. Based on Fox’s forecast of employment growth by land use category and building occupancy levels, Fox has determined that an additional 1,099,300 square feet of floor area is required to accommodate forecasted employment growth. Thus, on-site development would total 2,897,804 square feet at Project buildout. These improvements would be implemented through an amendment to the Century South Specific Plan that would guide development within the Project Site through 2035.

B. PROJECT LOCATION

As shown in **Figure IS-1, Regional Location Map**, and **Figure IS-2, Vicinity Map**, the 53-acre Project Site is located at 10201 West Pico Boulevard, in the Century City district of the City of Los Angeles. The Project Site is located in the western portion of the City, approximately 10 miles west of Downtown Los Angeles and 6 miles east of the Pacific Ocean.

Bus service in the Project area is currently provided by Metro, Los Angeles Department of Transportation (LADOT), Santa Monica Big Blue Bus, Santa Clarita Transit, and Antelope Valley Transit.¹ An extension of the Metro Expo Line light-rail is currently under construction and is scheduled to begin service in

1 Metro provides bus service along Santa Monica and Pico Boulevards as well as along Avenue of the Stars and Century Park West between Constellation Boulevard and Santa Monica Boulevard. LADOT Commuter Express provides bus service along Santa Monica and Olympic Boulevards as well as along Avenue of the Stars and Century Park East between Constellation Boulevard and Santa Monica Boulevard. Santa Monica Big Blue Bus provides bus service along Pico and Olympic Boulevards as well as along Century Park East/West between Constellation Boulevard and Santa Monica Boulevard. Antelope Valley Transit and Santa Clarita Transit provide commuter bus service along Santa Monica Boulevard as well as along Avenue of the Stars and Century Park East/West between Constellation Boulevard and Santa Monica Boulevard.



SOURCE: Google Earth - 2015

FIGURE IS-2

2016.² This light rail line includes three stations that are located within two miles of the Project Site.³ In addition, the development of a Metro heavy-rail subway station in Century City is currently in the planning stages and is estimated to open for service in 2026.⁴

Primary vehicular access to the Project Site is provided by Pico and Olympic Boulevards, which connect to the I-405 Freeway, located approximately 1.7 miles to the west. Overland Avenue provides access to the I-10 Freeway, located approximately 1.3 miles to the south. Secondary vehicular access to the Project Site is provided by Avenue of the Stars, which connects to Santa Monica Boulevard (State Route 2), located approximately one-half mile to the north.

The existing topography of the Project Site varies in elevation, generally sloping downhill from the north-east corner of the Project Site to the south-west. The elevation of the existing grade varies from approximately 305 feet above mean sea level (MSL) along Avenue of the Stars to approximately 240 feet above MSL along Pico Boulevard. While the existing slope of the Project Site is generally moderate, an area of greater slope exists along the Olympic Boulevard frontage, where the elevation of the existing grade drops from approximate 280 feet above MSL at the buildings located along the Project Site's northwestern boundary to an elevation of 245 feet above MSL at the intersection of Olympic Boulevard and Century Park West.

In general, neighboring properties along Avenue of the Stars are situated upslope from the Project Site. Neighboring properties adjacent to the Project Site along Fox Hills Drive are generally situated downslope from the Project Site. The Hillcrest Country Club and Cheviot Hills Park, located south across Pico Boulevard from the Project Site, are generally situated at the same elevation as the Project Site at this location.

C. SURROUNDING USES

Existing land uses adjacent to the Project Site include a hotel, office building, and residential development. Specifically, north of the Project Site and south of Galaxy Way is the 16-story InterContinental Hotel. North and west of Galaxy Way is the 35-story Fox Plaza building and the 6-level Fox Plaza parking structure. Further to the north and north of Olympic Boulevard, is the Century high-rise residential tower, with the Century Woods residential development located to the west.

2 Metro Expo Line, <https://www.metro.net/projects/exposition/>.

3 The three stations are Palms, Westwood/Rancho Park, and Expo/Sepulveda, http://media.metro.net/projects_studies/exposition_phase2/images/factsheet_expophase2_2015-0127.pdf.

4 Metro Purple Line Extension, http://media.metro.net/projects_studies/westside/images/factsheet_overview_2015.pdf. The Century City subway station is planned to be located near the intersection of Avenue of the Stars and Constellation Boulevard.

On the east side of Avenue of the Stars, across from the Project Site, are low-rise residential uses (two and three stories in height) with two high-rise residential towers located at the northeast corner of Avenue of the Stars and Pico Boulevard. South of Pico Boulevard, across from the Project Site, is Rancho Park and Golf Course, with the Hillcrest Country Club and golf course located southeast of the Project Site. West of the Project Site is a residential neighborhood that consists primarily of single-family homes with low-rise multifamily residential buildings located along a few of the north-south streets within this neighborhood.

Recently approved projects in the Project vicinity include the Century Plaza Hotel renovation and residential towers, an expansion of the Westfield shopping center, the proposed Century City Center development, a high-rise residential tower that is under construction at the southeast corner of Santa Monica Boulevard and Moreno Drive, and the completed 2000 Avenue of the Stars building.

D. BACKGROUND AND EXISTING CONDITIONS

The development of Century City dates to the 1960s. Originally, the land that now encompasses Century City was known as the Tom Mix Ranch. In the late 1920s, the ranch was acquired by 20th Century Fox and developed for motion picture production. The development of Fox Studios began in 1923 when William Fox, to accommodate location filming, acquired land on the west side of Los Angeles from the Janss Corporation. Beginning in the 1950s, Fox began planning to convert the “backlot” portion of the studio to real estate development. In 1957, Welton Becket & Associates produced the original Master Plan for Century City. During this period, Olympic Boulevard, which previously terminated at the eastern boundary of the studio lot, was extended westward to West Los Angeles, effectively bisecting the property. In 1961, Fox sold 180 acres of land to Aluminum Company of America (ALCOA). Fox retained land in the southwest quadrant of Century City, which includes the Project Site that currently houses Fox Studios.

The Project Site encompasses approximately 53 acres and includes 1,798,504 square feet of building area and eighty-two (82) permanent buildings and structures, which include fifteen (15) sound stages, (four [4] of which are used for live audiences), scoring stages, workshops, writers’ offices, screening theaters, editing and post-production facilities, Fox Broadcasting network headquarters, and executive offices, as well as a number of temporary trailers and sets. Support services, including a child-care center, commissary, fitness center, medical department, and car wash, are also located on the Project Site. Parking for approximately 4,250 vehicles is currently available on the Project Site.

The physical layout of the studio is a series of intersecting “streets” and “avenues.” The avenues dissect the Project Site from north to south, while the streets go from east to west. Within the primary grid system are a series of nodes or complexes, each with character-defining building types and functions. For example, facilities supporting television production and programming are located in the southeast corner

of the Project Site along both Pico Boulevard and Avenue of the Stars, whereas the southwestern portion of the Project Site extending northerly from Pico Boulevard is occupied by a series of sound stages and stage support facilities. Within the south-central part of the Project Site are two buildings (Buildings 100 and 88) that serve as the executive and administrative center for all of Fox Studios. This node is bordered by sound stages to the north, east, and west. The northwestern portion of the Project Site is occupied by the Zanuck Theater, which is bordered by sound stages to the east and south. Between this node and the Galaxy Way Parking Structure to the east is the studio amenities node, which includes the Commissary and other services to support on-site employees. Along the Project Site's western boundary are buildings used as production office space. An "existing conditions" site plan is provided as **Figure IS-3, Existing Conditions**.

1. Existing Planning and Zoning

The Project Site is located within the boundaries of the Century City South Specific Plan. In 1981, under Ordinances 156,122 and 156,121, the City of Los Angeles adopted two Specific Plans to guide the future development of Century City. One plan, the Specific Plan for Century City North, governs the land north of Olympic Boulevard; the other, the Specific Plan for Century City South, governs the land south of Olympic Boulevard, which includes the Project Site. In 1993, under Ordinance 168,862, the Specific Plan for Century City South was amended with regard to the Project Site. At that time, the Project Site was designated Specific Plan Area B and for "Studio Uses Only" under the Specific Plan. The current Century City South Specific Plan allows a maximum of 771,000 square feet of new studio use facilities and 507,000 square feet of demolition and replacement, with Studio Office uses limited to 934,000 square feet and a maximum total Gross Square Feet of 1,895,000. This development was permitted to occur in three phases linked to the number of vehicle trips generated by on-site development. Specifically, under Phase 1, the Project Site was limited to 11,500 average daily trips, whereas under Phases 2 and 3, the Project Site was limited to 14,310 and 15,646 average daily trips, respectively. A limit of 4,500 parking spaces was also established for the Project Site under the current Century City South Specific Plan. The current Century City South Specific Plan also imposed a requirement that a Trip Cap Monitoring Program (TCMP) be implemented that counts vehicles crossing the driveway access points to the Project Site on a daily basis. Every 6 months, Fox submits a report to the City of Los Angeles Department of Transportation (LADOT) detailing the results of this on-going monitoring program.



SOURCE: Gensler - Nov 2015

FIGURE IS-3

The Specific Plan establishes the uses permitted within the Project Site,⁵ nine (9) development areas with varying height limits,⁶ as well as requiring the preparation of a Historic Preservation Plan to protect the historic resources present on the Project Site.

The City of Los Angeles, concurrent with the 1993 amendment to the Century City South Specific Plan, adopted Ordinance 168,859. This ordinance was a Zone Change for the Project Site that changed its zoning classification to “[T][Q]CCS-O.”⁷ Ordinance 168,859 also established a series of permanent Qualified [Q] conditions that limit the development that is permitted to occur on the Project Site. The Q conditions mirror the development limitations outlined under the current Century City South Specific Plan and address development standards, including access, allowable density and land use restrictions, height, environmental issues, and grading.

A historic survey of the Project Site was completed in 1994 by Historic Resources Group in support of the 1993 Specific Plan Amendment. This survey found that the property contains a distinctive configuration of buildings and structures that has been determined to be significant for its association with the development of the motion picture industry in the United States and the concentration of the industry’s production facilities in Southern California. This potential historic district includes fifty-eight (58) buildings that have been identified as contributors to the potential historic district. The Historic Preservation Plan (Plan) that was prepared calls for "providing appropriate guidance for the rehabilitation of historic structures" and establishes "criteria for new construction which will maintain the character of the historic

Fox Studio. Section 3 of the Plan provides guidelines for Rehabilitation, Maintenance and Repair of the forty-six buildings on the Lot designated as "Preserved Buildings", whereas Section 4 provides criteria for new construction in proximity to the "Preserved Buildings". In addition, the Project Site’s existing “Q”

5 The on-site uses permitted by the Century City South Specific Plan are as follows: studio office, studio production/post production, support, ancillary support, and parking.

6 Height limits within Areas 1, 3, 5, 6, 7, and 8 range from 15 to 75 feet, measured in accordance with the provisions set forth in Los Angeles Municipal Code (LAMC) Section 12.21.2, exclusive of roof structures (see Figure 1 of the Century City South Specific Plan for the location of the Areas 1 through 9). The height limit for Area 2 is as follows: a building or structure shall not exceed a height of 335 feet above mean sea level, including perimeter parapets on the roof of the structure. The height limit for Area 4 is as follows: buildings may not exceed a height between 312 to 365 feet above mean sea level, with the specific height defined in terms of the distance between the building and the Common Property Line, as defined in the Century South Specific Plan. The height limit for Area 9 is as follows: buildings may not exceed a height between 312 to 350 feet above mean sea level, with the specific height defined in terms of the distance between the building and the Common Property Line, as defined in the Century South Specific Plan.

7 The Project Site’s zoning of [T][Q]CCS-O is defined as follows: (a) [T] refers to Tentative Tract conditions established by the City under the 1993 Zone Change, as of this date the requirements of the [T] conditions have been cleared; (b) [Q] refers to permanent Qualified conditions established by the City under the 1993 Zone Change; (c) CCS refers to the Century City South Specific Plan; and –O refers to the presence of oil wells on the Project Site.

conditions govern the demolition of a “Preserved Building” (see Section 2.5.u., of City Ordinance No. 168859, pages 46-48).

The City, as part of the 1993 approvals discussed above, also entered into a Development Agreement with the Applicant to further guide the development of the Project Site. The 1993 Development Agreement mirrored the entitlements granted in the Zone Change action (with the [Q] Qualified conditions) which were also duplicated in the text of the 1993 Specific Plan amendment.

E. DESCRIPTION OF THE PROPOSED PROJECT

The 1993 Development Agreement, which has guided the development of the Project Site for the past 20 years, expired in 2006. Since that time, Fox has been operating the Project Site under the provisions of the Century City South Specific Plan. The Proposed Project (Fox Studios Master Plan, or Master Plan) would guide the development of the Project Site for the next 20 years (through 2035). The Project would be implemented through a Specific Plan Amendment to the Century City South Specific Plan, which would provide a framework against which future development proposals will be evaluated. The development standards that will be included in the proposed Specific Plan Amendment, as described below, include establishing a maximum amount of square footage by land use as well as by development area. In addition, the total amount of development permitted under the proposed Specific Plan Amendment is limited to 1,099,300 square feet of net new development, which is less than the sum of the maximum permitted development within the proposed development areas. This approach to allocating Project development provides flexibility with regard to the configuration of future land uses within the Project Site, while providing certainty as to the maximum amount of development that would occur under the Proposed Project. In order to provide a conservative analysis, the EIR will analyze, as appropriate, the maximum amount of development permitted within each development area. At Project buildout a total of 2,897,804 square feet of development would occur on the Project Site.

1. Project Planning and Design Principles

The Master Plan would provide flexibility for Fox to adapt Fox Studios to meet its business needs, while allowing it to adapt to future changes that could occur in the entertainment industry. The Master Plan also achieves Fox’s objectives by bridging the past and the future. The Fox Studios Master Plan would achieve this by preserving the studio’s historic resources and adding new facilities to ensure its future viability. This aspect of the Master Plan would occur in line with Fox’s sustainability framework and targets.

2. Development Program

The Fox Studios Master Plan, as described above, includes the development of up to 1,099,300 square feet of net new development in the following five land use categories to meet the evolving needs of Fox Studios:

- Creative Office Space would include open office areas, private offices areas for collaboration, storage areas, and other similar workspace areas;
- Specialty Space would include edit bays, film storage, workshops, server rooms, and other specialized technical space for media production and editing;
- Stage Space would include sound stages and associated space;
- Facility Support and Amenities Space would include conference rooms, copy rooms, food service areas, recreation/exercise areas, restrooms, and other similar common areas; and
- Utility Buildings would include central plant facilities, electrical substations, fire pump buildings, and other utility space.

The existing Century City South Specific Plan classifies permitted land uses on the Project Site as Studio Office Uses, Studio Production/Post-Production Uses, Support Uses, Ancillary Support Uses, and parking related to the above uses. The Project proposes to classify on-site land uses into the following five categories that will be established as part of the Project's proposed amendments to the Century City South Specific Plan: (1) Creative Office; (2) Specialty Space; (3) Stages; (4) Facility Support; and (5) Utility Support. **Table 1, Existing and Proposed Development Program**, identifies the amount of existing and proposed square footage for each of the five land use categories identified above.

Table 1
Existing and Proposed Development Program (square feet)

Space Type^a	Existing Building Area	Building Area to Be Demolished and Replaced	Existing Building Area to Remain	Net New Building Area	Total Building Area
Creative Office	502,947	122,800	380,147	383,900	886,847
Specialty Space	486,384	80,200	406,184	327,400	813,784
Stage Space	316,038	70,500	245,538	33,200	349,238
Facility Support	458,618	73,200	385,418	331,100	789,718
Utility Support	34,517	6,700	27,817	23,700	58,217
Total	1,798,504	353,400	1,445,104	1,099,300	2,897,804

^a The existing Century City South Specific Plan establishes the following land use categories for the Project Site: (1) Studio Office Uses (categorized as Creative Office under the Proposed Project); (2) Studio Production/Post Uses (categorized as Specialty Space and Stage Space under the Proposed Project); and (3) Support Uses and Ancillary Support Uses (categorized as Facility Support and Utility Support under the Proposed Project).

Existing Building Area based on the existing Century City South Specific Plan land use categories are as follows: (1) Studio Office Uses – 502,947 square feet; (2) Studio Production/Post Uses – 802,422 square feet (486,384 + 316,038); and (3) Support Uses and Ancillary Support Uses – 493,135 square feet (458,618 + 34,517). The categories of Studio Production/Post Uses and Support Uses and Ancillary Support Uses comprise the non-Studio Office Use facilities referenced in the Century City South Specific Plan.

To create buildable sites for potential future development, the demolition of existing buildings, in full or in part, may occur. Demolition of a “Preserved Building,” as discussed above, would occur in accordance with the Project Site’s existing “Q” conditions (see Section 2.5.u., of City Ordinance No. 168859,⁸ pages 46-48).

It is anticipated that up to a total of approximately 353,400 square feet of existing buildings would be demolished. Existing building area that is demolished or removed would be replaced with an equal amount of new building area. Replacement building area would not be counted as part of the Project’s net new development.

Total on-site building area at buildout of the Project would total 2,897,804 square feet. This total is composed of the following:

- Existing Building Area to Remain: 1,445,104 square feet
- Building Area to Be Demolished and Replaced: 353,400 square feet

⁸ The full text of City Ordinance No. 168859 can be found at http://clkrep.lacity.org/onlinedocs/1993/93-0909_ORD_168859_08-10-1993.pdf.

- Net New Building Area: 1,099,300 square feet
- Total Building Area: 2,897,804 square feet

3. Development Areas

The development program described above would be constructed within the six Development Areas, one of which would only be used for parking, as shown in **Figure IS-4, Proposed Development Areas**. The Development Areas were selected to address the Applicant’s business needs, the changing nature of the entertainment business, and the location of existing on-site infrastructure. In addition, the six Development Areas are generally located in areas of the Project Site that are under-utilized, areas with facilities in need of replacement, and/or areas that are not adjacent to residential areas. The Development Areas were refined based on an understanding of Fox’s current operations, anticipated future needs, and the location of existing historic buildings. A description of each of the six Development Areas is as follows:

- Development Area A is located in the north-east area of the Project Site. It is generally bounded by Avenue of the Stars on the east, internal streets on the south and west, and the Project Site boundary on the north. Existing development within Area A includes three stages (Stages 17, 18, and 19) and two other buildings, one of which is the on-site child-care center.
- Development Area B is located in the north-center area of the Project Site. It is generally bounded by internal streets on the south and west, and the Project Site boundary on the north and east. Existing development within Area B includes three stages (Stages 20, 21, and 22), the Commissary, and other studio support buildings containing services such as the studio dry cleaners and ATMs, as well as offices for studio executives. The Galaxy Way Parking Structure is also located in Development Area B.
- Development Area C is located in the center of the Project Site and is bounded by internal streets on all sides. Existing development within Area C includes Stage 9 and studio support buildings containing offices that support off-lot productions.
- Development Area D is located in the north-west area of the Project Site and is generally bounded by internal streets on the south and west, and the Project Site boundary line on the north and east. Existing development in Area D includes the Zanuck Theater and Stage 8.
- Development Area E is located in the south-central area of the Project Site and is generally bounded by internal streets on the east, west, and north; and Pico Boulevard on the south. Existing development in Area E includes the William Fox Building, which is currently used for production offices.

