

WHAT IS BEING PROPOSED?

What I am going to be talking about tonight is the information contained in the Draft Environmental Impact Report which I will refer to hereafter as (the “DEIR”). The DEIR describes the development that the Thomas Properties Group is proposing to build on the MTA property over the Metro Red Line Station in Studio City and on the property immediately surrounding it. The focus of this presentation will be primarily on the impacts the proposed Project will have on Studio City.

- The DEIR includes 8 different alternatives for what the Thomas Properties Group may build.
- Therefore, we are uncertain what will ultimately exist on the proposed project site.
- Alternative One in the DEIR is no project. This is what you are seeing now. [Slide 1] This is a view of South Weddington Park and the buildings that currently exist on the corner of Lankershim and the 101 Freeway.
- [Slide 2 and Slide 3] The model that you are seeing is a scale model of the site after the completion of Phase 1 and Phase 2 of the proposed Project as described in the DEIR. The balls that you see in the model represent trees. [Slide 4]

PHASE ONE OF THE PROPOSED PROJECT INCLUDES:

- A new development on the north side of Campo de Cahuenga Way and the demolition of the existing surface park and ride lots as well as the existing drop off facility.
- [Slide 5]
- On site A at the location indicated by the number 2 there would be a 24 story commercial building with 655,200 square feet. This building would be 382 feet high.
- On site A at the location indicated by the number 1, there would be a 5 story live studio facility with retail and restaurant uses that would be connected to the 24 story building. This building would be 114 feet high. Due to the projected height of the individual floors in the studio facility building, its height would be the equivalent of a conventional 10 story commercial building.

- The roof of this studio facility would be used for outdoor dining. Program sound may be used on this roof and in the landscaped plaza below between 7 am and 12 am or 17 hours a day.
- On site B at the location indicated by the number 4 there would be up to a 25,000 square foot building located adjacent to the plaza and surrounding Campo de Cahuenga. This 2 story building would be 46 feet high, the equivalent of a conventional 4 story commercial building.
- The existing portal to the underground Metro Red Line Station would remain during Phase 1.
- The new Metro Bus Transit Plaza would be located on the ground level of the Site B parking structure. This Plaza would accommodate a total of up to 20 busses consisting of a mix of 45 foot and 60 foot articulated busses. As this above ground parking would be an open structure, the facility would be characterized by large numbers of bus operations such as idling and layovers. These operations would have localized air quality impacts on the Campo de Cahuenga Historic site, the Island Community and the adjacent portions of South Weddington Park. Additionally, Toxic Air Contaminant emissions from the total construction effort may lead to maximum cancer risk for residential and work receptors that is greater than the South Coast Air Quality Management District cancer risk threshold.
- [Slide 6]
- From this photo you can see the square part of site B where the Metro Bus Transit Plaza would be located is directly adjacent to South Weddington Park. As you can see from the photo one of the recreational uses of the park is for baseball. [Slide 7, 8]
- [Slide 9]
- In this view, you can see that the proposed Project would put a significant portion of South Weddington Park and much of the Island Community into shadows.
- [Slide 10] There would be 6 levels of parking beneath the 24 story commercial building and the 5 story studio facility with 1,900 parking spaces.
- [Slide 11] There would be a parking garage on site B at the location indicated by the number 3 that would have 2 levels of underground parking and 7 levels of above ground parking with a maximum of 1,780 parking spaces.
- During the construction of Phase 1 there would be a decrease of 77 parking spaces available to service the Metro station.
- [Slide 12] A conduit bank would be installed on the proposed project site along with up to 40 wireless telecommunications facilities (satellite or microwave dishes measuring between 7 and 10 feet in diameter, antennas and a cellular facility) on the rooftops of the office building and the parking garage.

PHASE TWO OF THE PROPOSED PROJECT:

- [[Slide 13] A new development on Site C south of Campo de Cahuenga Way at Lankershim Blvd, near the 101 Freeway. It should be noted that much of Site C is currently open space.

