

3.0 PROJECT DESCRIPTION

3.1 INTRODUCTION

In 2005, Century City Realty, LLC (Applicant) proposed the construction of 483 residential condominiums in two 47-story towers and one 12-story building for a total of approximately 1,292,358 square feet (sf) on an approximately 5.5-acre (ac) site (net area) at the northeast corner of Avenue of the Stars and Constellation Boulevard in Century City (Approved Project). The City of Los Angeles (City) approved the Approved Project in 2006, and a detailed description of the Approved Project is provided in Section 3.4 below.

Due to changes in market conditions and demand, the Applicant now proposes to modify the Approved Project to allow for the construction of one 37-story, 700,000-square-foot office building, approximately 25,830 square feet of low-rise, one- and two-story office space, an approximately 1,300-square-foot Mobility Hub, a Transit Plaza, approximately 4,120 square feet of ancillary retail, and a partially subterranean parking structure with approximately 1,579 stalls (proposed Modified Project). In total, the proposed Modified Project would include approximately 731,250 square feet of Floor Area, which represents a decrease of 561,108 square feet as compared to the Approved Project. A complete description of the proposed Modified Project is provided in Section 3.5.

3.2 PROJECT LOCATION AND SURROUNDING USES

The 5.5-acre Project site is located at 1950 Avenue of the Stars at the northeast corner of Avenue of the Stars and Constellation Boulevard. The Project site falls within the West Los Angeles Community Plan area in the City of Los Angeles and is regulated by the Century City North Specific Plan.

The Project site is located approximately 10 miles west of downtown Los Angeles and approximately 6 miles east of the Pacific Ocean, as shown in the regional and vicinity map provided in Figure 3.1. Major streets to the north and south of the Project site include Santa Monica and Olympic Boulevards, respectively. Regional access to the Project site is provided by Interstate 405 (I-405) and Interstate 10 (I-10).

The Project site, as shown in Figure 3.2, is located within the high-density commercial core of Century City. Century City is characterized by high-rise and mid-rise buildings containing a mix of residential, retail, and commercial uses. To the north of the Project site and within the same block are high-rise office buildings, including the 28-story 1900 Avenue of the Stars building. A parking structure, screened from adjacent roadways, occupies the center of the block containing the Project site. Further north, across Santa Monica Boulevard, is the Los Angeles Country Club and Golf Course, which is generally bounded by Santa Monica Boulevard on the south and Whittier Drive/Merv Griffin Way to the east at the City of Los Angeles/Beverly Hills boundary.