- Development Area F is located in the southwest area of the Project Site and is generally bounded by internal streets on the east and northeast; Buildings 79 and 217 on the northwest; the Project Site boundary on the west; and the existing Pico West Parking Structure on the south. Existing development within Area F includes Building 218 and a satellite facility that is used for telecommunications.

The maximum amount of net new development would be limited in each Development Area as follows:

- Area A: Total net new development would not exceed 420,000 square feet;
- Area B: Total net new development would not exceed 210,000 square feet;
- Area C: Total net new development would not exceed 210,000 square feet;
- Area D: Total net new development would not exceed 480,000 square feet; and
- Area E: Total net new development would not exceed 110,000 square feet.
- Area F: No net new development is proposed. Area F would be developed only with parking facilities as a potential expansion to the existing Pico West Parking Structure.

The maximum potential net new development in each Development Area may not be able to be realized, given that the total Project net new development is limited to 1,099,300 square feet. In addition, under the proposed Specific Plan amendment, the portions of the Project Site not located within the six Development Areas described above would be designated “Existing Studio.”⁹ Existing development outside Development Areas A through F will remain in place (Existing Studio). Redevelopment activity within the areas designated Existing Studio would be limited to the repair, renovation, and replacement of existing structures. In the event that a building is replaced in the Existing Studio, the replacement building would not reduce the existing building setback and would not exceed the existing building height. In addition, the total floor area within the areas designated Existing Studio would not exceed existing levels.¹⁰ The Historic Preservation Plan would also remain in effect for the entire Project Site, including the areas designated Existing Studio.

4. Development Standards

a. Building Height

Heights of all new buildings within the Project Site would be regulated by six Height Zones, as shown in **Figure IS-5, Proposed Building Height**. The Height Zones set the maximum elevation that may be reached within each of the six Height Zones within the Project Site. Building heights are defined at fixed elevations

⁹ The areas designated Existing Studio would replace the development areas shown in the existing Century City South Specific Plan (Areas 1-9) that are not located in the Development Areas that would be developed under the Proposed Project.

¹⁰ A total of 1,354,985 square feet of existing development is located in the area that is designated Existing Studio. Building heights and building setbacks within the Existing Studio area would be limited to existing conditions.

and expressed in terms of feet above MSL, measured to the highest point of any roof structure or parapet wall.¹¹ This reference system is used as a uniform way of measuring the maximum building envelope across the Project Site.

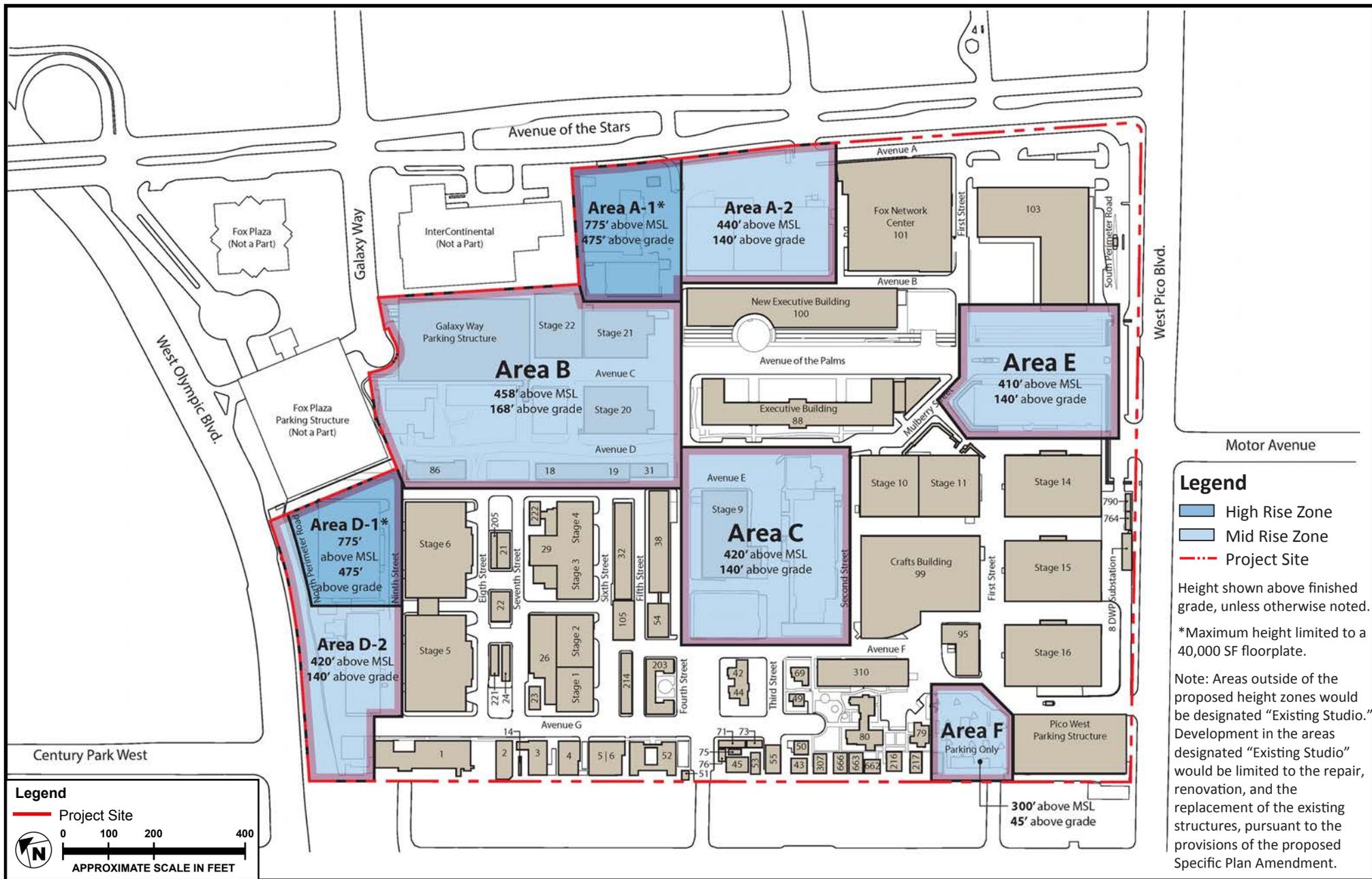
As shown in **Figure IS-5** and described in detail below, the six proposed Height Zones would allow building heights up to elevations that range from 300 to 775 feet above MSL, corresponding to building heights that range up to 475 feet in height. Additional information regarding each of the proposed Height Zones is presented below.

- Area A: Building heights may reach up to 440 feet above MSL, which is anticipated to be approximately 140 feet above finished grade,¹² except that within Area A-1, building heights may reach 775 feet above MSL. Building heights above 440 feet MSL are limited to a maximum floorplate of 40,000 square feet and building heights up to 775 feet above MSL are anticipated to be approximately 475 feet above finished grade.
- Area B: Building heights may reach up to 458 feet above MSL, which is anticipated to be approximately 168 feet above finished grade.
- Area C: Building heights may reach up to 420 feet above MSL, which is anticipated to be approximately 140 feet above finished grade.
- Area D: Building heights may reach up to 420 feet above MSL, which is anticipated to be approximately 140 feet above finished grade, except that within Area D-1, building heights may reach 775 feet above MSL. Building heights above 420 MSL are limited to a maximum floorplate of 40,000 square feet and building heights up to 775 feet above MSL are anticipated to be approximately 475 feet above finished grade.
- Area E: Building heights may reach up to 410 feet above MSL, which is anticipated to be approximately 140 feet above finished grade.
- Area F: Building heights may reach up to 300 feet above MSL, which is anticipated to be approximately 45 feet above finished grade.

All development activity within the areas designated Existing Studio would be maintained at their current building heights, except redevelopment activity, which is limited to the repair, renovation, and replacement of existing structures.

11 The current Century City South Specific Plan measures building height in terms of MSL as well as feet and stories above grade. The proposed Specific Plan Amendment may define building height pursuant to the provisions of the LAMC, or a combination of MSL and height above grade.

12 Finished grade is defined as the lowest point of elevation of the finished surface of the ground, paving, or sidewalk, excluding a driveway(s) or secondary access stairwell(s), within the area between the building and the property line, or between the building and a line 5 feet from the building when the property line is farther than 5 feet.



Legend

— Project Site

0 100 200 400
APPROXIMATE SCALE IN FEET

Legend

- High Rise Zone
- Mid Rise Zone
- Project Site

Height shown above finished grade, unless otherwise noted.

*Maximum height limited to a 40,000 SF floorplate.

Note: Areas outside of the proposed height zones would be designated "Existing Studio." Development in the areas designated "Existing Studio" would be limited to the repair, renovation, and the replacement of the existing structures, pursuant to the provisions of the proposed Specific Plan Amendment.

SOURCE: Gensler - March 2016

FIGURE IS-5

b. Building Setbacks

Building setback areas are defined as areas where no permanent buildings are permitted above grade. Minimum building setbacks from the property line under the Project are as follows:

- Development Area A: A minimum building setback of 25 feet from Avenue of the Stars would be provided after any necessary street dedications.
- Development Area B: No building setback is proposed from the property line along Galaxy Way.
- Development Area D-2: A minimum building setback of 40 feet from Olympic Boulevard would be provided, except for a guardhouse not more than 200 square feet in area that may be constructed within the setback area at the location of the proposed new vehicular gate.
- Development Area E: A minimum building setback of 25 feet from Pico Boulevard would be provided.
- Development Area F: A minimum building setback of 20 feet from the western Project Site Boundary would be provided, except within 260 feet of Pico Boulevard, where the minimum building setback would be 15 feet. In addition, a wall not more than 12 feet in height when measured from the adjacent grade on the Project Site may be constructed and/or maintained along the entirety of the Project Site's western boundary.

Development Areas C and D-1 are internal to the Project Site and therefore do not adjoin a property line. As such, building setbacks from the property line for these two development areas do not need to be defined.

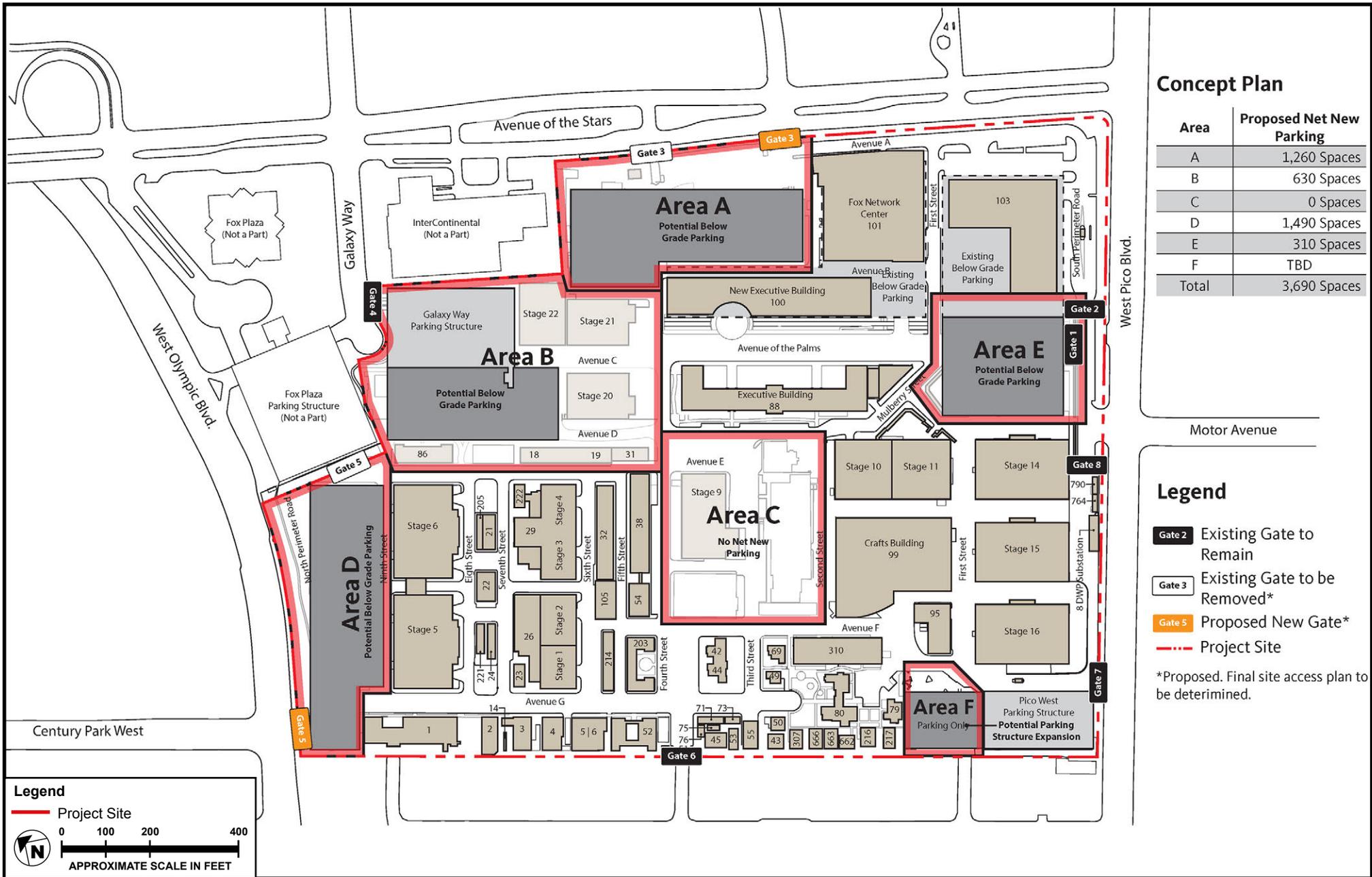
All building renovation, reconstruction or replacement activity within the areas designated Existing Studio would be maintained at the current building setbacks and building heights. Exceptions to those circumstances may occur only to address City initiated seismic retrofit requirements or to address fire or life safety issues initiated by an Order to Comply issued by the Department of Building & Safety.

5. Access

The Project would enhance pedestrian, bicycle, and vehicular access to the Project Site and modify the gateways to the Project Site to better distribute traffic.

a. Vehicular Access

Vehicle access to the Project Site currently occurs at six access points as shown in **Figure IS-6, Proposed Vehicular Access and Parking**. The main entrance, located at Pico Boulevard and Motor Avenue provides



SOURCE: Gensler - Nov 2015

FIGURE IS-6

access to Gates 1, 2, and 8. The primary service entrance is located to the west, and provides access to the Pico West Parking Structure via Gate 7. Secondary entrances are located along Avenue of the Stars and Galaxy Way. Gate 3, located along Avenue of the Stars at Empyrean Way, provides access to the Child Development Center and the eastern area of the Project Site. Gate 4, located on Galaxy Way, provides access to the Galaxy Parking Structure and the Project Site. Other access points that are limited in use are located at Gate 5, located within the Fox Plaza Parking Structure, and Gate 6, located at the end of Tennessee Avenue.

Under the Project, the existing vehicular access gateways at Pico Boulevard and Motor Avenue (providing access to Gates 1, 2, and 8), Galaxy Way (Gate 4), at Pico Boulevard near the westerly end of the Project Site (Gate 7), and limited access at Tennessee Avenue (Gate 6) would be maintained as they are under existing conditions.

As part of the Project, the existing vehicular access from Avenue of the Stars would be reconfigured as part of the development of Area A. The existing access at Avenue of the Stars and Empyrean Way (currently used for egress only) would be improved to provide for ingress and egress, provided that vehicles would be restricted from accessing the Project Site via Empyrean Way. The existing vehicular access adjacent to the existing Child Care Center (Gate 3, currently used for ingress only) would be removed. In addition, the existing vehicular access from Olympic Boulevard would be reconfigured as part of the development of Area D. Specifically, full vehicular ingress and egress, and right- and left-turn lanes at Olympic Boulevard and Century Park West would be developed (Proposed new Gate 5).

Within the Project Site, emergency access is provided by designated fire lanes. In general, the Project would maintain existing fire lanes; however, fire lanes within Development Areas may be altered or relocated subject to the approval of the City's Fire Department.

b. Bicycle, Pedestrian and Transit Access

Fox Studios is currently served by rapid bus service along Pico Boulevard that is operated by Santa Monica Municipal Bus Lines ("Big Blue Bus") and the Los Angeles County Metropolitan Transportation Authority ("Metro"). An extension of the Metro Expo Line light-rail, which would provide access to three new stations located within 2 miles of the Project Site, is currently under construction and is scheduled to begin service in 2016.¹³ The development of a Metro heavy-rail subway station in Century City is currently in the planning stages and estimated to open for service in 2026.¹⁴

13 Metro Expo Line, <https://www.metro.net/projects/exposition/>. The three stations are Palms, Westwood/Rancho Park, and Expo/Sepulveda, http://media.metro.net/projects_studies/exposition_phase2/images/factsheet_expophase2_2015-0127.pdf