- The existing bus transit facilities would be relocated to the Metro Bus Transit Plaza on the ground level of the Site B parking structure. Additionally, the buildings described in one of the two following development options would be constructed:

[Slide 14]]Option A Phase 2 would include a 24 story commercial building with 489,100 square feet. This building would be 387 feet high. This building would include a maximum of either 19 stories of office space above a maximum of 5 levels of above ground parking or 18 stories of office space above a maximum of six levels of above ground parking. There would also be two levels of subterranean parking. This would be a multi-tenant building that may or may not be related to the office and media production facility on the north side of Campo de Cahuenga Way. **OR**

Option B Phase 2 would include a 300 room hotel and a 400 unit residential building (totaling up to 700 units) with a maximum of 11,000 square feet of ancillary meeting rooms, retail space, restaurant and lounge areas, and a spa, in a maximum of 34 stories. This building would be 457 feet high. It would have a maximum of 28 stories of hotel/residential uses above a maximum of six levels of above ground parking. Two subterranean parking levels would also be included. In Option B Phase 2 the building would be 10 stories higher than option A.

- [Slide 15] On this slide you can see that once Phase 2 is built, areas of South Wedding Park on the West or furthest side of the baseball diamond would be in the shadows.
- [Slide 16] No new development would take place on the north side of Campo de Cahuenga Way during Phase 2.
- Bus operations would be permanently moved from Site C next to the 101 Freeway to the Metro Bus Transit Plaza located in the parking garage on site B next to the park prior to the start of Phase 2 construction.
- Under both Phase 2 Options, the parking supply would be provided in two levels underground and a maximum of six levels above ground and would include a maximum of 1,467 spaces that would serve the uses of the Phase 2 development.
- [Slide 17] Site D on Ventura Boulevard south of the 101 Freeway, owned by Caltrans, would remain a parking lot. During construction this site may be used for construction purposes such as storage, equipment layover and parking for construction workers. At the end of construction, this lot would be returned to Caltrans and it may or may not be used for a park and ride lot.
- [Slide 18] In Phase 2, site E on Ventura Boulevard south of the 101 Freeway may be used for construction purposes. This lot may or may not be restriped to its previous configuration of 161 parking spaces.

IMPACTS OF THE PROPOSED PROJECT

LAND EXCHANGE:

- [Slide 19]
- For the project to be developed 13,450 square feet of the park space would be given up in exchange for 18,180 square feet of the project site.
- Although it appears that this would result in an increase in the size of South Weddington Park, the realignment of Bluffside Drive into the area that is currently park land would offset the benefit of the increase in the park area from the exchange.
- [Slide 20] The parking lot currently located close to the baseball diamond would be relocated a considerable distance from the diamond and would now be adjacent to the Metro facility.
- [Slide 21] From this figure you can see that the building to be built on Site C in Phase 2 would cast a shadow that would almost completely cover the baseball diamond.

PROJECT CONSTRUCTION ACTIVITY:

- [Slide 22] This proposed project would be developed over a period of approximately 7 years in two phases.
- Truck Traffic – average daily truck travel during project construction would range from 150 trips per day during the average three month period to 626 trips per day during the peak three month construction period.
- Although no haul activity would occur on Sunday the standard DAY TIME haul time schedule would be from 7:00 am to 9:00 pm Monday through Friday and 8:00 am to 6:00 pm on Saturday.
- The haul schedule for the NIGHT TIME shift is from 9:00 pm to 4:00 am the following morning. This would include hauling through the night on Friday until 4:00 am on Saturday morning.
- Five Haul Route options have been proposed in the DEIR. The potential haul routes are as follows:
 - [Slide 23] Option 1 - the preferred Haul Route:** South on Lankershim Boulevard, right on Ventura Boulevard, right on to the Hollywood Freeway southbound on-ramp at Fruitland Drive – this route continues on the freeway.
 - [Slide 24] Option 2:** North on Lankershim Boulevard, left at Riverside Dr, right on to the Ventura Freeway eastbound on-ramp – this route continues on the freeway.
 - [Slide 25] Option 3:** North on Lankershim Boulevard, left at Riverside Drive, right on to the Ventura Freeway eastbound on-ramp – this route continues on the freeway.
 - [Slide 26] Option 4:** West on Campo De Cahuenga Way, right on to the Hollywood Freeway northbound on-ramp, exit Vineland Avenue north, turn right on Riverside Drive to the Ventura Freeway eastbound on-ramp – this route continues on the freeway.
 - [Slide 27] Option 5:** West on Campo De Cahuenga Way, right on to the Hollywood Freeway northbound on-ramp – this route continues on the freeway.