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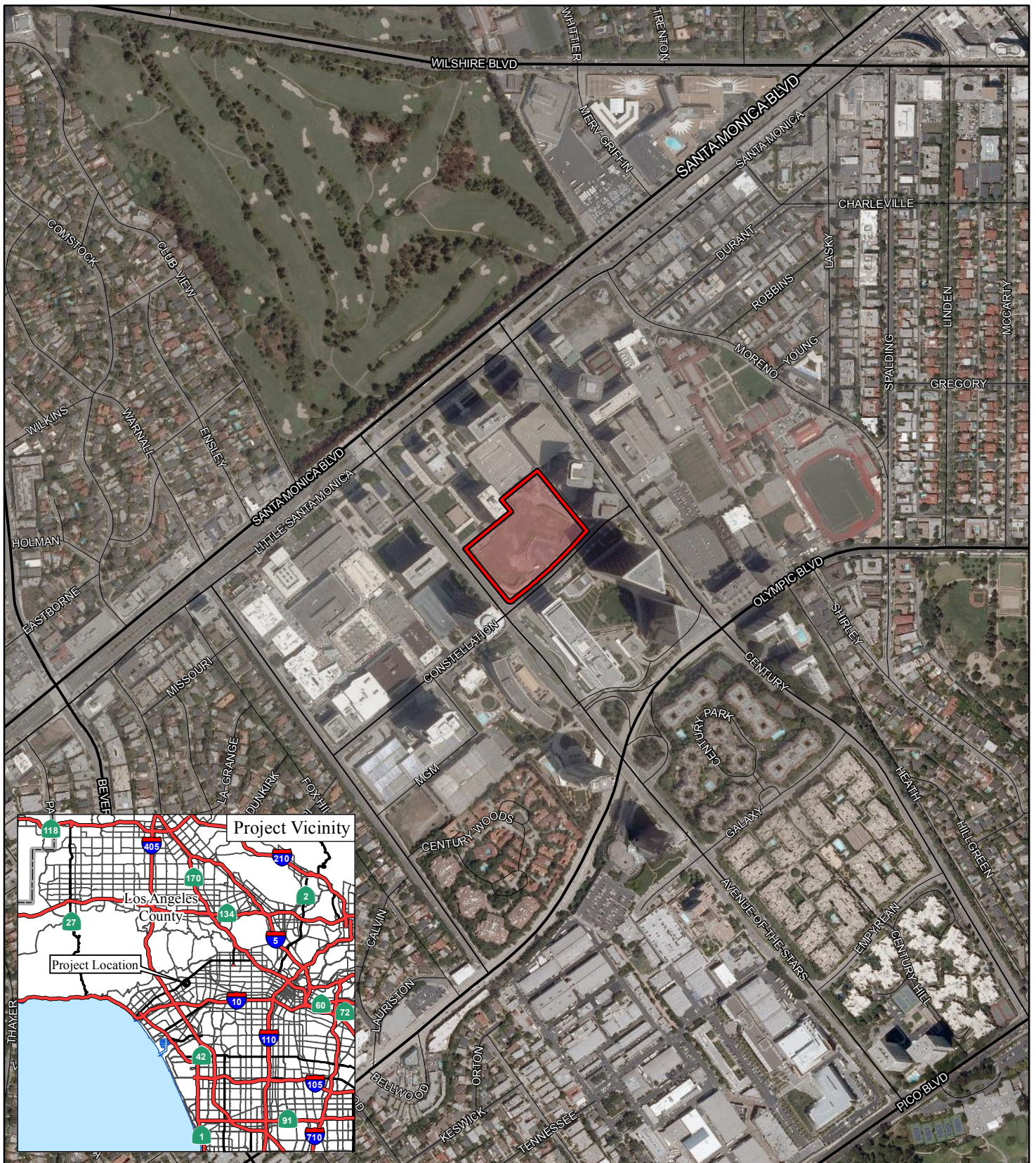


FIGURE 3.1

LSA

LEGEND

 Project Site



0 375 750
FEET

SOURCE: NAIP (2008)

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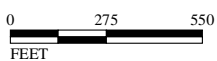
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LSA

LEGEND

- Project Site
- City Boundary



SOURCE: NAIP (2009); County of Los Angeles (2010)
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FIGURE 3.2

Century City Center
 Surrounding Land Uses

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Immediately to the east of the Project site, within the same block, is Watt Plaza, an office complex with twin 23-story towers. To the west of the Project site, across Avenue of the Stars, is the 39-story 1999 Avenue of the Stars office building (known as the SunAmerica building) and the Westfield Century City shopping center. The 19-story Hyatt Regency Century Plaza Hotel is located southwest of the Project site, at 2025 Avenue of the Stars. West of the Century Plaza Hotel is Constellation Place (formerly the MGM building), a 35-story office tower. Farther to the southwest, beyond the Century Plaza Hotel, is The Century, a 40-story residential condominium tower. Immediately south of the Project site, across Constellation Boulevard, is 2000 Avenue of the Stars, which is a 15-story commercial office building. In addition, the two 44-story office buildings of the Century Plaza Towers are located south of the Project site, fronting Century Park East. At 849 feet above mean sea level, the Century Plaza Towers are the tallest structures in the Project site vicinity. The eastern and northern portions of the Project site include private driveway easements and a private alley intersecting Constellation Boulevard and Avenue of the Stars to allow access to and from the parking structure to the north of the Project site and to existing on-site surface parking areas.