14 Metro Purple Line Extension, Frequently Asked Questions, Question 4, <https://www.metro.net/projects/westside/>.

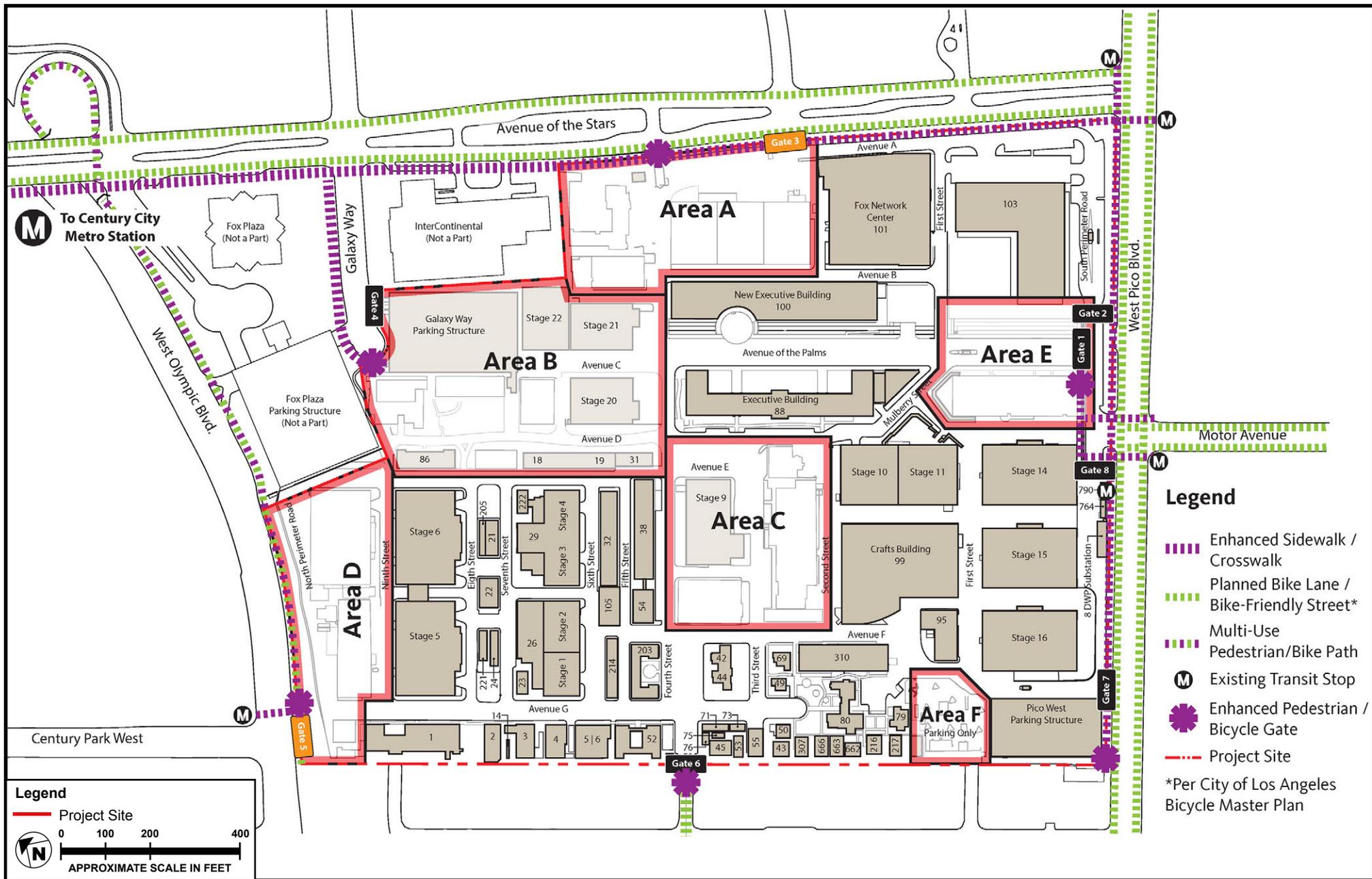
The Project would also enhance bicycle and pedestrian access to the Project Site and support the City of Los Angeles 2010 Bicycle Plan. Planned improvements adjacent to the Project Site, as shown in **Figure IS-7, Proposed Pedestrian and Bicycle Access**, include bicycle lanes on Avenue of the Stars and Pico Boulevard, and the City of Los Angeles designation of Tennessee Avenue as a “Bicycle Friendly Street.” The Project also includes enhanced bicycle/pedestrian gateways at Motor Avenue, Avenue of the Stars, and Tennessee Avenue that would connect to these planned bicycle routes. Bicycle and pedestrian access to the Project Site would be provided at the following locations which are at or near each vehicular entrance:

- Pico Boulevard and Motor Avenue entrance, near Gates 1, 2 and 8;
- Avenue of the Stars, north of the relocated Gate 3;
- Galaxy Way, west of Gate 4;
- Olympic Boulevard and Century Park West at the new Gate 5;
- Tennessee Avenue, at Gate 6; and
- Pico Boulevard, adjacent to the Pico West Garage, west of Gate 7.

In addition to the bicycle improvements described above, the Project would also provide sidewalk and crosswalk improvements that would provide enhanced pedestrian connections to existing bus stops along Pico Boulevard; a proposed pedestrian promenade along Avenue of the Stars, as described further below, would provide access to the planned Century City Metro station to be built at Avenue of the Stars and Constellation Boulevard.

6. Project Interface with the Public Realm

An additional focus of the Project’s design is the Project Site’s interface with the public realm along Pico Boulevard, Avenue of the Stars, and Olympic Boulevard. The design for these interfaces incorporates the following design concepts:



- Legend**
- Enhanced Sidewalk / Crosswalk
 - Planned Bike Lane / Bike-Friendly Street*
 - Multi-Use Pedestrian/Bike Path
 - Existing Transit Stop
 - Enhanced Pedestrian / Bicycle Gate
 - Project Site
- *Per City of Los Angeles Bicycle Master Plan

Legend

- Project Site

0 100 200 400
APPROXIMATE SCALE IN FEET

SOURCE: Gensler - Nov 2015

FIGURE IS-7

- Pico Boulevard / “Main Gateway”: The Fox Studios Master Plan would generally maintain the existing character of the Project Site along Pico Boulevard. The existing historic stages (Stages 14, 15, and 16), which are a visible feature of the studio frontage, would be preserved. The existing Gate 1, located at Pico Boulevard and Motor Avenue, would remain the main access point to Fox Studios. The existing gateway signage and landscaping would be enhanced by the potential replacement of existing Building 89 with a new landmark entry building, which may include a structural bridge element connecting to existing Building 103 on the east side of Avenue of the Palms, creating a visual gateway marking the studio entrance. (See **Figure IS-3** for the location of these buildings.)
- Avenue of the Stars / “Century City Gateway”: The Fox Studios Master Plan would also generally maintain the existing character of Avenue of the Stars between Pico Boulevard and Empyrean Way. The existing building setbacks and landscaping that give this block a more residential character would be preserved. Potential new development on the Project Site along Avenue of the Stars north of Empyrean Way would reflect the more urban character of Century City. The Project, as part of these improvements, would create a primary entrance for pedestrians on Avenue of the Stars that is easily accessible from the future Century City Metro station, which will be located at Avenue of the Stars and Constellation Boulevard and is scheduled to open in 2026.¹⁵ From the Project’s access point along Avenue of the Stars, pedestrians would have as direct a path as possible to the station to encourage public transit use. Studio buildings along this block include secured grade-level entrances from the public right-of-way for pedestrians to further encourage walkability. The design of building facades along this block would reinforce visual interest along the street with the design of architectural elements and features, enhanced materials, fenestration, planting, lighting, and signage that would contribute to a more pedestrian-friendly streetscape. Additionally, to the extent possible, development along this block would use the building wall for security between the structure and the street, eliminating the need for fences at the street.
- Olympic Boulevard / “Century Park Gateway”: In general, the design of the Project frontage along Olympic Boulevard would create a landscape buffer along the corridor, with potential new development set back from the street. A new vehicular and pedestrian gateway would be developed at Olympic Boulevard and Century Park West to provide access to the Project Site, providing direct entry into a proposed new parking structure from a major arterial.

7. Parking

The existing Century City South Specific Plan and the 1993 Development Agreement permitted up to 4,500 parking spaces to be developed on the Project Site. Currently, Fox Studios has developed 4,286 parking spaces on the Project Site, which leaves 214 potential parking spaces available to be developed.

Existing surface parking spaces under the Project are anticipated to be removed as new buildings or landscaped areas are developed. Existing parking spaces that are removed would be replaced with an

¹⁵ Metro Purple Line Extension, Frequently Asked Questions, Question 4, <https://www.metro.net/projects/westside/>.

equal number of new surface parking spaces or new structured parking spaces. Replacement parking spaces would not be counted as net new parking spaces and may be developed in any Development Area.

At Project buildout a total of up to 8,298 parking spaces would be available on the Project Site and would be managed on a site-wide basis (i.e., the parking that supports a building may not be located entirely below the building). Included in this total are 4,500 currently entitled parking spaces, up to 3,298 net new parking spaces to support the Proposed Project, and 500 parking spaces for production vehicles¹⁶ that currently operate at the Project Site.¹⁷ The 8,298 parking spaces includes parking allowed under existing entitlements and proposed new parking to serve proposed new building development. Designated areas for handicapped-accessible parking, carpool parking, and electric or zero-emissions vehicles would be integrated into the on-site parking areas. In general, new parking would be provided in below-grade structures located underneath proposed new buildings within Development Areas A–E. Parking within Development Area F would expand the parking supply provided within the existing Pico West Parking Structure. No net new parking is proposed within Development Area C.

Proposed locations for the parking to be developed as part of the Project are shown in **Figure IS-6**.

8. Streetscape / Landscaping

The proposed Fox Studios Master Plan also provides for the enhancement of the public realm via a variety of streetscape and landscaping improvements. Specifically, along Avenue of the Stars north of Empyrean Way, the Project would create an enhanced pedestrian promenade that may include sidewalk improvements and enhanced landscaping. The streetscape design for this area would incorporate closely planted shade street trees as well as elements that enhance pedestrian comfort and encourage bicyclists, such as benches, pedestrian information kiosks, bicycle racks, bus shelters, and pedestrian lighting. Along this block, new buildings would be located at the required setback to create a strong street wall, while landscape elements within the required setback, such as planting, seating, or water features, would aesthetically enhance the views from the street.

Additional improvements are also proposed along the south side of Olympic Boulevard at the Project Site's northern boundary. At this location, the Project would enhance the existing landscaping and integrate it with new landscaping located within the required setback area. A publically-accessible multi-use

16 Production vehicles include trucks or tractor-trailers used to transport production equipment and/or support facilities typically used in location filming outside the Project Site. Material transport vehicles and production support vehicles used in conjunction with soundstages or on-site filming are also classified as production vehicles. These production vehicle parking spaces currently exist on the Project Site and therefore, are part of the Project baseline. The 500 production vehicle parking spaces are included in the parking space totals in order for these parking spaces to be incorporated into the provisions of the proposed Specific Plan Amendment.

17 The 500 parking spaces for production vehicles that currently operate at the Project Site are not part of the parking supply regulated by the Century City South Specific Plan.

pedestrian and bicycle path, as shown in figure IS-7, would also be provided along this frontage. This path would connect to the planned bicycle lanes and sidewalk enhancements on Avenue of the Stars, which connect to the planned Century City Metro station. The path would serve Studio employees traveling between the Metro station and Gate 5 and would also be available to pedestrians and bicyclists traveling between the neighborhoods west of the Project Site and the Metro station.

The Project's landscaping plan would include trees and shrubs that would buffer views of the Project Site from Olympic Boulevard and from the Century Woods residential area to the north. To the extent possible, existing mature trees would be preserved. In general, the existing grade would be maintained, and the visual impact of any structurally necessary retaining walls would be minimized through the use of appropriate materials and landscaping.

In addition, the Project would incorporate a water-efficient landscape design, including the use of native or drought-tolerant plantings and smart irrigation systems.

9. Signage

The Project would continue to comply with the signage regulations set forth in the Century City South Specific Plan and the City of Los Angeles Municipal Code, including the following:

- Signs, including billboard-type signs, that are related to the Studio Use of the Project Site would be permitted on the Olympic and Pico Boulevard sides of the Project Site; and
- Identification signs, defined as wall signs that are limited to a company logo, generic type of business, or the name of a business or building, and informational signs related to the Studio Use of the Project Site would be permitted.

10. Lighting

The Project would provide adequate lighting levels as required by applicable safety codes and to light the pedestrian paths. Proposed Project lighting would avoid uneven light distribution, harsh shadows, and light spillage. This would be achieved by the Project continuing to comply with the lighting regulations set forth in the Century City South Specific Plan and the City of Los Angeles Municipal Code, including the following:

- A lighting plan for each new building would be prepared to ensure that on-site exterior lighting does not shed more than three footcandles upon neighboring residences and hotel rooms;
- New outdoor lighting at the perimeter of the Project Site, other than for signs or billboards along Pico Boulevard, would be limited to that required for safety, security, highlighting and landscaping; and

- Parking structures adjacent to and facing the perimeter of the Project Site would be designed to shield public areas and/or adjacent structures on abutting properties from direct glare of automobile headlights.

11. Sustainability Program

Energy efficiency and water conservation strategies would be considered in the design, construction, and operation of facilities with specific strategies developed during the design process for future development projects. Sustainability measures to be integrated into the Project include the following:

- **Sustainable Transportation:** Enhanced pedestrian, bicycle, and transit connections would provide alternatives to the use of cars for commuting as well as for accessing off-site services during the day, thereby reducing vehicle miles traveled and greenhouse gas emissions. Bicycles, carpools, and electric vehicles would be encouraged for commuters by the provision of bicycle parking and preferred parking for carpools and electric or zero-emission vehicles.
- **Sustainable Water Management:** The Project would also implement measures to reduce water use and provide sustainable storm-water management, such as the following:
 - Utilizing permeable paving where possible;
 - Considering green roofs for new buildings to reduce the amount of runoff into the stormwater and sewer system;
 - Utilizing native and drought-tolerant plants and efficient irrigation systems to conserve on-site water consumption; and
 - Installing water-efficient fixtures in all new buildings and, where possible, installing sub-meters to track water use trends.
- **Sustainable Building Design:** The Project would incorporate sustainable building design concepts, including passive strategies, such as shading devices, to reduce the need for cooling. In addition, operable windows for natural ventilation may also be used to reduce the need for heating or cooling. Additional sustainable building design features may also include heating, ventilating, and air conditioning (HVAC) systems that would consider capital costs, operational costs, and efficiencies to achieve energy efficiency; and opportunities for energy generation, such as the installation of solar photovoltaic systems, in the design of new buildings.

- **Renewable, Recycled, and Sustainable Materials:** Renewable, salvaged, and recycled materials and locally-sourced, processed, or manufactured materials would be given preference for new buildings. In addition, locally extracted, processed, or manufactured materials would also be preferred for new buildings. Further, materials with low levels of volatile organic compounds (VOCs) and those that are low emitting would be used where possible to protect indoor environmental quality.

12. Conceptual Plan

The Conceptual Plan, as shown in **Figure IS-8, Conceptual Plan**, is an illustration of how development located within the Project Site may occur and represents a reasonable scenario of how buildout of the Project Site may appear based on current market conditions and existing and planned primary uses. The Conceptual Plan represents just one of the possible ways the Project Site may be developed. Actual development would be defined by market conditions at the time individual buildings are developed and would be governed by the requirements of the proposed amendments to the Century City South Specific Plan and not the Conceptual Plan.

13. Proposed Construction Schedule and Phasing

The Proposed Project would be developed in a number of phases. The Applicant anticipates that construction of the Proposed Project would conclude by 2035. The timing of actual development would be in response to market conditions.

Construction activities would include demolition of existing uses, grading and excavation, and construction of new structures and related infrastructure. As part of the Proposed Project, a construction traffic management plan would be implemented during construction to ensure that adequate and safe access and parking remains available within the Project Site during construction activities. The construction traffic management plan would include street closure information, detour plans, haul routes, and staging plans as required by the City. The construction traffic management plan would be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site.



SOURCE: Gensler - Nov 2015

FIGURE IS-8

F. PERMITS AND APPROVALS

Permits and approvals required from the City of Los Angeles, as the Lead Agency under the California Environmental Quality Act (CEQA), for development of the Project are anticipated to include but are not limited to the following:

- Amendment to the Century City South Specific Plan
- Specific Plan Project Permit
- Zone Change to reflect the proposed Century City South Specific Plan amendment
- Conditional Use Permit (CUP) for the On-Site Sale and Consumption of Alcoholic Beverages¹⁸
- Development Agreement
- Haul Route Approval
- All other discretionary and ministerial permits deemed necessary to implement the Project

¹⁸ The proposed CUP would allow one new future food service outlet in each of Development Areas A, B, C and D (four total), which would sell alcohol. The Applicant would also have the ability to sell alcohol in conjunction with special events at other venues throughout the Project Site.

3.0 EXPLANATION OF INITIAL STUDY CHECKLIST DETERMINATIONS

3.1 AESTHETICS

Would the project:

a. Have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. A significant impact could occur if a project were to introduce incompatible visual elements within a field of view containing a scenic vista or substantially block views of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest).

The Project Site is located within Century City, an urban district of the City of Los Angeles. Views near the Project Site are largely constrained by adjacent structures. The Project Site is within the field of view of distant scenic vistas that encompass the Century City skyline. As described in Section A, Project Description to the Initial Study, the Project would be developed in accordance with proposed height zones as shown in **Figure IS-5, Proposed Building Height**. Under these height zones, building heights would range from 300 to 775 feet above mean sea level (amsl) with corresponding building heights that range up to 475 feet in height. Because the Project and its heights would modify on-site conditions, scenic vistas within the Project area may be affected by the Project. Furthermore, The EIR analysis will include (1) an identification and description of the valued view resources present in the area; (2) an identification of vantage points that have access to the identified valued view resources; (3) an analysis of changes attributable to Project development; and (4) an analysis of the Project's potential to block or otherwise remove views of the identified view resources. Therefore, further analysis of this issue in an Environmental Impact Report (EIR) is required.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state designated scenic highway?

Potentially Significant Impact. A significant impact could occur if scenic resources within a state-designated scenic highway were to be damaged and/or removed by development of a project.

The Proposed Project would result in the removal of some existing structures on the Project Site. Project development may result in the demolition of some existing buildings and the construction of new buildings, some aspects of which may affect potentially historic resources that may be present within the Project Site, including those identified in the 1993 Preservation Plan. However, the existing structures on

the Project Site are not themselves scenic resources. There are no state scenic highways in the Project vicinity. The Arroyo Seco Historic Parkway segment of State Route 110, approximately 10 miles east of the Project Site, is the closest state scenic highway.¹⁹ Therefore, no impacts to state scenic highways would occur.

The Project would introduce new visual elements that would be visible from the surrounding area, including along Avenue of the Stars, which is designated as a scenic highway by the City of Los Angeles due to its visual character.²⁰ As such, aesthetic issues pertaining to the interface of proposed on-site and off-site uses with the aesthetic character found along Avenue of the Stars will be evaluated in the EIR.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. Based on the L.A. CEQA Thresholds Guide, a significant impact could occur if a project were to introduce incompatible visual elements on the project site or visual elements that would be incompatible with the character of the area surrounding the project site.

Proposed development within the six development areas identified in the Project Description (see **Figure IS-4, Proposed Development Areas**) would occur in context of existing development. Project development would include the removal of several existing buildings, and the development of new buildings, parking, landscaping, and signage within the Project Site. The Project would also introduce new visual elements that would be visible from the surrounding area, including along Avenue of the Stars, which is designated as a scenic highway by the City of Los Angeles due to its visual character.²¹ Therefore, the potential for the Project to result in a change to the visual character of the Project Site and its surroundings will be evaluated in the EIR. The EIR analysis will include (1) a description of the visual character of the Project Site, as viewed from off-site locations under existing and proposed conditions; (2) an analysis of potential impacts to the area's visual character; and (3) an evaluation of Project consistency with relevant policies set forth in applicable City planning documents (e.g., City General Plan, West Los Angeles Community Plan, Century City South Specific Plan, etc.).

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

19 California Scenic Highway Mapping System, California Department of Transportation, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/main.htm

20 City of Los Angeles, Department of City Planning, Mobility Plan 2035: An Element of the General Plan, Appendix B: Inventory of Designated Scenic Highways and Guidelines (December, 2015).

21 City of Los Angeles, Department of City Planning, Mobility Plan 2035: An Element of the General Plan, Appendix B: Inventory of Designated Scenic Highways and Guidelines (December, 2015).

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Impact. A significant impact could occur if a project were to introduce new sources of light or glare on or from the project site that would be incompatible with the surrounding area or that pose a safety hazard to motorists utilizing adjacent streets or freeways. Based on the L.A. CEQA Thresholds Guide, the determination of whether the project results in a significant nighttime illumination impact shall be made considering the following factors: (a) the change in ambient illumination levels as a result of project sources; and (b) the extent to which project lighting would spill off the project site and affect adjacent light-sensitive areas. The Project would lead to new development that would include new sources of light, glare, and shade.