- The excavation would result in the removal of approximately 313 loads of soil per day, 6 days a week. This level of truck travel would be equivalent to 135 passenger cars per hour on a weekday and 189 passenger cars per hour on Saturday and 267 passenger cars per hour during the night.
- [Slide 28] This slide shows the projected neighborhood intrusion that will be caused by Phase 1 of the proposed Project. Please note the only area of neighborhood intrusion shown is on the Island Community and on a portion of Toluca Lake. The orange line represents more than 1,200 daily project trips. Additionally, some of these daily proposed Project trips will be on Ventura and Cahuenga Blvds.
- [Slide 29] This slide shows the projected neighborhood intrusion that will be caused by Phase 2 of the proposed Project. Please note the only area of neighborhood intrusion shown is on the Island Community, a portion of Toluca Lake and a portion of North Hollywood. The orange line represents more than 1,200 daily project trips. Additionally, more of these daily proposed Project trips will be on Ventura Boulevard and Cahuenga Boulevard extending the impact further along these streets.
- [Slide 30] The reason there will be more traffic on Ventura Blvd. is shown on this slide. The mitigation proposed, if approved by Caltrans, is a complete change to the existing on-ramp at Ventura Boulevard and Fruitland. Additionally, the majority of the mitigation measures proposed will only be implemented if Phase 2 is constructed.
- [Slide 31] This slide indicates how proposed mitigations that may be provided if they are approved by Caltrans.

ENVIRONMENTAL IMPACTS:

- [Slides 32 and 33] NOISE – The expected ambient noise level from the loading dock is expected to increase by 7.9 decibels. This increase would cause the noise level to be above what the City of Los Angeles deems acceptable for parks. The increase would be above the “Clearly Unacceptable” category at this location causing a significant impact at South Weddington Park.
- [Slide 34] VISUAL BLIGHT - The developer is also requesting a proposed Signage Supplemental Use District. The light from these signs is expected to reach as far as Valley Village. Using the L.A. California Environmental Quality Act Thresholds Guide, (CEQA), the impacts of animated or moving project signage and supergraphics in Phase 2 would be significant.
- [Slide 35] AIR QUALITY – Mass daily emissions of Volatile Organic Compounds, Carbon Monoxide, Nitrogen Oxide and Airborne Particulate Matter from the project would exceed the Southern California Air Quality Management District (SCAQMD) thresholds and would be significant. Impacts associated with toxic air contaminants during Phase 1 construction would also be significant.
- [Slides 36, 37 and 38] WATER AND UTILITIES – This project would result in an increased demand for domestic and fire-flow water service at a time when the City of Los Angeles is facing a cutback from the California Department of Water Resources to its water districts by 85 to 90 percent.

- [Slide 39] TRAFFIC – This slide shows the future traffic scenario as of 2011. The project is expected to generate between 14,161 and 14,652 daily vehicle trips on a typical weekday. Portions of the project are located adjacent to the intersection of Lankershim Blvd and Ventura/Cahuenga Blvd. [Slide 40] At this point Lankershim Blvd., a major access point for vehicular traffic, goes under the 101 Freeway.
- [Slide 41] This Freeway underpass cannot be widened.
- [Slide 42] This slide shows the future traffic as of 2015. The Project would result in significant intersection Loss of Service impacts at 22 intersections as a result of Phase 1 and 52 intersections as a result of Phases 1 and 2. Many of the proposed traffic mitigation measures would not be implemented until the completion of Phase 2.
- [Slide 43] UNAVOIDABLE and UNMITIGATABLE IMPACTS – There are at least 50 times in the DEIR where the impacts of this proposed Project are so significant that they cannot be mitigated and they are considered UNAVOIDABLE.
- SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL CHANGES – Construction of the proposed Project would require consumption of resources that are not replenishable or which may renew slowly as to be considered non-renewable. The commitment of resources required for the type and level of this proposed project would limit the availability of these resources for future generations and for other uses during the lifetime of the project.

CONCLUSION:

[Slide 44] Everything I just told you is based on information in the Draft Environmental Impact Report prepared by Christopher A. Joseph & Associates on behalf of Thomas Properties Group LP, the Project Applicant. The DEIR was submitted to the Department of City Planning and was released to the public on August 25, 2008. [Slide 45] The most important action that you can take now is to document your comments, questions and concerns in writing. You can either use the forms here and turn them in this evening and they will be included in the submission from the SCNC or you can send them directly to Jon Foreman at the Department of City Planning 200 N. Spring Street, Room 601, Los Angeles, CA 90012. You can also email them to jon.foreman@lacity.org.