3.3 SITE HISTORY

The Project site is approximately 5.5 acres (net area). Historically, the Project site was used for various purposes, including commercial uses and oil production. Based on historic aerial photographs, the site was used as a golf course from 1928 through 1935. Century City is located within the West Area of the Beverly Hills Oil Field. The Project site was used for oil exploration and production from the 1950s to 1991, primarily under the auspices of the Chevron/Texaco Company. The Project site has a total of 28 former oil wells, all of which were properly plugged and abandoned in accordance with the California Department of Conservation—Division of Oil, Gas, and Geothermal Resources (DOGGR) standards in effect at the time of closure.¹

On November 29, 2006, the Los Angeles City Council certified an Environmental Impact Report (EIR No. 2004-6269 EIR) (referred to hereafter as the 2006 EIR) for the Approved Project, and approved the development of approximately 1,292,358 square feet and 483 residential units. The City Council's approvals for the Approved Project included Site Plan Review, a Project Permit, and a Vesting Tentative Tract Map (CPC-2004-6275-SPP-SPR; VTT-61958). A development agreement for the Approved Project was subsequently approved on June 2, 2009 (CPC-2009-817-DA), vesting the Applicant's rights to develop the Approved Project through 2018.

At the time the Approved Project was considered by the City, the Project site was occupied by a restaurant and nightclub on the site's southern portion, as well as a drive-through banking facility and associated office on the site's western portion.

The building on the Project site's southern portion (10131 Constellation Boulevard) was developed in 1966, parallel to Constellation Boulevard, and was occupied by a restaurant and nightclub—The Century Club. A surface parking lot was located to the east of the building, with access from Constellation Boulevard.

¹ State of California Department of Conservation, Division of Oil, Gas and Geothermal Resources. Oil well records for the Century City Drill Site, Volumes 1–3, April 22, 2002.

The building on the Project site's western portion (1950 Avenue of the Stars) was constructed in 1974, parallel to Avenue of the Stars. This structure was occupied by City National Bank. It functioned as a drive-through banking facility and office, with an asphalt driveway running from Constellation Boulevard to Avenue of the Stars. A surface parking lot was located to the north of the building, with access from Avenue of the Stars.

Those buildings, which existed in 2006 when the City approved the Approved Project, occupied a small portion of the Project site, and the majority of the site was vacant. The vacant area, which was located behind the existing structures and parking lots, had been graded and was characterized by a west-trending depression, approximately 20–40 feet (ft) below street level. The lower elevation area of the Project site was in a disturbed state and was generally void of vegetation. The perimeter of the site was characterized by buildings, street trees, and shrubs.

The Project site also includes a number of public easements, which are as follows: (1) a City of Los Angeles Department of Water and Power (LADWP) electrical easement on the southeast quadrant of the site abutting a portion of Constellation Boulevard; (2) a 10 foot-wide sanitary sewer easement along the easterly perimeter of the site; and (3) an irrevocable offer to dedicate for future street purposes along Constellation Boulevard at Avenue of the Stars. In addition, there are private driveway easements for vehicular access to the adjacent lots to the north of the site. These easements are located on the easterly and northerly portions of the site. The locations of existing easements and closed well casings are shown in Figure 3.3.

After the Los Angeles City Council approved the Approved Project in 2006, the previously existing structures on the Project site, as described above, were demolished. In its current condition, the Project site consists of disturbed land, asphalt, surface parking lots, and various remnant structures such as walls and foundations from the prior uses on the Project site. As provided for in the Century City North Specific Plan, when an existing use is demolished in the Specific Plan area, the development rights (i.e., replacement trips) associated with the existing use may be credited toward future development.² The development rights and Replacement Trips resulting from the demolition of the previously existing uses on the Project site were recorded in a covenant on April 13, 2007 (Instrument No. 20070905495).