Light/Glare

The Project Site is located within a highly urbanized area, characterized by medium to high ambient nighttime artificial light and glare levels. The Project would involve the construction of new structures featuring interior and exterior lighting that could increase ambient nighttime light levels. In terms of the adjacent land uses, the residences are considered light sensitive because they are typically occupied by persons who are subject to disturbance by bright light sources during evening hours. The EIR analysis will include (1) a description of the City regulatory environment as it relates to artificial light; (2) a description of the existing lighting conditions within the Project Site and within the areas immediately surrounding the Project Site; (3) identification of light-sensitive uses in the surrounding area; (4) a description of the Project's artificial light sources; and (5) an analysis of the potential for the Project to adversely affect nighttime views in the area as well as adjacent light-sensitive areas.

The Project would introduce new buildings that would also have the potential to reflect sunlight from windows and building surfaces, thereby generating daytime glare. The Project also has the potential to generate daytime glare from reflected sunlight and nighttime glare from vehicle movement, as well as from aesthetic and security lighting. The EIR analysis will include (1) a description of existing on-site and off-site daytime and nighttime glare conditions; (2) an identification of glare-sensitive uses; (3) a description of potential new glare sources that may be introduced as part of Project development; and (4) an assessment of the potential impacts of future on-site glare sources on the identified glare-sensitive uses or on the potential for glare to interfere with both daytime views in the area and the performance of off-site activities, such as safe operation of a motor vehicle.

Shade/Shadow

The existing buildings on-site range from 1 to 4 stories in height. As described in the Project Description, the Project would introduce new buildings that would have the potential to cast shadows on adjacent shade-sensitive uses.²² Heights of all new buildings within the Project Site would be regulated by six Height Zones as shown in **Figure IS-5**. These six proposed Height Zones would allow building heights up to elevations that range from 300 to 775 feet amsl, corresponding to building heights that range up to 475 feet in height above existing grade. Therefore, building heights within the Project have the potential to shade off-site sensitive uses, and potential shade/shadow impacts will be evaluated in the EIR. The EIR analysis will include (1) an identification of shadow-sensitive uses in the surrounding adjacent area; (2) an analysis of the maximum amount of additional shading that could be caused by the allowable mass and height of the Project's structures for the morning, mid-day, and afternoon periods during the summer and winter solstices and the spring/fall equinox; (3) an identification of shadow-sensitive uses that would be shaded by the Project; and (4) a description of the duration of Project-related shading on any shadow-sensitive uses.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

22 A shade-sensitive use includes routinely useable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors.

3.2 AGRICULTURE AND FORESTRY RESOURCES

Would the project:

- a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

No Impact. The Project site is located within a developed and heavily urbanized area. In addition, no agricultural or other related activities currently occur on the Project Site or within the Project vicinity. The California Department of Conservation Farmland Mapping and Monitoring Program does not identify the Project Site or its surroundings as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, or Grazing Farmland.²³ As such, no impacts would occur. Further analysis of this issue in the EIR is not required.

Mitigation Measures: No mitigation measures are necessary.

- b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?**

No Impact. No farmland or agricultural activity exists on or near the Project Site. The Project Site is not zoned for agricultural use, nor is it subject to a Williamson Act contract.²⁴ The Project Site is zoned for studio and office uses pursuant to the Century City South Specific Plan. Therefore, the Project would not conflict with agricultural zoning or a Williamson Act contract. No impacts would occur. Further analysis of this issue in the EIR is not required.

Mitigation Measures: No mitigation measures are necessary.

- c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?**

No Impact. The Project Site is currently zoned [Q]CCS-O and is not designated or zoned for forestland or timberland. The Project Site is developed with urban land uses that do not meet the Public Resource Code definitions of forestland or timberland. No impacts would occur. Further analysis of this issue in the EIR is not required.

23 California Department of Conservation, Division of Land Resource Protection, "Los Angeles County Important Farmland" (2012). <http://www.conservation.ca.gov/dlrp/fmmp>

24 California Department of Conservation, Division of Land Resource Protection, "The Land Conservation (Williamson) Act" (2013). <http://www.conservation.ca.gov/dlrp/lca>

Mitigation Measures: No mitigation measures are necessary.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As previously discussed, the Project Site is not used, designated, or zoned for forestland or forest use. The Project Site is located in an urbanized area of the City of Los Angeles. No impacts would occur. Further analysis of this issue in the EIR is not required.

Mitigation Measures: No mitigation measures are necessary.

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As previously discussed, the Project Site and surrounding areas do not contain any farmland or forestland. No impacts would occur. Further analysis of this issue is not required.

Mitigation Measures: No mitigation measures are necessary.

3.3 AIR QUALITY

Would the project:

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

Potentially Significant Impact. Based on the L.A. CEQA Thresholds Guide, a significant air quality impact could occur if a project were not consistent with the applicable Air Quality Management Plan (AQMP) or were in some way to hinder employing the policies or obtaining the goals of that plan.

The Project Site is located within the South Coast Air Basin and therefore is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The South Coast Air Basin is currently classified as in nonattainment for ozone (O₃), particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}). As such, the Project would be subject to the SCAQMD AQMP. The AQMP, adopted by the SCAQMD Governing Board on December 7, 2012, contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG). As the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties, SCAG addresses regional issues relating to transportation, the economy, community development, and the environment. SCAG has prepared the 2012 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS), which provides population, housing, and employment projections for cities under its jurisdiction. The growth projections in the RTP/SCS are based on projections originating under county and city General Plans. The RTP/SCS growth projections are utilized in the preparation of the air quality forecasts and consistency analysis included in the SCAQMD's AQMP. Construction and operation of the Project may result in an increase in stationary and mobile source air emissions. The Project could, therefore, have an adverse effect on the SCAQMD's implementation of the AQMP. Therefore, further analysis of this issue in the EIR is required. The EIR analysis will include (1) an evaluation of the Project's consistency with the SCAQMD's AQMP, in accordance with the procedures established in the SCAQMD's CEQA Air Quality Handbook; and (2) an assessment of Project consistency with the applicable policies of the City's General Plan Air Quality Element, as well as other General Plan policies addressing air quality issues.

The Los Angeles County Metropolitan Transportation Authority (Metro) administers the Congestion Management Program (CMP), a State-mandated program designed to address the impacts urban congestion has on local communities and the region as a whole. Implementation of the Project could generate additional vehicle trips, and as such, could have an adverse effect on the Metro's implementation of the CMP. Further analysis in the EIR is required. See Section 3.16(b), Transportation/Traffic for additional information regarding the CMP.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. Based on the L.A. CEQA Thresholds Guide, a project could have a significant impact if project-related emissions were to exceed federal, State, or regional standards or thresholds, or if project-related emissions were to substantially contribute to an existing or projected air quality violation.

The Project would generate air pollutant emissions during construction and operation. Construction activities would generate air emissions that have the potential to exceed SCAQMD emissions thresholds during construction. It should be noted that the majority of Project construction would occur internal to the 53-acre Project Site, which would reduce the potential for on-site construction to affect off-site uses. Further analysis will be conducted and detailed in the EIR. The EIR analysis will (1) describe the regulatory environment as it relates to air quality; (2) develop the Project's daily regional construction emissions inventory using the mobile-source, fugitive dust, combustion, and VOC emissions factors derived from the SCAQMD-recommended CalEEMod model; (3) identify sensitive receptors in the Project area that may be impacted by Project construction, including off-site hauling activities; (4) identify maximum impacts to sensitive receptors from the Project's daily construction emissions using the SCAQMD's localized significance thresholds (LSTs) methodology; and (5) analyze the potential for emissions of air toxics during construction and their resultant potential impacts.

Operational emissions would primarily be generated by motor vehicles traveling to and from the Project Site, as well as from energy consumption and on-site activities associated with studio operations. These emissions have the potential to exceed SCAQMD emission thresholds. Further analysis will be conducted and detailed in the EIR. The EIR analysis will include (1) a forecast of daily regional emissions from mobile and stationary sources that would occur during long-term Project operations; and (2) an evaluation of localized pollutant concentrations. The analyses will address criteria pollutants (i.e., pollutants for which ambient air quality standards have been established).

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality

standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. Based on the L.A. CEQA Thresholds Guide, a significant impact could occur if a project were to add a cumulatively considerable contribution to federal or State nonattainment pollutants. With respect to determining the significance of the project's contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple concurrent projects. The SCAQMD's approach for assessing cumulative impacts is based on the attainment of ambient air quality standards, in accordance with the requirements of the federal and State Clean Air Acts. The Project, as described above, may result in increases in air emissions from construction and operations occurring in the South Coast Air Basin, which, as noted previously, is currently in nonattainment of federal and State air quality standards for O₃, PM₁₀, and PM_{2.5}. Therefore, implementation of the Project could potentially contribute to air quality impacts, which when combined with other existing and future emissions sources in the area could cause a cumulative impact. Thus, further analysis of this issue in the EIR is required. The EIR's cumulative air quality analysis will be conducted in accordance with the procedures established by the SCAQMD and will address the degree to which the Project would or would not result in a cumulatively considerable net increase of any criteria pollutant, including those for which the South Coast Air Basin is classified as nonattainment under an applicable federal or State ambient air quality standard.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

d. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Project construction activities and operations, as described above, may increase concentrations of air pollutants above current levels in the vicinity of the Project Site. The City of Los Angeles requires that exposure of sensitive receptors to air pollutant concentrations resulting from project implementation be evaluated. Sensitive receptors are defined as schools, residential homes, hospitals, resident care facilities, daycare centers, or other facilities that may house individuals with health conditions who would be adversely impacted by changes in air quality. Existing sensitive receptors in the Project area include residences, recreational facilities, and schools. As with the evaluation of construction and long-term operational emissions noted above, further analysis of potential impacts on sensitive receptors will be conducted in the EIR.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

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

Less than Significant Impact. A significant impact would occur if objectionable odors are generated that would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as in sewage treatment facilities and landfills.

Construction of the Project would involve motorized equipment and finishes, such as paints, that produce odors. However, the odors created would be typical of construction activities conducted within the City and would be temporary in duration and limited in extent such that they would not adversely affect a substantial number of people. Furthermore, the majority of Project construction would occur internal to the 53-acre Project Site, which would reduce the potential for on-site construction to affect off-site uses.

According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Proposed Project would not involve these types of uses. Project operations would involve the development of creative office, specialty, stage, facility support, and utility support uses. These uses are not typically associated with odor-producing activities. In addition, operation of the Project, which may include new food services, does not involve any odor-producing activities that would be substantially different from current usage of the site. Therefore, potential operational odor impacts would be less than significant. Further analysis of this issue is not required.

Mitigation Measures: No mitigation measures are necessary.

3.4 BIOLOGICAL RESOURCES

Would the project:

- a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***

Less than Significant Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a project could have a significant impact on biological resources if it were to result in (a) the loss of individual, or the reduction of existing habitat of a State- or federal-listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or (c) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise or light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Project Site is located in a highly urbanized area and is currently developed with buildings, surface parking areas, and limited landscaping. Given the urbanized nature of the Project area and the fact that the Project Site has already been disturbed, the likelihood of the presence of any endangered or threatened species is remote. Furthermore, no candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS) are known to be present or have been identified on-site. Further analysis of this issue is not required.

Mitigation Measures: No mitigation measures are necessary.

- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***

No Impact. A project could have a significant impact if any riparian habitat or other sensitive natural community were located on or adjacent to the site.

As previously indicated, the Project Site is developed and located in an urbanized area. No riparian or other sensitive natural communities as identified in the City or regional plans or in regulations by the CDFW or USFWS are located on or adjacent to the Project Site. No watercourses are present within or adjacent to the Project Site that have the potential to support riparian vegetation. The Project Site is not

located in or adjacent to a Significant Ecological Area.²⁵ Therefore, implementation of the Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities. No impacts would occur. Further analysis of this issue is not required.

Mitigation Measures: No mitigation measures are necessary.

c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. A project could have a significant impact if any wetland or similar hydrological feature were located on or adjacent to the site.

As previously indicated, the Project Site is developed and located in an urbanized area. No wetlands or similar hydrological feature are located on or adjacent to the Project Site. There are no federally protected waters or wetlands, as defined by Section 404 of the Clean Water Act, on the Project Site or surrounding area. Therefore, implementation of the Project would not result in any adverse impacts to wetlands or similar hydrological feature as defined by Section 404 of the Clean Water Act. No impacts would occur. Further analysis of this issue is not required.

Mitigation Measures: No mitigation measures are necessary.

d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on biological resources if it could result in the interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species.

The Project Site, as described above, is located in an urbanized area that is currently developed with buildings, surface parking areas, and limited landscaping. There are no native resident, migratory fish, or wildlife species or established native resident or migratory wildlife corridors on site or within the Project area, nor would the Project impede any use of native wildlife nursery sites. Only wildlife commonly found in developed, urban areas are expected to be found within the Project Site. The Project would include the protection of 24 trees meeting the City's Protected Tree Ordinance, replace up to 12 protected tree

²⁵ County of Los Angeles, Department of Regional Planning, *General Plan*, Figure 9.3, Significant Ecological Areas and Coastal Resource Areas Policy Map (February 2015).

species if removed, and preserve and protect 543 ornamental trees. The Project would not substantially change the functionality of the site or impede the use of the site as a nursery or interfere with the movement of wildlife species given the highly urbanized nature of the Project Site, the retention of existing on-site trees, the replacement of removed trees pursuant to the City's Tree Ordinance, and the new trees planned as part of the Project's landscaping plan. Therefore, impacts would be less than significant. Further analysis of this issue is not required.

Mitigation Measures: No mitigation measures are necessary.

e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?

Potentially Significant Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a project-related, significant adverse effect could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance.²⁶

As outlined above, the Project Site is currently developed with studio and office uses. The limited vegetation on the Project Site mainly consists of mature ornamental landscaping. A tree survey of the Project Site was completed by Dudek in November, 2015 to identify whether there exists on the Project Site any protected trees as defined under Los Angeles Municipal Ordinance No. 177404 (native oaks, California black walnut, California bay, and California sycamore) and/or any significant trees. The survey found 942 nonnative ornamental trees (defined as having an 8-inch diameter or more at 4.5 feet above the natural grade) on the Project Site, primarily consisting of *Washingtonia robusta* and *Ficus microcarpa nitida*. The survey identified 24 protected trees, consisting of 3 coast live oaks and 21 California sycamores, on the Project Site. No heritage oaks occur on the Project Site. The Project would result in the potential removal of up to six protected California sycamore trees and 417 nonnative ornamental trees. The City's Protected Tree Ordinance prohibits the removal of any regulated protected tree without a permit, including "acts which inflict damage upon root systems or other parts of the tree," and requires that all regulated protected trees that are removed be replaced on at least a 2:1 basis with trees that are of a protected variety. The City also requires that a report be prepared by a tree expert discussing the subject tree(s), their preservation, effects of the proposed construction, and mitigation measures pursuant to the removal or replacement thereof. This report is provided as Appendix A to this Initial Study. Pursuant to the City's Protected Tree Ordinance, the six California sycamores would be replaced at a 2:1 ratio with 15

26 City of Los Angeles, Department of City Planning, Los Angeles Tree Ordinance (No. 177404), LAMC, sec. 12.21, 17.02, 17.05, 17.06, 17.51 and 17.52.

gallon protected tree species, and managed pursuant to the procedures recommended in the Tree Report (Appendix A to this Initial Study).

The Project would incorporate a landscaping plan that would include the planting of replacement trees as well as new shrubs and groundcover. In addition, any street trees removed during the construction of the Project would be replaced in accordance with the City of Los Angeles Landscape Ordinance.²⁷ Compliance with standard City of Los Angeles requirements would ensure the Project would not conflict with any local policies or ordinances regarding the protection of biological resources.

Non-protected trees would be managed pursuant to the guidelines established in the Tree Report (Appendix A to this Initial Study). Due to the number of trees that may be potentially removed, further analysis of this issue in the EIR is required.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. A significant impact would occur if a project were inconsistent with mapping or policies in any conservation plans of the types cited.

The Project Site is not located within any Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan area. No impacts would occur. Further analysis of this issue is not required.

Mitigation Measures: No mitigation measures are necessary.

27 City of Los Angeles, Landscape Ordinance, No. 170,978.

3.5 CULTURAL RESOURCES

Would the project:

a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Potentially Significant Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a significant impact could occur if a project were to cause a substantial adverse change in the significance of an historical resource.

The Project Site has been used as a studio for more than 80 years and has played an important role in the history of the film industry in Los Angeles. Several of the structures on site were constructed more than 50 years ago. The Historic Preservation Plan that was prepared for the Project Site found that the Project Site contains a distinctive configuration of buildings and structures that are significant for its association with the development of the motion picture industry in the United States and the concentration of the industry's production facilities in Southern California.²⁸ The Historic Preservation Plan identified fifty-eight (58) buildings as contributors to this potential historic district. Implementation of the Project may affect on-site historic resources that may warrant potential revisions to the site's existing Historic Preservation Plan. The Project proposes the demolition of some existing buildings and the construction of new buildings, some aspects of which may affect potentially historic resources that may be present within the Project Site. In accordance with Section 6.B.11, Historic Preservation, of the Century City South Specific Plan, the Applicant has begun implementation of the Historic Preservation Plan. The EIR analysis will evaluate all on-site structures and assess their potential for designation as historic resources, based upon criteria used by the National Register, the California Register of Historic Places, the City of Los Angeles Historic-Cultural Monuments and the survey methodology of the State Office of Historic Preservation. The EIR analysis will discuss the implementation of the Historic Preservation Plan to date and assess the effects of the Project's development on the on-site resources addressed by the Historic Preservation Plan. Any potential indirect off-site impacts to historic resources in the Project vicinity including, but not limited to, Avenue of the Stars or the Century Plaza Hotel, will also be evaluated.

Mitigation Measures: If impacts are found to be significant, mitigation measures will be described in the EIR.

²⁸ Fox Studio Preservation Plan, April 1994, Prepared by Historic Resources Group, EIR No. 90-0771-EIR, SCH No. 9001018.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA §15064.5?

Less than Significant Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a significant impact may occur if grading or excavation activities associated with the Project would disturb archaeological resources that presently exist within the Project Site.

The Project Site has already been subject to extensive disturbance due to construction of the existing Fox Studios multimedia entertainment campus, which includes underground parking located primarily in the southeastern portion of the Project Site. Given the extent of the previous disturbance to the underlying soil, any archaeological resources present on the Project Site have likely been disturbed due to previous grading activities. The improvements associated with the Project may require excavation and grading to a greater depth than previously excavated for the existing development on the Project Site.

A records search was conducted by the South Central Coastal Information Center (“SCCIC”) at California State University, Fullerton to identify previously recorded prehistoric and historic resources in the Project area (see SCCIC Records Search, November 2, 2015, Appendix B to this Initial Study). The records search indicates previously identified prehistoric and/or historic archaeological resources in the Project area (defined as a 1-mile radius from the Project Site), but no unique and/or important prehistoric and/or historic archaeological sites have been encountered on or within the vicinity of the Project Site. The 2015 records search did not identify resources that would change the conclusions reached in the 1991 EIR for the Project Site.²⁹

It is likely that given the level of excavation and disturbance on the Project Site, any archaeological resources which may have been present have been previously disturbed; however, it is conceivable that archaeological resources could be encountered based on the new depth of excavation. Pursuant to standard regulatory compliance, if additional archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the Proposed Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Section 21083.2(i) of the CEQA Statute provides that the lead agency may make provisions for

²⁹ City of Los Angeles, Environmental Impact Report for the Fox Studio Historic Preservation and Expansion Project, EIR No. 90-0771-EIR, SCH No. 9001018, December 1991, p. 383.

unanticipated discovery of potential archaeological resources. Therefore, with standard regulatory compliance, no further evaluation of this issue is recommended.

Mitigation Measures: No mitigation measures are required.

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a significant impact may occur if grading or excavation activities associated with the Project were to disturb paleontological resources or geologic features that presently exist within the site.

The proposed improvements associated with the Project would require some excavation and grading. Paleo Environmental Associates prepared a paleontological report for the project site on November 15, 1990.³⁰ This document is hereby incorporated by reference and summarized below.³¹ The Project Site has been previously disturbed and/or consists of fill that does not have a high probability of uncovering significant vertebrate fossil remains; thus, any paleontological resources that may have existed at one time at these levels have likely been previously disturbed. However, the fill is underlain by Late Pleistocene marine and nonmarine sedimentary rocks (older Quaternary) assigned to the Lakewood Formation, which has been assigned a High paleontological rating. Disturbance of these deposits would have the potential to impact significant paleontological resources.

A records search was conducted by the Vertebrate Paleontology Section at the Natural History Museum of Los Angeles to identify previously recorded vertebrate fossils in the Project area (see Paleontology Records Search, November 5, 2015, Appendix C to this Initial Study). No vertebrate fossil localities were identified to lie within the Project Site. Numerous localities have been discovered in the older Quaternary sediments in the Project vicinity. The 2015 records search did not identify resources that would change the conclusions reached in the 1991 EIR for the Project Site.

As outlined above, the Project Site has already been subject to extensive disturbance due to construction of the existing Fox Studios campus, which also includes underground parking at some locations within the Project Site. However, the improvements associated with the Project, particularly subterranean parking facilities, would require additional excavation and grading to a greater depth than previously excavated for the existing development on the Project Site.

30 Paleo Environmental Associates, Paleontological Resource Assessment Twentieth Century Fox Film Corporation Studio Renovation and Expansion Project, Los Angeles, California (November 15, 1990).

31 City of Los Angeles, Environmental Impact Report for the Fox Studio Historic Preservation and Expansion Project, EIR No. 90-0771-EIR, SCH No. 9001018, December 1991.

Pursuant to the City's standard regulatory compliance measure, if paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Given the level of disruption over time on the Project Site that any paleontological resources that may have been present have been previously disturbed, it is possible that significant vertebrate fossil remains could be encountered at the new depth of excavation. However, should paleontological materials be discovered during construction of the Project, with the standard regulatory compliance described above, potential impacts would be less than significant and no further evaluation of this topic is recommended.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a Project-related, significant adverse effect could occur if grading or excavation activities associated with the Proposed Project would disturb previously interred human remains.

Because the Project Site has been previously disturbed and developed, the presence of undisturbed human remains is unlikely. However, it is possible that unknown human remains could be discovered on the Project Site. Given the extent to which the Project Site has been previously disturbed and/or consists of fill materials, the potential for encountering human remains at the Project Site is considered low. Should human remains or related resources be discovered, such resources would be treated in accordance with applicable federal, State and local regulations and guidelines for disclosure, recovery, relocation and preservation, such as Sections 7050.5(b) and (c) of the State Health and Safety Code, as well as Public Resources Code Sections 5097.94(k) and (l) and 5097.98(a) and (b). With compliance with these standard regulatory measures, impacts would be less than significant. Further analysis of this issue is not required.

Mitigation Measures: No mitigation measures are required.

e. Cause a substantial adverse change in the significance of site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe that is listed or determined eligible for listing on the California register of historical

resources, listed on a local historical register, or otherwise determined by the lead agency to be a tribal cultural resource?

Potentially Significant Impact. Approved by Governor Brown on September 25, 2014, Assembly Bill 52 (AB 52) establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. Effective July 1, 2015, AB 52 applies to projects that file a Notice of Preparation or Notice of Negative Declaration/Mitigated Negative Declaration on or after July 1, 2015. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. In compliance with AB 52, the City will notify all applicable tribes who have requested to be notified and the Project will participate in any requested consultations. Further analysis of this topic will be provided in the EIR, as appropriate.

Mitigation Measures: If impacts are found to be significant, mitigation measures will be described in the EIR.

3.6 GEOLOGY AND SOILS

Would the project:

- a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Less than Significant Impact. The analysis of potential seismic impacts is based on the *Evaluation and Summary of Geotechnical and Seismic Hazards, Fox Studios Master Plan*, a technical report prepared by Geosyntec Consultants (November 3, 2015), which is included as Appendix D to this Initial Study.

Based the L.A. CEQA Thresholds Guide, a significant impact could occur if a project were to be located within a State-designated fault zone.

The Project Site is located in a seismically active region where active faults are present. Active and potentially active faults with surface expressions (fault traces) have been mapped adjacent to, within, and beneath the City of Los Angeles. Active faults are those that have, or are suspected to have, ruptured within the Holocene epoch - that is within the last 11,000 years. Potentially active faults are those that have showed evidence of surface displacement during Quaternary time – that is within the last 1.6 million years. There are several active faults in the Los Angeles metropolitan region that could affect on-site development. The most notable of these is the San Andreas Fault, which is located approximately 38 miles (55 kilometers) northwest of the Project Site, on the far side of the San Gabriel Mountains. Several other important active faults lie closer to and even within the populated area of greater Los Angeles. These include the Santa Monica, Hollywood, Verdugo, Elysian Park, Raymond, and Newport-Inglewood Faults.

The Project Site is not located within an Alquist-Priolo Fault Zone, and neither active nor potentially active faults cross the Project Site.³² Additionally, the Project Site is not included in a City of Los Angeles Fault Rupture Study Area.³³ The closest known active fault is the Inglewood Fault, located approximately 0.12 miles northeast of the Project Site. The Newport-Inglewood Fault Zone is composed of a series of “en echelon” faults and related folds, including the Inglewood, Potrero, Avalon-Compton, Cherry Hill, Northeast Flank and Reservoir Hill-Seal Beach Faults. This fault zone is not known to offset the gravel zone

32 City of Los Angeles, Department of City Planning, Parcel Profile Report derived from the Zone Info & Map Access System (ZIMAS).

33 City of Los Angeles, Department of City Planning, Safety Element of the Los Angeles City General Plan, (Adopted November 26, 1996), Exhibit A.

at the base of the Holocene deposits in Ballona Gap to the southwest. The closest potentially active fault is the Overland fault approximately 1.3 miles southwest of the Project Site.

Blind thrust fault zones affecting the Project Site include the Elysian Park Thrust, with the closest edge of the vertical surface projections located approximately 11 miles southeast of the Project Site. Other nearby blind thrust fault zones include the Compton-Los Alamitos Thrust located approximately 10 miles south of the Project Site and the Puente Hills Blind Thrust located near downtown Los Angeles.

As discussed previously, no active or potentially active faults are known to underlay and project toward the Project Site. Therefore, the fault rupture potential on site is considered very low. The Project would be constructed to meet California Building Code (CBC) design standards to withstand seismic activity and its potential adverse effects. Project development would also be required to adhere to the seismic safety requirements contained in the Los Angeles Building Code (LAMC, Chapter IX, Article 1). The Los Angeles Building Code incorporates by reference the CBC, with City amendments for additional requirements. The Los Angeles Department of Building and Safety (LADBS) is responsible for implementing the provisions of the Los Angeles Building Code, and the Project would be subject to standard LADBS review and permitting requirements. Thus, impacts to fault rupture would be less than significant. As no significant impacts would occur, no mitigation measures or further analysis is required.

Mitigation Measures: No mitigation measures are necessary.

ii. Strong seismic ground shaking?

Less than Significant Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground-shaking hazards that are greater than the average risk associated with other locations in Southern California.

Southern California is a seismically active region. As noted above, the Inglewood and Santa Monica Fault Zones are located near the Project Site. Thus, the location of the Project Site within a seismically active area could expose people or structures to strong seismic ground shaking, similar to conditions present throughout southern California. Intensity of ground shaking at a given location depends primarily upon earthquake magnitude, site distance from the source, and site response (soil type) characteristics. As mentioned above, the Project would be constructed to meet CBC and City of Los Angeles Building Code requirements to withstand strong seismic ground shaking and its adverse impacts. Thus, seismic impacts on the Project would be less than significant and further analysis of this issue is not required.

Mitigation Measures: No mitigation measures are necessary.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Liquefaction is the loss of soil strength or stiffness due to buildup of pore-water pressure during severe ground shaking. Liquefaction is associated primarily with loose (low-density), saturated, fine- to medium-grain, cohesionless soils. Based on the criteria established in the L.A. CEQA Thresholds Guide, a significant impact may occur if a project site were to be located within a liquefaction zone.

The Beverly Hills Quadrangle of the State Earthquake Fault Zones map,³⁴ does not identify the Project Site as within a seismic hazard zone for liquefaction. Additionally, the Project Site is not located in an area susceptible to liquefaction as mapped by the City.³⁵ Historic water level information indicates that groundwater levels at the Project Site are estimated to occur at a depth of approximately 30 to 40 feet below ground surface (bgs), with groundwater levels in the Project vicinity ranging between 25 feet to 45 feet bgs.³⁶ Therefore, based on a review of the regional geologic map and subsurface conditions reported in previous geotechnical investigations, and the absence of shallow groundwater, the Geotechnical Report (Appendix D to this Initial Study) concluded that the sediments underlying the Project Site are not prone to liquefaction. Furthermore, the Project would comply with applicable CBC and City of Los Angeles Building Code standards that address geotechnical hazards, including liquefaction, and impacts would be less than significant. Further analysis of this issue is not required.

Mitigation Measures: No mitigation measures are necessary.

iv. Landslides?

No Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. A project-related significant adverse effect could occur if a project were to be located in a hillside area with soil conditions that would suggest a high potential for sliding. The Project Site is characterized by a relatively flat topography with minimally sloping terrain. In addition, the Project Site is not located in a landslide area as mapped by the City of Los Angeles, or within an area identified as having potential for

34 State of California, Department of Conservation, Division of Mines and Geology, Seismic Hazard Zones Map, Beverly Hills Quadrangle, March 25, 1999. <http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>.

35 City of Los Angeles, Department of City Planning, Safety Element of the Los Angeles City General Plan (November 1996), Exhibit B: Areas Susceptible to Liquefaction in the City of Los Angeles, p. 49. City of Los Angeles Department of City Planning, Zoning Information and Map Access System (ZIMAS), <http://zimas.lacity.org>, accessed October 9, 2015.

36 Geosyntec Consultants, Evaluation and Summary of Geotechnical and Seismic Hazards, Fox Studios Master Plan, page 5, November 3, 2015, which is included as Appendix D to this Initial Study.

slope instability.³⁷ Based on the Beverly Hills Quadrangle of the State Earthquake Fault Zones map, the Project Site is not located within an Earthquake-Induced Landslide Zone. No impacts would occur. Further analysis of this issue in the EIR is not required.

Mitigation Measures: No mitigation measures are necessary.

b. Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. According to the L.A. CEQA Thresholds Guide, a project could have significant sedimentation or erosion impacts if it would (a) constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or (b) accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on site. In general, the Project Site is highly developed, with little or no exposed soil that would be susceptible to erosion. Construction of the Project would require grading, excavation for below-grade parking structures, and other construction activities that have the potential to disturb existing soils and expose soils to rainfall and wind. Erosion would be reduced by implementation of standard erosion controls imposed by the City of Los Angeles through grading and building permit regulations. As further detailed in Appendix D, Project subsurface soil conditions are characterized by recent (Holocene age) alluvium, underlain by variably thick, older alluvium deposits of late Pleistocene age underlain by marine and non-marine sediment deposits of the San Pedro Formation and the Fernando Formation.

While minor amounts of erosion and siltation could occur during grading, the potential for soil erosion during the ongoing operation of the Project is extremely low given (a) the predominantly level topography of the Project Site; and (b) the fact that the Project Site would be mostly covered by impervious surfaces, so little soil would be exposed. Nevertheless, grading activities would require grading permits from the Los Angeles Department of Building and Safety (LADBS) that include requirements and standards designed to limit potential impacts associated with erosion to acceptable levels. In addition, all on-site grading and site preparation would comply with the applicable provisions of Chapter IX, Division 70 of the Los Angeles Municipal Code (LAMC), which addresses grading, excavations, and fills. These regulations, among other provisions, require the application of best management practices (BMPs). Existing City regulations also require a local Storm Water Pollution Prevention Plan (SWPPP) and a Wet Weather Erosion Control Plan (WWECP) to be implemented for the development projects that would occur under the Project.

During operation of the Project, the potential for soil erosion to occur would be limited due to the generally level topography, the presence of on- and off-site drainage facilities, and the limited amount of

37 City of Los Angeles, Department of City Planning, Safety Element (November 1996), Exhibit C: Landslide Inventory & Hillside Areas in the City of Los Angeles, 51. City of Los Angeles Department of City Planning, ZIMAS, <http://zimas.lacity.org>, accessed October 9, 2015.

pervious surfaces. Given that the Project Site is largely covered with impervious surfaces, the Project would only result in a minor increase in the amount of impervious surface area on the Project Site. Standard Urban Stormwater Mitigation Plan (SUSMP) provisions that would assist in reducing on-site erosion would be implemented throughout the operational life of the Project. A SUSMP is a working plan that is systematically reviewed and revised to ensure that BMPs are functioning properly and are effective at treating runoff from the Project Site for the life of the Project. As such, impacts would be less than significant. Further analysis of this issue is not required.

Mitigation Measures: No mitigation measures are necessary.

- c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?***

Less than Significant Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a project would normally have a significant geologic hazard impact if it could cause or accelerate geologic hazards causing substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if a project were built in an unstable area without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property.

Southern California is a seismically active region, and the Project Site is located near the Santa Monica and Inglewood Faults. The Project would comply with applicable building codes and, as stated above in Sections 3.6.a.i and 3.6.b, applicable provisions of Chapter IX, Division 70 of the LAMC that address geotechnical hazards. As such, impacts would be less than significant. Further analysis of this issue is not required.

Mitigation Measures: No mitigation measures are necessary.

- d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?***

Less than Significant Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a project could have a significant impact if it would cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. For the purpose of this specific issue, a significant impact may occur if the Project is built on expansive soils without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property.

As previously discussed, the Project Site is underlain by Pleistocene age sediments that are generally dense silty sand and firm silty clay silts. As detailed in Appendix D of this Initial Study, the presence of potentially expansive clayey soil was not observed in previous explorations performed within the proximity of the Project Site. Given the underlying geologic conditions within the area, typically a sandy soil, expansive soils are not anticipated to be encountered within the Project Site. Construction of the Proposed Project would be required to comply with the CBC, and with applicable provisions of Chapter IX, Division 70 of the LAMC which include building foundation requirements appropriate to Project-site conditions. Moreover, in compliance with standard regulations, prior to the issuance of grading or building permits, the Applicant will be required to submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety for review and approval. The geotechnical report will assess potential consequences of any soil expansion and soil strength loss; provide an estimation of settlement, lateral movement, or reduction in foundation soil-bearing capacity; and discuss mitigation measures that may include building design consideration. Building design considerations will include but not be limited to ground stabilization; selection of appropriate foundation type and depths; selection of appropriate structural systems to accommodate anticipated displacements; or any combination of these measures. The Project will comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the Proposed Project, and as it may be subsequently amended or modified.

With compliance with this regulatory measure, impacts would be less than significant. Further analysis of this issue is not required.

Mitigation Measures: No mitigation measures are necessary.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The Project Site is located in a developed portion of the City of Los Angeles and is served by a wastewater collection, conveyance, and treatment system operated by the City of Los Angeles. No septic tanks or alternative disposal systems are proposed. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

3.7 GREENHOUSE GAS EMISSIONS

Would the project:

- a. *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

Potentially Significant Impact. The term “greenhouse gas (GHG) emissions” refers to a group of emissions that have the potential to trap heat in the atmosphere and consequently affect global climate conditions. The City of Los Angeles has not adopted specific Citywide significance thresholds for GHG impacts. Guidance on assessing potential GHG emission impacts is provided by Section 15064.4 of the CEQA Guidelines. As discussed in the CEQA Guidelines, a GHG impact determination may be based on a model or methodology to quantify greenhouse gas emissions resulting from a project, or a qualitative analysis or performance based standards. A lead agency should also consider the extent to which a project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting, the extent to which a Project complies with regulations or requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of GHG emissions, and whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.

Construction emissions represent an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. GHG emissions would also result from operation of the Proposed Project, which involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment, and generation of solid waste and wastewater. Further analysis of the potential for the Project to generate greenhouse gas emissions is required in the EIR.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

- b. *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

Potentially Significant Impact. State Assembly Bill 32 and the City of Los Angeles Green Building Ordinance have been adopted for the purpose of reducing GHG emissions. The project would have the potential to generate GHG emissions during construction and operation. As stated above, the potential GHG emissions will be discussed in the EIR. As such, the consistency of the Project with applicable plans and policies for reducing GHG emissions also will be evaluated in the EIR.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

3.8 HAZARDS AND HAZARDOUS MATERIALS

Would the project:

- a. ***Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

Potentially Significant Impact. Based on the City of Los Angeles CEQA Threshold Guide, the determination of significance shall be made on a case-by-case basis, considering the regulatory framework and the probable frequency and severity of consequences to people or property as a result of the transport, use, or disposal of hazardous materials.

The Project's construction activities are anticipated to use typical, although potentially hazardous, construction materials, including vehicle fuels, paints, mastics, solvents, and other acidic or alkaline solutions that would require special handling, transport, and disposal. During operation, the Project's stage and support uses would continue to require the storage of fuels and the use of workshop materials, such as petroleum-based oils, grease, adhesives, glues, compressed gases, paints, solvents, acids, finish strippers, and cleaning products. Office uses would generally store and use property maintenance products, such as commercial cleaning and landscape materials. Although all potentially hazardous materials would be used and stored in compliance with applicable federal, State, and local regulations, the potential for the accidental release of hazardous materials exists.

With regard to exposure to existing on-site hazards, the Project includes the demolition of approximately 353,400 square feet of existing uses, some of which have the potential to contain hazardous asbestos-containing materials and/or lead-based paints. Grading and excavation also has the potential to increase exposure to soils containing hazardous materials from prior uses, or from existing on-site underground storage tanks. In addition, the Project Site is located in a Methane Buffer Zone and the Cheviot Hill Oil Field as designated by the City.³⁸ Further analysis of this issue is required in the EIR.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

38 City of Los Angeles Department of City Planning, Zoning Information and Map Access System (ZIMAS), <http://zimas.lacity.org>, accessed October 9, 2015; and City of Los Angeles, Department of City Planning, Safety Element (November 1996), Exhibit E, Oil Field & Oil Drilling Areas in the City of Los Angeles, 55.

b. Create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?