3.4 DESCRIPTION OF THE APPROVED PROJECT

The Approved Project included demolition of the existing structures, surface parking lots, and driveways, and the planned construction of a mid- and high-rise residential complex. The Approved Project's 483 condominium units, as shown in Figure 3.4, would have been developed in three separate buildings, including two 47-story towers (Towers 1 and 2) and one 12-story building (Loft Building). Tower 1 would have been located parallel to Avenue of the Stars and Tower 2 would have been located parallel to Constellation Boulevard, while the Loft Building would have been located in the northeastern portion of the Project site.

² Century City North Specific Plan, Section 5(A).

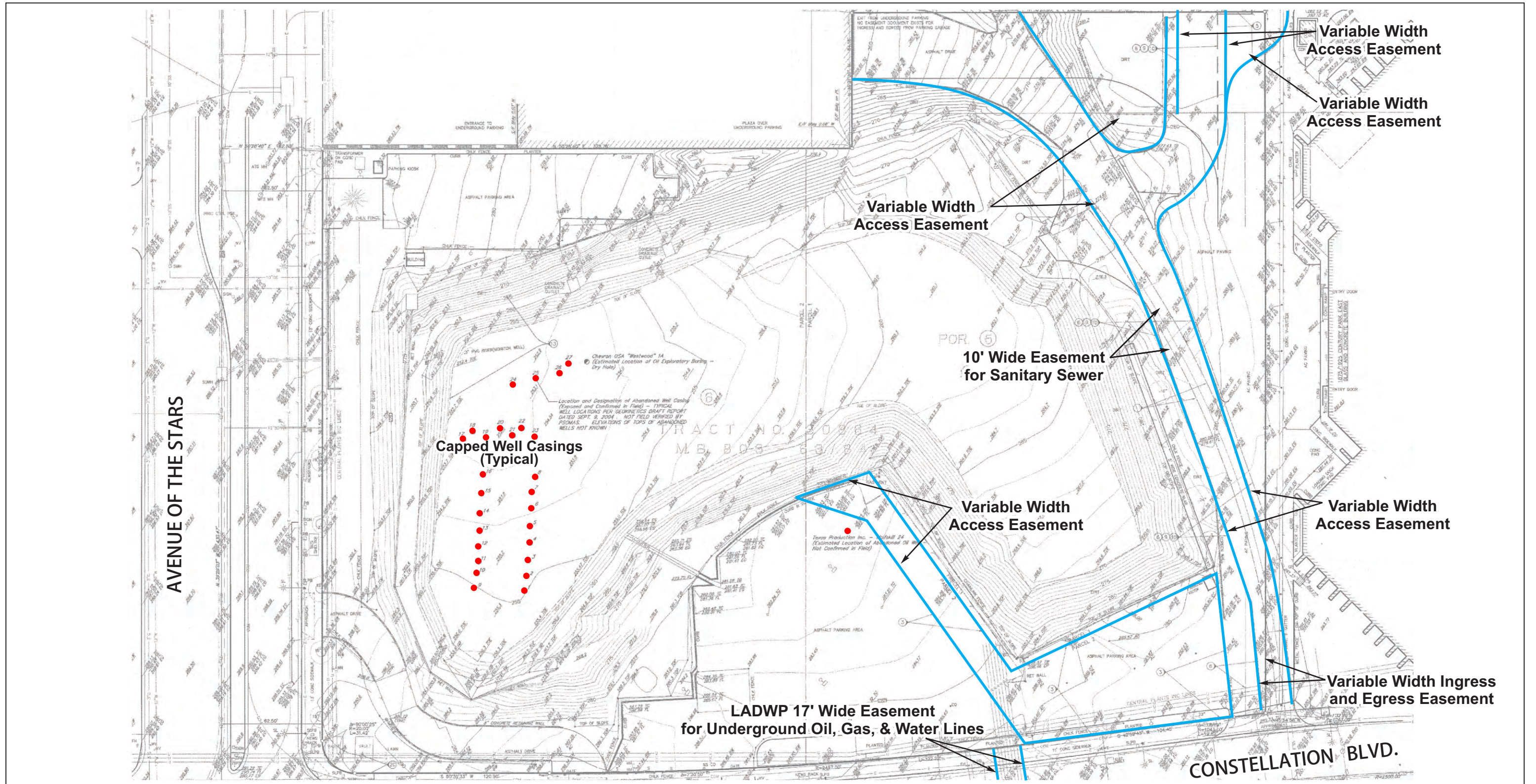


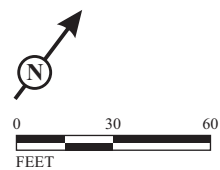
FIGURE 3.3

LSA

LEGEND

● - Capped Oil Well Casings

— - Easements



SOURCE: PSOMAS, 2004

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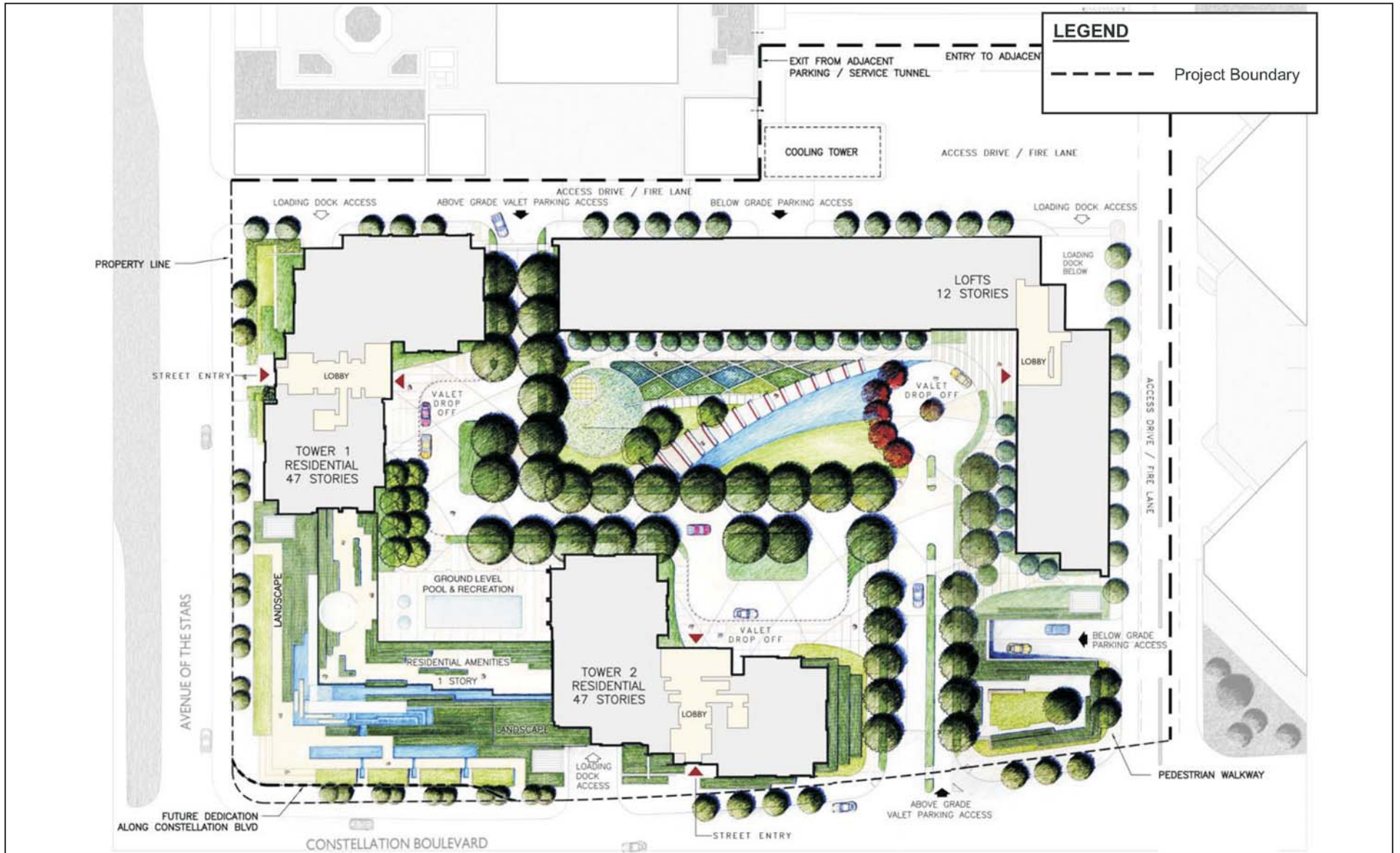
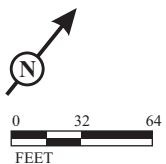