Potentially Significant Impact. Based on the City of Los Angeles CEQA Threshold Guide, the determination of significance shall be made on a case-by-case basis, considering the regulatory framework and the probable frequency and severity of consequences to people or property as a result of upset or accident conditions.

As mentioned above, the Project's construction activities are anticipated to use typical, although potentially hazardous, construction materials, including vehicle fuels, paints, mastics, solvents, and other acidic or alkaline solutions that would require special handling, transport, and disposal. During operation, the Project's stage and support uses would continue to require the storage of fuels and the use of workshop materials, such as petroleum-based oils, grease, adhesives, glues, compressed gases, paints, solvents, acids, finish strippers, and cleaning products. Office uses would generally store and use property maintenance products, such as commercial cleaning and landscape materials. In addition, the Project includes the demolition of existing buildings, some of which have the potential to contain hazardous asbestos-containing materials and/or lead-based paints.

Currently, the Studio operates a HazMat Abatement Program. Primary hazards typically identified, managed or remediated during construction and remodel projects include asbestos containing materials, and lead, typically in the form of lead based paint. These physical materials, their management and remediation are regulated by several regulatory agencies, including Cal/OSHA, South Coast Air Quality Management District (SCAQMD), Cal EPA, the Department of Toxic Substances Control (DTSC) and the local Authority Having Jurisdiction (LAFD). Prior to construction or remodel activities, any suspect building materials that may contain the above noted hazardous materials are identified, either utilizing a pre-existing facility survey, or collected and analyzed by a State Certified Asbestos Consultant and State accredited laboratory. Materials identified as containing asbestos or lead that will, or may be potentially disturbed during the course of construction or remodeling are remediated by a 3rd party State accredited abatement company. All regulatory requirements, including notification to Cal/OSHA, SCAQMD and the Authority Having Jurisdiction, and all appropriate permits are obtained. Work only commences once all regulatory obligations are fulfilled. Any waste meeting the definition of hazardous waste generated by construction or remodel activities is disposed in accordance with EPA/DTSC hazardous waste regulations. All waste is manifested and sent via a 3rd party to an accredited Treatment, Storage and Disposal Facility (TSDF). Any ancillary hazardous materials discovered or generated during construction or remodel activities, such as paints, solvents, glues and adhesives are treated as hazardous waste and are manifested and disposed of via a state certified TSDF in compliance with the regulatory standards relating to

hazardous waste (RCRA, EPA, Cal/EPA, DTSC). In addition, Fox operates a Spill Prevention, Control and Countermeasure Plan (SPCC) and maintains a Certified Unified Program Agency (CUPA) document. The SPCC identifies sources of oil storage and uses, types of oil products used at the site, and existing containment structures used to prevent oil spills from existing sources. The CUPA document contains the following elements: certificate of financial responsibility, hazardous materials location/inventory, emergency response plan, and underground storage tank information. Four underground storage tanks and spray booths exist within the site.³⁹

Notwithstanding the above, the potential for upset or accident conditions involving these materials will be evaluated in the EIR.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Potentially Significant Impact. A significant adverse effect may occur if a project site is located within one-quarter mile of an existing or proposed school site, and considering the regulatory framework and the probable frequency and severity of consequences to people or property as a result of upset or accident conditions.

No existing or proposed public schools are within one-quarter mile of the Project Site. One private school, the Temple Isaiah Preschool and Kindergarten, located at 10345 Pico Boulevard, is within one-quarter mile of the Project Site. As stated above in Sections 3.8.a and 3.8.b, the use and presence of hazardous materials will be evaluated in the EIR.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less than Significant Impact. California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste. A significant impact may occur if a project site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses.

³⁹ Three underground storage tanks (USTs) are located near Building No. 101 and one UST is located near the Earth Station.

The Project Site is not located on a hazardous materials site(s) pursuant to Government Code Section 65962.5.⁴⁰ Further analysis of this issue is not required.

Mitigation Measures: No mitigation measures are necessary.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The nearest public airport is Santa Monica Municipal Airport, which is approximately 2.5 miles to the west. The Project Site is not within an airport land use plan nor is it within 2 miles of a public or public use airport.⁴¹ Therefore, no impact would occur. Further analysis of this issue is not required.

Mitigation Measures: No mitigation measures are necessary.

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the project area?

No Impact. The Project Site is not within the vicinity of a private airstrip. The nearest private airport is the Whiteman Airport in Pacoima, which is approximately 14 miles to the north. Therefore, no impact would occur. Further analysis of this issue is not required.

Mitigation Measures: No mitigation measures are necessary.

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Impact. A significant impact may occur if a project were to interfere with an emergency response plan or emergency evacuation plan.

Construction activities have the potential to impede public access or travel upon public rights-of-way, as well as to interfere with any adopted emergency response or evacuation plan. Olympic Boulevard is a Selected Disaster Route in the event of a major disaster or emergency.⁴² Furthermore, the Project has the

40 California Department of Toxic Substances Control, "EnviroStor," http://www.envirostor.dtsc.ca.gov/public/search.asp?cmd=search&reporttype=CORTESE&site_type=CSITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST, Accessed November 9, 2015.

41 County of Los Angeles Department of Regional Planning, Airports and Airport Influence Areas, June 2012; see http://planning.lacounty.gov/assets/upl/project/ALUC_Airports_June2012_rev2d.pdf.

42 City of Los Angeles, Department of City Planning, Safety Element (November 1996), Exhibit H, Critical Facilities & Lifeline Systems in the City of Los Angeles, 61.

potential to increase traffic in the vicinity of these routes (refer to 3.16.e) and as a result could potentially affect emergency response or evacuation. Therefore, this issue will be analyzed further in the EIR.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The Project Site is located in a developed, urbanized area. There are no wildlands within the vicinity of the Project Site. The Project Site is not within the City of Los Angeles Wildfire Hazard Area, as delineated in the Safety Element of the General Plan,⁴³ nor is it located in a Very High Fire Hazard Severity Zone (VHFHSZ).⁴⁴ Consequently, the Project would not expose people or structures to significant loss, injury, or death due to wildland fires. No impacts would occur. Further analysis of this issue is not required.

Mitigation Measures: No mitigation measures are necessary.

43 City of Los Angeles, Department of City Planning, Safety Element (November 1996), Exhibit D, Selected Wildfire Hazard Areas in the City of Los Angeles, 53.

44 City of Los Angeles, Department of Planning, ZIMAS, <http://zimas.lacity.org/>, accessed May 19, 2015.

3.9 HYDROLOGY AND WATER QUALITY

Would the project:

a. *Violate any water quality standards or waste discharge requirements?*

Potentially Significant Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or would cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body.

The City's Low Impact Development (LID) Ordinance imposes requirements on Projects, that are subject to the LID Ordinance, to manage and capture stormwater runoff from each project site using Best Management Practices (BMPs) that promote infiltration, evapotranspiration, capture and use, and/or treatment through a high removal efficiency biofiltration/biotreatment system, in that order of priority, without any stormwater leaving the site for at least the volume of water produced by a water quality design storm event (e.g., generally the volume of water produced from a 0.75-inch storm event).

Construction of the Project would require earthwork activities, including excavation and grading of the Project Site. During precipitation events in particular, construction activities associated with the Project would have the potential to result in minor soil erosion from grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains. In addition, potential changes in on-site drainage patterns from alteration of the Project Site could affect the quality of stormwater runoff. Therefore, further analysis of this issue in the EIR is required. The EIR analysis will identify (1) the current surface water quality regulatory setting; (2) potential for the exposure of surface water to soils and debris during construction; and (3) the potential for increases in pollutant loadings in surface runoff from new Project facilities (e.g., parking lots and streets) during Project operation. The EIR will also describe any permanent drainage facilities and detention facilities proposed as part of the Project.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?

Potentially Significant Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on the groundwater level if it would change potable water levels sufficiently to (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce yields of adjacent wells or well fields (public or private); (c) adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity.

The Project site is mostly developed with structures, roadways and other infrastructure. The Project site contains very little pervious surface. As the Project would alter portions of the site, the anticipated changes in on-site pervious surfaces may impact groundwater recharge at the Project Site. (See Sections 3.9.c and 3.9.d, below, for information regarding potential Project impacts with regard to on-site drainage patterns.) While the majority of surface water runoff from the Project Site would be directed to adjacent storm drains and would not percolate into the groundwater table beneath the Project Site, further analysis of this issue will be included in the EIR.

As indicated in Section 3.6.iii, Geology and Soils, the historical depth of groundwater at the Project Site ranges between 30 and 40 feet bgs with groundwater levels in the Project vicinity ranging between 25 to 45 feet bgs.⁴⁵ Accordingly, if required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.

The implementation of this regulatory compliance would meet applicable water quality standards prior to infiltration in the Project vicinity, thereby limiting the lowering of the groundwater table. Based on the

⁴⁵ Geosyntec Consultants, Evaluation and Summary of Geotechnical and Seismic Hazards, Fox Studios Master Plan, page 5, November 3, 2015, which is included as Appendix D to this Initial Study.

limited changes in pervious surface and adherence to existing regulations as described above, impacts on groundwater recharge and groundwater levels would be less than significant. Further analysis of this issue is not required.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Potentially Significant Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow.

The majority of the Project Site is developed with buildings, paved areas, and ornamental landscaping. No streams are located on site or within the Project vicinity. The Project would require grading and excavation that may alter the direction of runoff from the Project Site. It is anticipated that future on-site development would result in a similar amount of on-site impermeable areas compared to existing conditions. As such, no substantial erosion or siltation on or off site is anticipated. Nevertheless, construction of the Proposed Project would temporarily alter the existing drainage pattern of the Project Site, particularly during excavation and grading activities. In addition, changes in on-site drainage patterns from the Proposed Project could result in limited soil erosion. Therefore, the EIR will include an analysis of potential changes to existing on-site drainage patterns. The EIR analysis will (1) describe existing regional, subregional, and local watersheds and drainage areas; and (2) identify existing on- and off-site drainage facilities. The EIR will also identify how the Project's construction activities and operations would affect the quantity of stormwater runoff and any associated impacts on the local stormwater system. The EIR will also identify proposed changes to on-site drainage areas and impacts of Project buildings, new landscaping and hardscape on future drainage patterns, as well as the potential for substantial on- or off-site erosion to occur.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

Potentially Significant Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on surface water hydrology if it would result in a

permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow.

The Project Site is located in a highly urbanized area of Los Angeles; no stream or river courses are located on site or within the Project vicinity. As mentioned above, implementation of the Project would result in redevelopment of already developed Project Site. While these changes may alter on-site drainage, the rate and quantity of runoff is not expected to substantially increase. Nevertheless, the EIR will include an analysis of potential changes to existing on-site drainage patterns. In addition, the EIR will analyze the potential for on-site flooding impacts and the potential for on-site conditions to cause off-site flooding. The EIR will also address current regulations and practices regarding on-site detention and the extent to which the Project complies with City standards regarding the design and construction of the Project's future stormwater conveyance facilities.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Potentially Significant Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. A significant impact could also occur if the volume of stormwater runoff from the project site were to increase to a level that exceeds the capacity of the storm drain system serving the project site or generate substantial sources of polluted runoff.

As mentioned above, implementation of the Project would result in the redevelopment of already developed locations within the Project Site. While these changes may alter on-site drainage, the rate and quantity of runoff is not expected to substantially increase. Compliance with applicable regulations and building permits is anticipated to reduce any impacts to a less than significant level, as the Project would not be granted such permits if stormwater flows would exceed the capacity of the existing storm drain infrastructure. Nevertheless, the EIR will include an analysis of potential changes to existing and proposed drainage patterns and facilities, and the effects of proposed development on the capacity of existing and proposed drainage systems. The EIR will also address any potential polluted runoff that could occur from flooding within or across the Project Site, including streets, parking areas, or other sources of potential contamination, such as workshop areas that require the storage or use of potentially hazardous materials or chemicals.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

f. Otherwise substantially degrade water quality?

Potentially Significant Impact. A significant impact could occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality.

Please refer to response to Section 3.9(a-e) above. Therefore, further analysis of this issue in the EIR is required.

Mitigation Measures: If significant impacts are identified, mitigation will be detailed in the EIR.

g. Place housing within a 100-year flood hazard area as mapped on a federal flood hazard boundary or flood insurance rate map or other flood hazard delineation map?

No Impact. A significant impact would occur if a project were to place housing within a 100-year flood hazard area. A 100-year flood is defined as a flood, resulting from a severe rainstorm that has a probability of occurring approximately once every 100 years.

The Project does not involve the construction of housing. In addition, the Project Site is not located within a 100-year floodplain area.⁴⁶ Therefore, the Project would not place housing within a 100-year flood hazard area. No impacts would occur. Further analysis of this issue is not required.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. A significant impact could occur if the project site was located within a 100-year flood zone, which would impede or redirect flood flows.

The Project Site is not within a 100-year floodplain area.⁴⁷ The Project Site is located in a highly urbanized area and any changes to the on-site drainage patterns that may occur would not have the potential to impede or redirect floodwater flows. No impacts would occur. Further analysis of this issue is not required.

46 City of Los Angeles, General Plan, Safety Element (November 1996), Exhibit F, 100-Year & 500-Year Flood Plains in the City of Los Angeles, and Federal Emergency Management Agency, National Flood Insurance Program, Flood Insurance Rate Map, Panel 1595, September 26, 2008.

47 City of Los Angeles, General Plan, Safety Element (November 1996), Exhibit F, 100-Year & 500-Year Flood Plains in the City of Los Angeles, and Federal Emergency Management Agency, National Flood Insurance Program, Flood Insurance Rate Map, Panel 1595, September 26, 2008.

Mitigation Measures: No mitigation measures are necessary.

i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. A significant impact could occur if a project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam.

The Project Site is not located within the boundary of an inundation hazard area (e.g., flooding), nor is it located within the downstream influence of any levee or dam.⁴⁸ No impacts would occur. Further analysis of this issue is not required.

Mitigation Measures: No mitigation measures are necessary.

j. Inundation by seiche, tsunami, or mudflow?

No Impact. A significant impact would occur if the project site is sufficiently close to the ocean or other water body to potentially be at risk of the effects of seismically induced tidal phenomena (i.e., seiche and tsunami), or if the project site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows.

The Project Site is located six (6) miles east of the Pacific Ocean and is not close to a water body or hillside which could result in adverse impacts to the Project Site.⁴⁹ No impacts would occur. Further analysis of this issue is not required.

Mitigation Measures: No mitigation measures are necessary.

48 City of Los Angeles, General Plan, Safety Element (November 1996), Exhibit G, Inundation & Tsunami Hazard Areas in the City of Los Angeles.

49 City of Los Angeles, General Plan, Safety Element (November 1996), Exhibit G, Inundation & Tsunami Hazard Areas in the City of Los Angeles. The Project Site is located 1.8 miles from the nearest City designated Hillside Area per Section 12.03 of the Los Angeles Municipal Code.

3.10 LAND USE AND PLANNING

Would the project:

a. *Physically divide an established community?*

Potentially Significant Impact. A significant impact could occur if the project is sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community.

The Project Site is located within a developed, urban environment. All proposed development would occur within the boundaries of the Project Site as it currently exists. Therefore, the development of the Project's various components would not occur in a configuration that would be expected to physically divide an established community. Nevertheless, and reflecting the importance of land use issues pertaining to the interface of proposed on-site and off-site uses, the EIR analysis will (1) evaluate the specific uses, locations, and scale of the Project's various components; and (2) identify the physical properties and types of off-site land uses. The analysis will take into consideration the compatibility and/or contrast of the Project, with respect to the surrounding established communities.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

b. *Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

Potentially Significant Impact. A significant impact could occur if a project would be inconsistent with the General Plan, zoning or other policy, and could cause adverse environmental effects, which the General Plan, zoning or other policy were designed to avoid or mitigate.

The Project would require approval of an amendment to the Century City South Specific Plan, Specific Plan Project Permit, Zone Change, Conditional Use Permit, Development Agreement, haul route approval, and other discretionary and ministerial permits deemed necessary to implement the Project. Therefore, the consistency of the Project with the Los Angeles General Plan and other applicable land use plans, policies and regulations will be evaluated in the EIR.

Mitigation Measures: If significant impacts are identified, mitigation will be detailed in the EIR.

c. *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. A project-related significant adverse effect could occur if a project site were located within an area governed by a habitat conservation plan or natural community conservation plan.

As discussed in 3.4, Biological Resources, above, the Project Site is currently developed and is located in an urbanized area. The Project Site is not within a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the project would not conflict with the provisions of any adopted conservation plan. No impacts would occur and further analysis of this issue is not necessary

Mitigation Measures: No mitigation measures are necessary.

3.11 MINERAL RESOURCES

Would the project:

- a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?**

No Impact. In 1975, the California State Legislature enacted the Surface Mining and Reclamation Act (SMARA) that resulted in the State geologist classifying areas within the State based on mineral resource availability. According to the *LA CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering: (a) whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone 2 (MRZ-2) Area, or other known or potential mineral resource area, and (b) whether the mineral resource is of regional or Statewide significance, or is noted in the *Conservation Element* as being of local importance. The Project Site is located within the MRZ-3 zone, which indicates that the Project Site is an area of undetermined mineral resource significance.⁵⁰ The Project Site is not located within an MRZ-2 Area pursuant to the *Conservation Element* of the City's General Plan.⁵¹ The Project Site is located along the edge of the Beverly Hills Oil Field and the Cheviot Hills Oils Field. There are several plugged and abandoned oil wells within the Project Site.⁵² Project implementation would not result in the loss of availability of a known mineral resource of value to the region and residents of the State, nor of a locally important mineral resource recovery site. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

- b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

Less Than Significant Impact. As indicated previously, the Project Site is located along the edge of the Cheviot Hills Oils Field and near the Beverly Hills Oil Field. There are several plugged and abandoned oil wells within the Project Site.⁵³ Development within the Project Site would remain within the approximate

50 State Generalized Mineral Land Classification Map (1994). An area of undermined mineral resource significance indicates that there is too little known about the quality or quantity of these possible sources to permit resource estimates to be made; <http://www.conservation.ca.gov/smgb/guidelines/documents/classdesig.pdf>.

51 City of Los Angeles Planning Department, Conservation Element of the City of Los Angeles General Plan, (Adopted September 26, 2001), Exhibit A, Mineral Resources.

52 Online Well Record Query for State of California, Department of Conservation, Division of Oil, Gas, and Geothermal Resources. Accessed February 2016. <https://secure.conservation.ca.gov/WellSearch#>.

53 Online Well Record Query for State of California, Department of Conservation, Division of Oil, Gas, and Geothermal Resources. Accessed February 2016. <https://secure.conservation.ca.gov/WellSearch#>.

53-acre site and would not impact the availability to extract oil from both oil fields. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

3.12 NOISE

Would the project result in:

- a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Potentially Significant Impact. A significant impact may occur if a project were to generate excess noise that would cause the ambient noise environment at the project site to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance). The L.A. CEQA Thresholds Guide states that a significant construction noise impact could occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dB(A) or more at a noise-sensitive location and construction activities lasting more than 10 days in a 3-month period would increase ambient noise levels by 5 dB(A) or more at a noise-sensitive location. The L.A. CEQA Thresholds Guide also states that a significant operational noise impact could occur if the project causes the ambient noise level measured at noise sensitive uses (e.g., residences) to increase by 3 dB(A) increase in terms of Community Noise Equivalent Levels (CNEL) or up to 5 dB(A) CNEL, depending on the existing CNEL at the noise sensitive use.

Construction of the Project would utilize heavy equipment for demolition, site clearing, excavation, foundation preparation, building construction and utility connections. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location. Though increases in noise levels during construction would be temporary and intermittent in nature, construction-related noise might exceed the City's threshold. Furthermore, the majority of Project construction would occur internal to the 53-acre Project Site and thus construction noise levels at off-site locations would vary depending on the location of on-site construction in relation to off-site noise-sensitive uses.

The Project Site is located within an urbanized area that contains various sources of noise. The most predominate source of noise in the Project area is associated with traffic from roadways. Existing on-site noise sources include studio-related noise, special events, building equipment (i.e., mechanical equipment), loading trucks and equipment (i.e., safety warning alarm), human activity, and parking lot activity. As the Project would increase the various types of uses that occur on the Project Site, noise levels from on-site sources as well as motor vehicle travel at off-site locations also have the potential to increase during Project operation when compared to existing operational noise levels. Therefore, further analysis of this issue in the EIR is required.

The EIR analysis will (1) describe the City Noise Ordinance as it relates to construction noise and to noise levels during Project operations; (2) identify sensitive receptors in the Project area that may be impacted by Project construction and operational noise levels; (3) evaluate the noise environment in the Project area that may be affected by Project noise sources; (4) analyze construction noise impacts by determining the noise levels generated by the different types of on-site construction activities and comparing these construction-related noise levels to ambient noise levels (i.e., noise levels without construction noise); (5) establish the noise levels from existing on-site operational sources and forecast future noise levels from on-site sources during Project operations based on the noise characteristics of existing uses; and (6) analyze roadway noise impacts attributable to motor vehicle travel generated by on-site development.

Mitigation Measures: If impacts are found to be significant, mitigation will be described in the EIR.

b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Vibration is sound radiated through the ground. Vibration can result from a source (e.g., vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration.

Construction activities associated with the Project have the potential to generate groundborne vibration. During operation of the Project, ground-borne vibration may also emanate from road traffic attributable to the Project, vehicles within parking structures or other on-site activities. As such, Project construction activities and operation could have an adverse impact on both sensitive structures (e.g., building damage) and populations (e.g., annoyance). Therefore, further analysis of this issue will be included in the EIR. The EIR's vibration analysis will take into consideration the potential for the Project to cause groundborne vibration at nearby sensitive buildings and receptors.

Mitigation Measures: If impacts are found to be significant, mitigation will be described in the EIR.

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

Potentially Significant Impact. A significant impact could occur if a proposed project resulted in a substantial permanent increase in ambient noise compared to ambient noise levels without the proposed project.

Traffic generated by the Project would have the potential to increase ambient noise levels on surrounding roadways. In addition, activities within the Project Site such as studio related activities, commercial

loading/unloading, visitor ingress and egress and building equipment could increase ambient noise levels above existing levels as a result of Project development. Therefore, further analysis of this issue will be included in the EIR. The EIR analysis will forecast noise levels from the Project at off-site noise-sensitive receptors. These forecasts will take into account all noise sources from the Project, including, but not limited to creative office space; specialty space; stage space; facility support space; utility support space; and vehicular parking.

Mitigation Measures: If impacts are found to be significant, mitigation will be described in the EIR.

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

Potentially Significant Impact. A significant impact could occur if a Project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the Project. As defined in the L.A. CEQA Thresholds Guide, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dB(A) or more at any off-site noise-sensitive location. The L.A. CEQA Thresholds Guide also states that construction activities lasting more than 10 days in a 3-month period, which would increase ambient exterior noise levels by 5 dB(A) or more at a noise-sensitive use, would also normally result in a significant impact.

As discussed in the responses to Section 3.12(a) and 3.12(b), construction activity attributable to the Project has the potential to temporarily or periodically increase ambient noise levels above existing levels. Impacts could be significant and will be evaluated in the EIR. The EIR analysis will (1) identify existing noise levels at representative sensitive-receptor locations in the Project vicinity; and (2) evaluate the effect of the Project noise sources at these locations.

Mitigation Measures: If impacts are found to be significant, mitigation will be described in the EIR.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The nearest public airport is Santa Monica Municipal Airport, which is approximately 2.5 miles to the west. The Project Site is not within an airport land use plan nor is it within two miles of a public or public use airport.⁵⁴ Therefore, no impact would occur.

⁵⁴ County of Los Angeles, Department of Regional Planning, Airports and Airport Influence Areas (June 2012); see http://planning.lacounty.gov/assets/upl/project/ALUC_Airports_June2012_rev2d.pdf.

Mitigation Measures: No mitigation measures are necessary.

f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project Site is not within the vicinity of a private airstrip. The nearest private airport is the Whiteman Airport in Pacoima, which is approximately 14 miles to the north. Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are necessary.

3.13 POPULATION AND HOUSING

Would the project:

- a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

Potentially Significant Impact. A significant impact could occur if a project would create new homes, businesses, or infrastructure, with the effect of substantially inducing growth in the project area that would otherwise not have occurred as rapidly or in as great a magnitude.

The Project does not include new housing. However, the Project's development would have the potential to generate construction related jobs and increase in the area's permanent employment base. It is also possible that some of these jobs could result in persons relocating to the surrounding area, thereby indirectly inducing new population growth. This indirect population growth is anticipated to occur over a wide geographic area that is anticipated to extend well beyond the West Los Angeles area. In the context of SCAG's forecasted population growth for the City (a population increase of 550,100 persons between 2008 and 2035⁵⁵), the potential indirect population growth attributable to the Project would be minimal. Nevertheless, due to the size of the Project and its potential to induce population growth as a result of the Project's increase in employment, further analysis of this issue in the EIR is required.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

- b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

No Impact. The Project Site does not contain any residential dwellings. Therefore, implementation of the Project would not displace any existing housing within the area. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

- c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?*

No Impact. The Project Site does not contain any residential dwelling units. Thus, implementation of the Project would not displace any housing or people within the area. No impacts would occur.

55 County of Los Angeles, Department of Regional Planning, Airports and Airport Influence Areas (June 2012); see http://planning.lacounty.gov/assets/upl/project/ALUC_Airports_June2012_rev2d.pdf.

Mitigation Measures: No mitigation measures are necessary.

3.14 PUBLIC SERVICES

- a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:*
- i. Fire protection?*

Potentially Significant Impact. Based on the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.

The Los Angeles Fire Department (LAFD) provides fire protection and emergency medical services for the Project Site and surrounding area. In addition, the Fox Studios Fire Department, which operates throughout the Project Site, provides first responder services for fire, medical and other emergencies to the Fox Studios campus and its employees, customers and guests. Additionally, Fox Studios Fire Department staff conduct routine inspections of the property, operations and infrastructure, and provide fire prevention guidance and oversight to Studio Operations and production clients. The Fox Studios Fire Department is staffed with professional fire fighters, all of whom maintain at least EMT Level 1 licensing. The Fox Studios Medical Services Department provides both advanced care during medical emergencies as well as treating occupational injuries and illness. In addition, wellness and non work-related health services are available to Studio employees. The Medical Services Department is staffed by Registered Nurses.

The Project proposes 1.1 million square feet of net new floor area within six Development Areas that would accommodate a projected increase in on-site employment of up to 3,090 jobs on an average production day and up to 3,580 jobs during peak production periods. As such, the Project would likely increase the demand for services by the LAFD. Therefore, further analysis of this issue in the EIR is required. The EIR analysis will include (1) an identification of the locations, number of service personnel, equipment, and response times of the fire stations currently serving the Project Site; (2) an identification of Fire Code requirements applicable to the Project, including high-rise buildings and parking structures; (3) an analysis of potential impacts during Project construction arising out of the presence of combustible materials, and the effects of Project construction on emergency access outside as well as inside of the Project Site; (4) an identification of the Project's fire flow requirements; (5) an evaluation of the adequacy of existing fire stations and personnel to provide service to the Project during long-term Project operations; (6) an identification of constraints to service as well as proposals for new fire stations or

increases in staffing and equipment; and (7) a description of proposed fire suppression or fire safety design features that would be incorporated into the Project. The EIR analysis will also evaluate the effects of Project operations on emergency access. As discussed above, information regarding the handling of on-site hazardous materials, an area of LAFD responsibility, will be addressed in the Hazards and Hazardous Materials Section of the EIR.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

ii. Police protection?

Potentially Significant Impact. A significant impact could occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project without necessitating a new or physically altered station, the construction of which may cause significant environmental impacts. Based on the L.A. CEQA Thresholds Guide, the determination of whether the project results in a significant impact on police protection shall be made considering the following factors: (a) the population increase resulting from the project, based on the net increase of residential units or square footage of nonresidential floor area; (b) the demand for police services anticipated at the time of project build-out compared to the expected level of service available, considering, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and (c) whether the project includes security and/or design features that would reduce the demand for police services. As a screening criteria, the Thresholds Guide states that a project that would result in a net increase of at least 75 residential units; 100,000 square feet of commercial floor area; or 200,000 square feet of industrial floor area should be subject to further study.

Police protection services in the Project vicinity are provided by the Los Angeles Police Department (LAPD). In addition, the Fox Studios Security Department maintains a 24 hour uniformed security presence to control access, provide first responder services in support of Fox Fire and Medical, and safeguard the people, assets and operations of the facility. Officers' duties include: processing visitors and employees, responding to alarms and emergencies, conducting preliminary accident and criminal investigations, performing patrols of the facility, maintaining a secure perimeter, performing service calls.

The proposed additional 1.1 million square feet of floor area within six Development Areas that would accommodate projected increases in on-site employment, would likely increase the demand for LAPD services. Therefore, further analysis of this issue in the EIR is required. The EIR analysis will include (1) a description of the current police services provided by LAPD by identifying the location of the LAPD stations serving the Project Site and average emergency response times by the LAPD to the various on-site areas; (2) analysis of the potential for increased demand on police services due to construction activities,

including emergency access; (3) a description of Project design features that would reduce the Project's demand for police services; (4) an analysis of the increase in demand on LAPD services on the basis of the Project's visitor and employee populations; and (5) a comparison of the Project's increased demand on police services with the capacity of existing and any planned facilities to adequately serve the Project during construction and operation. The EIR analysis will also make a determination regarding the need for new or expanded police facilities, equipment and/or personnel.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

iii. Schools?

Potentially Significant Impact. A significant impact could occur if a project were to include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the schools system.

The Project does not include new housing. The Project does expand an existing business that would provide new employment. The Los Angeles Unified School District (LAUSD) schools that would serve the Project could operate over capacities with student generation, and new or expanded schools could be needed. However, as mandated by State law, the Leroy F. Greene School Facilities Act of 1998 (SB 50) pursuant to California Education Code, Section 17620(a)(1); sets a maximum level of fees that a developer may be required to pay to mitigate a project's impact on school fees. These fees are deemed to provide full and complete mitigation of school facilities' impacts.⁵⁶ Nonetheless, due to the size of the Project and its potential to induce population growth as a result of the Project's increase in employment, further analysis of this issue in the EIR is required.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

iv. Parks?

Potentially Significant Impact. Based on the L.A. CEQA Thresholds Guide, the determination of whether a project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the project; (b) the demand for recreation and park services anticipated at the time of project build-out compared to the expected level of service available; and (c) whether the project includes features that would reduce the demand for recreation and park services

⁵⁶ California Government Code, sec. 65996K(b).

The provision and adequacy of the City's parks and recreation facilities are addressed by the City's Public Recreation Plan, the Citywide Community Needs Assessment, and the Los Angeles Municipal Code. The Public Recreation Plan and the LAMC specifically relate to the provision of recreational and park facilities related to residential users since commercial developments, such as the Proposed Project, typically do not generate the need for additional public parks and recreational facilities. The Citywide Community Needs Assessment examined current and future recreation needs in the City as a first step in developing a Citywide park master plan and a five year capital improvement plan.

According to the West Los Angeles Community Plan, there are approximately 55 acres of park and recreation area, and 288 acres of public and private golf courses in the Project area.⁵⁷

The Project proposes to develop a mix of new creative office, specialty, stage, facility support, and utility support spaces at the Project Site. Since no residential uses would be developed as part of the Proposed Project, no new residents would be generated on-site. As such, the Project would not generate a direct demand for park and recreational facilities. The new jobs that would be generated by the Project may be filled, in part, by employees already residing in the vicinity of the Project Site who already utilize existing parks and recreational facilities within a 2-mile radius of the Project Site. However, it is also possible that some of these jobs could result in persons relocating to the surrounding area, thereby causing an indirect demand for new housing and an associated increased demand on local parks and recreational facilities. This indirect population growth is anticipated to occur over a wide geographic area that is anticipated to extend well beyond the West Los Angeles area. As such, the percentage of the Project's potential indirect population growth that would specifically relocate to the Proposed Project's parks service area is anticipated to be minimal. In addition, due to the developed nature of the Project vicinity, employees relocating to the Project vicinity would not likely increase demand for parks and recreation facilities as they would be moving into existing units that would have been previously occupied or in new residential developments whose parks and recreational needs have been addressed in the context of their respective entitlement processes.

The Project Site currently includes plazas, courtyards integrated with landscaping, as well as an existing on-site fitness center. These facilities meet the needs of existing employees. The Project would provide expanded on-site open space in the form of plazas and courtyards integrated with landscaping and an expanded on-site fitness center proposed within the Project Site to serve the recreation and leisure needs of the Project's employees. While the Project's employment opportunities would have the potential to indirectly increase the population within the West Los Angeles area, new demand for public parks and recreational facilities, as described above, would be limited. Nonetheless, due to the size of the Project

57 West Los Angeles Community Plan (March 2009), Section III-11, Recreation and Park Facilities.

and its potential to induce population growth as a result of the Project's increase in employment, further analysis of this issue in the EIR is required.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

v. Other public facilities?

Potentially Significant Impact. A significant impact could occur if a project were to include substantial employment or population growth, which could generate a demand for other public facilities (such as libraries) that would exceed the capacity available to serve the Project Site.

Library services within the Project area are provided by the Los Angeles Public Library (LAPL). Two public libraries are located in the Project area. The Palms-Rancho Park Branch Library, at 2920 Overland Avenue is located approximately 1.1 miles from the Project Site. This library is 10,500 square feet in size, with an estimated service population in 2010 of 75,149 persons. The Westwood branch library, located at 1246 Glendon Avenue, is located approximately 1.5 miles from the Project Site. This library is 12,500 square feet in size, with an estimated service population in 2010 of 76,725 persons. The LAPL has determined that the Westwood and Palms-Rancho Park branch libraries adequately meet the current demand for library services from their respective service areas.⁵⁸

To meet the increased demands upon the City's Public Library system, Los Angeles voters passed a Library Bond Issue for \$178.3 million to improve, renovate, expand, and construct 32 branch libraries. Since the Program's inception in 1998, the Library Department and the Department of Public Works, Bureau of Engineering have made considerable progress in the design and construction of the branch library facilities. The Public Library System's 2015-2020 Strategic Plan focuses on improving the delivery of services from their existing facilities,⁵⁹ which is a shift from previous plans that also placed an emphasis on expanding library facilities.

While employment growth can increase the use of library facilities, the actual use of such facilities is primarily generated by residential uses. The LAPL has not established any facilities criteria based on employment in a library's service area. The Project's proposed mix of new on-site uses, as described above, would not result in a residential population locating at the Project Site. New employment at the Project Site has the potential to generate a nominal demand for library services since the small number of new employees that may utilize library facilities and services, either stopping by on their way to or from

58 City of Los Angeles, Century Plaza Mixed Use Development Draft EIR, ENV-2008-4950-EIR, SCH No. 2009061084, July 2011, p. IV.L-111.

59 City of Los Angeles Public Library, Los Angeles Public Library Strategic Plan 2015-2020, June 2015, http://www.lapl.org/sites/default/files/media/pdf/about/LAPL_Strategic_Plan_2015-2020.pdf.

work or during their lunch hour, are more likely to use library facilities near their homes during non-work hours.

As discussed above under Population and Housing, the Project's new employment could result in an indirect population growth that would reside in a wide geographic area that is anticipated to extend well beyond the West Los Angeles area. As such, the percentage of the Project's potential indirect population growth that would specifically relocate within the service areas of the libraries in the Project area is anticipated to be minimal. In addition, due to the developed nature of the Project vicinity, employees relocating to the Project vicinity would not likely increase demand for library facilities and services as they would be moving into existing units that would have been previously occupied or in new residential developments whose library needs have been addressed in the context of their respective entitlement processes.

Thus, as the two primary libraries that would serve the Proposed Project are adequately meeting the demand for library services in the Project area, any direct or indirect demand for library services generated by Project employees would be negligible. Nonetheless, due to the size of the Project and its potential to induce population growth as a result of the Project's increase in employment, further analysis of this issue in the EIR is required.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

3.15 RECREATION

- a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

Potentially Significant Impact. A significant impact could occur if a project includes substantial employment or population growth, which would increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated.

As discussed in Section 3.14.d, above, the Project does not propose the construction of residential uses that could increase the use of regional parks or other recreational facilities. In addition, the Project would provide expanded on-site open space in the form of plazas and courtyards integrated with landscaping and an expanded on-site fitness center within the Project Site to serve the recreation and leisure needs of the Project's employees. While the Project's employment opportunities would have the potential to indirectly increase the population within the West Los Angeles area, new demand for public parks and recreational facilities would be limited. Nonetheless, due to the size of the Project and its potential to induce population growth as a result of the Project's increase in employment, further analysis of this issue in the EIR is required.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

- b. *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

No Impact. A significant impact could occur if a project were to include the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment.

The Project would not include any on-site public recreational facilities or parks. Therefore, no impacts would occur. It should also be noted that the potential environmental impacts of constructing the private recreational facilities included in the Project are analyzed throughout this Initial Study, and will be further analyzed in the EIR for those topics where impacts could be potentially significant, as part of the overall Project.

Mitigation Measures: No mitigation measures are necessary.

3.16 TRANSPORTATION/TRAFFIC

Would the project:

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

Potentially Significant Impact. A significant impact could potentially occur if a project were to conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. The Project would generate new traffic during construction. Upon completion of construction, the Project's employees and visitors would generate vehicle and transit trips throughout the day. These changes in transportation could affect the performance of surrounding roadways and transit services. The City has adopted plans, ordinances and policies that regulate the circulation system in the Project area. A traffic impact assessment will be prepared that addresses the Project's consistency with such established plans, ordinances, and policies.

With regard to construction activities, the EIR analysis will (1) describe existing vehicle and pedestrian (i.e., sidewalks, crosswalks, etc.) circulation patterns around the Project Site and along the likely routes used by construction-related vehicles; (2) identify existing bus and transit stops that may require relocation (if any); (3) forecast the number of haul and delivery truck and construction worker trips; and (4) analyze potential construction-related impacts to travel lanes, sidewalks, bicycle lanes/paths, turning lanes, and parking.

Project development totaling 1.1 million square feet of new creative office, specialty, stage, facility support, and utility support facilities could result in an increase in the use of the transportation facilities within the vicinity of the Project Site that could exceed existing roadway and transit system capacities. With regard to Project operations, the EIR analysis will address the Project's potential impacts on the streets, intersections, freeways, and transit systems serving the Project area. Volume-to-capacity (V/C) ratios and Levels of Service (LOS) at study intersections and roadway segments during the AM and PM peak hours will be calculated based on LADOT methodologies. Trip generation forecasts will be based on the types of uses that are proposed as part of the Project, taking into consideration employees, visitors, etc. The EIR analysis will also evaluate potential impacts on neighborhood streets within adjacent residential neighborhoods.

In addition, the State Office of Planning and Research has been directed, pursuant to Senate Bill 743 (Steinberg, 2013), to develop new methodologies for analyzing transportation impacts under CEQA. Specifically, Senate Bill 743 requires the CEQA Guidelines to proscribe an analytic methodology for assessing traffic impacts that emphasizes increased transit usage and the reduction of GHG emissions. The Office of Planning and Research has selected vehicle miles traveled as a replacement measure for LOS and is now in the process of receiving public input on the approach. Furthermore, the City is currently in the process of developing the Westside Mobility Plan which is intended to improve the connectivity of the transit network as well as updating the West Los Angeles Transportation Improvement and Mitigation Specific Plan. The EIR analysis will also address these issues.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

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

Potentially Significant Impact. The Los Angeles County Metropolitan Transportation Authority (Metro) administers the Congestion Management Program (CMP), a State-mandated program designed to address the impacts urban congestion has on local communities and the region as a whole. The CMP for Los Angeles County requires an analysis of any Project that could add 50 or more trips to any CMP intersection or more than 150 trips to a CMP mainline freeway location in either direction during either the AM or PM weekday peak hours. Implementation of the Project would generate additional vehicle trips, which could potentially add more than 50 trips to a CMP roadway intersection or more than 150 trips to a CMP freeway segment. Therefore, further analysis of this issue in the EIR is required. The EIR analysis will (1) describe the CMP; (2) identify CMP intersections and freeway segment monitoring locations that may be affected by the Project; and (3) analyze potential Project impacts on CMP facilities in accordance with current CMP methodologies.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The Project does not involve aviation uses, aviation facilities or other impacts on flight patterns. The Project Site is not located within the vicinity of any private or public airport or planning boundary of any airport land use plan. The nearest public airport is Santa Monica Municipal Airport, which is approximately 2.5 miles to the west. The nearest private airport is the Whiteman Airport in Pacoima, which is approximately 14 miles to the north. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

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

Potentially Significant Impact. A significant impact could occur if a project were to include new roadway design or introduce a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project site access or other features were designed in such a way as to create hazardous conditions.

The roadways adjacent to the Project Site are part of the established urban roadway network and contain no sharp curves or dangerous intersections. However, the Project would increase traffic levels in the area, particularly at the locations which provide direct access to the Project Site. Therefore, further analysis of this issue in the EIR is required. The EIR will evaluate potential Project impacts at both existing and planned primary access points, including but not limited to a qualitative analysis of the interface of the Project's access points with pedestrians and bicycles.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

e. Result in inadequate emergency access?

Potentially Significant Impact. While it is expected that construction activities for the Project would be contained primarily on-site, development of the Project Site may require temporary and/or partial lane closures during construction. Construction within these roadways has the potential to impede access to adjoining uses, as well as reduce the rate of flow of the affected roadway. The Project would also generate construction traffic, particularly haul trucks, which may affect the capacity of adjacent streets and highways. In addition, as part of the Project, existing site access would be modified. Therefore, further analysis of this issue in the EIR is required. The EIR analysis will evaluate the surrounding street system that will be used by the Project, the location of any off-site construction activities, and the impact of the Project's traffic with respect to projected roadway service levels. The emergency access analysis will take into consideration the effects of new development on the ability of police, fire, and emergency medical services to access on- as well as off-site properties during the construction and operation of the Project.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Potentially Significant Impact. A significant impact could occur if a project were to conflict with adopted polices or decrease the performance of existing alternative transportation facilities located on or off site. The Project would be located on an already developed site that is served by off-site bus transit.⁶⁰ The increase in creative office space, specialty space, stage space, facility support space, and utility support space would increase transportation demand, including for alternative modes. The Project would include bicycle/pedestrian gateways at Motor Avenue, Avenue of the Stars, and Tennessee Avenue that would connect to planned off-site bicycle routes. In addition, the Project would provide sidewalk and crosswalk improvements that would connect to existing bus stops along Pico Boulevard and would provide access to the planned Century City Metro Station.⁶¹

A detailed review of the relationship of the Project to adopted policies, plans, or programs regarding public transit, bicycle facilities, or pedestrian facilities will be included in the EIR. The EIR analysis will describe estimated current capacity levels of transit systems and identify deficiencies, if any. Project transit trips will be forecasted according to CMP methodology. The impact of the Project with respect to bus and rail capacity will be assessed per CMP criteria. The EIR analysis will also qualitatively address impacts with regard to bicycle and pedestrian facilities.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

60 Bus service in the Project area is provided by Metro, Los Angeles Department of Transportation (LADOT), Santa Monica Big Blue Bus, Santa Clarita Transit, and Antelope Valley Transit. Metro provides bus service along Santa Monica and Pico Boulevards as well as along Avenue of the Stars and Century Park West between Constellation Boulevard and Santa Monica Boulevard. LADOT Commuter Express provides bus service along Santa Monica and Olympic Boulevards as well as along Avenue of the Stars and Century Park East between Constellation Boulevard and Santa Monica Boulevard. Santa Monica Big Blue Bus provides bus service along Pico and Olympic Boulevards as well as along Century Park East/West between Constellation Boulevard and Santa Monica Boulevard. Antelope Valley Transit and Santa Clarita Transit provide commuter bus service along Santa Monica Boulevard as well as along Avenue of the Stars and Century Park East/West between Constellation Boulevard and Santa Monica Boulevard.

61 Metro Purple Line Extension, http://media.metro.net/projects_studies/westside/images/project_map.pdf.

3.17 UTILITIES AND SERVICE SYSTEMS

Would the project:

- a. Exceed wastewater treatment requirements of the applicable regional water quality control board?**

Potentially Significant Impact. A significant impact would occur if a project were to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB). According to Section 13260 of the California Water Code, people discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing information which may be required by the appropriate RWQCB. The RWQCB then authorizes a National Pollutant Discharge Elimination System (NPDES) permit that ensures compliance with wastewater treatment and discharge requirements. The Los Angeles RWQCB enforces wastewater treatment and discharge requirements for properties in the Project area.

The Los Angeles Regional Water Quality Control Board's (LARWQCB) Water Quality Control Plan for the Los Angeles Region (Basin Plan) establishes guidelines for all municipalities and other entities that use water and/or discharge into the Santa Monica Bay. Wastewater reclamation and treatment in the City is provided by the Department of Public Works Bureau of Sanitation, which operates two treatment plants (Hyperion and Terminal Island) and four water reclamation plants (Hyperion, Terminal Island, Donald C. Tilman, Los Angeles-Glendale)⁶² in accordance with the treatment requirements of the LARWQCB and/or water reclamation requirements of the Basin Plan. The studio currently has six industrial wastewater permits issued by the City of Los Angeles, Department of Public Works, Bureau of Sanitation.⁶³ The Project would amend the existing Century City South Specific Plan to allow an increase in creative office, specialty space, stages, facility support, and utility support uses. These proposed uses are anticipated to increase wastewater generation on site, which would result in the increased use of wastewater treatment facilities. Therefore, further analysis of this issue in the EIR is required. The EIR analysis will (1) describe existing facilities at the Hyperion Treatment Plant (HTP) relative to the facility meeting its wastewater treatment requirements; (2) calculate the Project's total wastewater demand in gallons per day, based on the Project's individual land use components; (3) assess sewer capacity, including pump stations and treatment plants, based on the net increase in wastewater generation associated with Project

62 Additional information regarding these four water reclamation plants is available at the City's Sanitation Department website. Click on "Education and Sustainability" and "Plant Tours" at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-es/s-lsh-es-pt?_adf.ctrl-state=bdljyqg0w_72&_afLoop=17716979420433033#!.

63 The six permits are for Buildings No. 57 (The Commissary), No. 96 (Cooling tower), No. 99 (Staff Shop sink), No. 100 (The News Café), No. 221 (Cooling tower), and No. 310 (Grip Department).

development; and (4) determine whether Project development would cause the wastewater treatment requirements of the HTP to be exceeded.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. Based on the L.A. CEQA Thresholds Guide, the determination of whether a project results in a significant impact on water facilities shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project build-out; (c) the amount by which the project would cause the projected growth in population, housing, or employment for the West Los Angeles Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts. In addition, the L.A. CEQA Thresholds Guide indicates that a project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows at a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements.

Water and wastewater systems consist of two components, the source of the water supply or place of sewage treatment, and the conveyance systems (i.e., distribution lines and mains) that link the location of these facilities to an individual development site. With the Project's increase in creative office, specialty space, stages, facility support, and utility uses, upgraded or new water and wastewater conveyance systems may be required. In addition, the increase in demand may contribute to the need for new supply and treatment facilities. Therefore, further analysis of this issue in the EIR is required. With regard to wastewater, the EIR analysis will describe the location, condition, and capacity of the local and regional lines that serve the Project Site. The Project's estimated peak flow, based on the Project's land use components, will then be evaluated and compared to the available infrastructure and treatment capacity to determine whether sufficient capacity exists to accommodate the Project. With regard to water, the location, condition, and capacity of water conveyance lines will also be evaluated to determine whether adequate capacity is available to accommodate the required fire flows and domestic water demand

generated by the Project. The EIR analysis will also address the extent to which new construction is required to upgrade the existing water and wastewater conveyance systems.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. A significant impact could occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, resulting in the construction of new stormwater drainage facilities.

As discussed in response Section 3.9(e), implementation of the project would result in redevelopment within the Project Site. While these changes may alter on-site drainage, the rate and quantity of runoff is not expected to substantially increase. Nonetheless, the potential exists for runoff from the Project Site to increase and potentially exceed the capacity of the existing storm drain systems operating in the Project vicinity. Therefore, further analysis is required in the EIR. The EIR's hydrology analysis will evaluate the locations and capacities of existing drainage systems and will evaluate the Project's estimated runoff. The EIR analysis will also describe any drainage improvements that may be necessary to accommodate the Project.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Potentially Significant Impact. Based on the L.A. CEQA Thresholds Guide, the determination of whether a project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project completion; (c) the amount by which the project would cause the projected growth in population, housing, or employment for the Community Plan area to be exceeded in the year of project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

The Project would increase the demand for water supplies that must be met by the City of Los Angeles Department of Water and Power. In addition, based on the square footage and uses proposed, the Project would be subject to the provisions of Senate Bill (SB) 610, which requires that a water supply assessment be prepared by the water service provider to determine if there is sufficient water supply to serve the

Project during normal, single-dry, and multiple-dry water years. The availability of water supplies to serve the Project will be evaluated in the EIR. The EIR analysis will calculate the Project's total water demand in gallons per day, based on the Project's individual land use components, and will incorporate the results of the water supply assessment.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

e. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Potentially Significant Impact. As discussed in Section 3.17.b, implementation of the Project would increase wastewater generation from the site. The ability of the City of Los Angeles Bureau of Sanitation to serve the Project will be evaluated in the EIR. The EIR analysis will describe the location, condition, and capacity of the local and regional wastewater lines that serve the Project Site. The Project's estimated peak flow, based on the Project's land use components, will then be evaluated and compared to the available infrastructure and treatment capacity to determine whether sufficient capacity exists to accommodate the Project.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Potentially Significant Impact. A significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Based on the L.A. CEQA Thresholds Guide, the determination of whether a project results in a significant impact on solid waste shall be made considering the following factors: (a) amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates; (b) need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and (c) whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or its updates, the Solid Waste Management Policy Plan (CiSWMPP), the Framework Element or the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

Regulations have been enacted at the federal, state, and local level regarding solid waste management. At the federal level, regulations focus on the handling and disposal of hazardous wastes. While regulations

at the state level also address the handling of hazardous waste, the state enacted the California Integrated Waste Management Act of 1989 (AB 939) which focuses on reducing, recycling, and reusing solid waste generated in the State to the maximum extent feasible. In addition to establishing solid waste diversion targets for cities and counties, AB 939 also requires each city and county to conduct a Solid Waste Generation Study, to prepare a Source Reduction and Recycling Element, and to submit annual reports to the California Integrated Waste Management Board to update their progress in attaining the goals set forth in AB 939 (i.e., source reduction, recycling and composting, and environmentally safe land disposal). At the local level, the City has adopted several plans and policies to comply with AB 939 and has established a Citywide diversion objective of 70 percent by 2020 as well as integrating all facets of solid waste management planning into the development process.

Construction of the Project would generate construction and demolition (C&D) debris (e.g., asphalt, glass, concrete, steel, wood), which would be transported and disposed of at one of the several unclassified (inert) landfills in Los Angeles County. In addition, during Project operation, the Project's creative office space, specialty space, stage space, facility support space, and utility support space would generate additional solid waste, which would increase the amount of solid waste currently disposed of at Los Angeles County Class III landfills. Although the Project's solid waste would represent a small percentage of the daily solid waste generated in the City, the effects of the incremental increase in operational and construction solid waste have the potential to exceed existing and projected capacities. Therefore, further analysis of this issue in the EIR is required. The EIR analysis will describe the types and quantity of debris that would be generated by demolition and construction, and the quantity of solid waste that would be generated on a daily and annual basis during Project operation. These forecasts will also address the approximate quantity of wastes that would be recycled or diverted from landfill disposal in accordance with City recycling policies. In addition, the EIR analysis will identify the location, classification, and projected capacity of landfills that may receive the Project's construction and operation wastes. Based on these forecasts, the EIR analysis will determine whether the Project's solid waste disposal needs would be met by existing and planned landfill facilities. As discussed in Section 3.8.a, above, the EIR analysis will also address the disposal of hazardous materials during Project construction and operation.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

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

Potentially Significant Impact: As described in Section 3.17.f, above, there are a number of state, county and city plans and policies that address the availability of sufficient landfill capacity and the diversion/recycling of debris. Therefore, further analysis in the EIR of the Project's waste generation and consistency with plans and policies related to solid waste is required.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

h. Other Utilities and Service Systems

Potentially Significant Impact: Implementation of the Project would result in increased demand for electricity and natural gas services. Electrical transmission to the Project Site is provided and maintained by the Los Angeles Department of Water and Power (LADWP). The electricity demand generated by the Project could potentially result in impacts with respect to the amount of electricity available to serve the Project area. Furthermore, additional improvements to existing electricity infrastructure may be needed. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will describe the distribution systems that currently service the Project Site and discuss the existing on-site conditions. The EIR analysis will also describe the Project's use of electricity, based on the projected electrical demand attributable to the Project as well as the energy conservation issues as set forth in Appendix F, Energy Conservation, of the CEQA Guidelines. Based on this analysis, a determination will be made as to whether the current electrical suppliers have adequate supply to meet the Project's future demand and whether the existing distribution systems can support the Project's forecasted demand.

Natural gas is provided to the Project Site by the Southern California Gas Company (SCGC). The natural gas demand generated by the Project could potentially result in impacts with respect to the projected supply of natural gas available. Furthermore, additional improvements to existing natural gas infrastructure may be needed. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will describe the natural gas distribution system in the Project area, including its physical characteristics and existing transmission capacities. The EIR analysis will also calculate the additional demand for natural gas generated by the Project and evaluate whether adequate infrastructure and supplies would be available to accommodate the Project.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

Potentially Significant Impact. As indicated by the analysis in Section 3.4, Biological Resources, above, the Project would not substantially reduce the habitat of fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or reduce the number or restrict the range of a rare or endangered plant or animal. However, as indicated by the analysis in Section 3.5.a, Cultural Resources, above, the Project could potentially affect historic resources. The EIR will be prepared to analyze and document such potentially significant impacts.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

- b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

Potentially Significant Impact. The potential for cumulative impacts occurs when the independent impacts of the Project are combined with the impacts of related projects in proximity to the Project Site, thereby resulting in impacts that are greater than the impacts of the Project alone. Located within the vicinity of the Project Site are other past, current and/or reasonably foreseeable projects whose development, in conjunction with that of the Project, may contribute to potential cumulative impacts. Cumulative impacts associated with the issues determined to be less than significant within this Initial Study are discussed below. For each of the issues determined to be potentially significant within this Initial Study as identified in the above responses (i.e., aesthetics and views, air quality, biological resources (trees), cultural resources – historic resources, greenhouse gas emissions, hazards and hazardous materials, hydrology/surface water quality, land use, noise, population and housing, public services (fire and police protection, parks, schools, and libraries), recreation, transportation and traffic, and utilities (water supply, wastewater, solid waste, and energy), cumulative impacts will be analyzed in the EIR.

With regard to cumulative effects for the issues of agricultural, biological (all issues other than trees), and mineral resources, the Project area is a densely built urban area and, therefore, like the Project, other developments occurring within the Project area would largely occur on previously disturbed land and are

not anticipated to have an impact associated with these resources. In addition, these other developments would be subject to applicable rules and regulations regarding biological resources. Thus, no cumulative impacts to these resources would occur.

Due to the site-specific nature of geological conditions (i.e., soils, geological features, subsurface features, seismic features, etc.), geology impacts are typically assessed on a project-by-project basis rather than on a cumulative basis. Nonetheless, cumulative growth in the Project area through 2035, would expose a greater number of people to seismic hazards. However, as with the Proposed Project, cumulative development 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 the Los Angeles Building Code. With adherence to such regulations, cumulative impacts with regard to geology and soils would be less than significant.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

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

Potentially Significant Impact. As indicated by the analysis above, the Project could result in potentially significant impacts with regard to aesthetics and views, air quality, biological resources (trees only), cultural resources – historic resources, greenhouse gas emissions, hazards and hazardous materials, hydrology/surface water quality, land use, noise, population and housing, public services (fire and police protection, schools, parks, and libraries), recreation, transportation and traffic, and utilities (water supply, wastewater, solid waste, and energy). As a result, these potential effects will be analyzed further in the EIR.

Mitigation Measures: If significant impacts are identified, mitigation will be described in the EIR.

4.0 REFERENCES

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50 Code of Federal Regulations, pt. 10.

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5.0 PREPARERS AND PERSONS CONTACTED

Lead Agency

City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Initial Study Preparation

Meridian Consultants LLC
910 Hampshire Road, Suite V
Westlake Village, CA 91361