FIGURE 3.4

LSA



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The two towers were approved to each contain approximately 194 residential units, and the Loft Building was approved with approximately 95 two-story lofts. As shown in Table 3.A, the residential units in the towers would have included 48 studio/one-bedroom units, 164 two-bedroom units, 170 three-bedroom units, and 6 four-bedroom units. The City’s approval allowed for the actual mix of units to vary in the final design.

Table 3.A: Approved Project Residential Uses

Tower Buildings	Units/ Level	Studio	1 BR Units	2 BR Units	3 BR Units	4 BR Units or Family Room Option	Total Residential Units
Tower 1							
Ground level	0	0	0	0	0	0	0
Level 2	12	12	0	0	0	0	12
Level 3	12	12	0	0	0	0	12
Levels 4 to 44	4	0	0	82	82	0	164
Levels 45 to 47	2	0	0	0	3	3	6
Subtotal		24	0	82	85	3	194
Tower 2							
Ground level	0	0	0	0	0	0	0
Level 2	12	12	0	0	0	0	12
Level 3	12	12	0	0	0	0	12
Levels 4 to 44	4	0	0	82	82	0	164
Levels 45 to 47	2	0	0	0	3	3	6
Subtotal		24	0	82	85	3	194
Loft Building	Units/ Level	2-Story Lofts					
Level 1/2	18	18					18
Level 3/4	19	19					19
Levels 5/6 & 7/8	17	34					34
Levels 9/10 & 11/12	12	24					24
Subtotal		95					95
Total							483

Source: 2006 EIR.

BR = bedroom

The ground floor of both Tower 1 and Tower 2 would have contained an entrance lobby, fitness center and spa, administration offices, mailroom, mechanical room, and loading dock. No residential units would have been located on the ground floors of the two towers. A one-story recreational facility, centered around a swimming pool, would have been located at the southwest corner of the Project site. This facility would have served to connect the two towers at the ground level. The Loft Building would have contained a lobby and residential units at the ground level. The Loft Building also would have contained a recreation area on the third level and an observation deck on the fourth level.

The total approved floor area of the Approved Project's three structures was approximately 1,292,358 square feet (net), with an overall floor area ratio (FAR) of 6.0 (6:1 FAR). The approved finished height of the Approved Project's two towers would have been approximately 570 feet above grade at the perimeter of the site (849 feet above mean sea level). The towers would have been comparable in elevation to the 44-story Century Plaza Towers (849 feet above mean sea level), which are located to the south of the Project site. The 12-story Loft Building had an approved finished height of approximately 135 feet above grade (418 feet above mean sea level).

3.4.1 Approved Project Parking and Access

Parking for residents of the Approved Project would have been provided at a ratio of two spaces per dwelling unit plus guest parking. The parking spaces required for the 483-unit development was 966 spaces plus 242 guest parking spaces. The Approved Project would have met Los Angeles Municipal Code requirements by providing a total of 1,208 spaces within an on-site four-level subterranean structure.

Vehicular access to the Project site would have been provided from Constellation Boulevard and Avenue of the Stars. The main driveway along Constellation Boulevard would have led to a central plaza and dropoff areas at the main entrances of each of the residential structures and would also have connected to the northern driveway. Valet services and a concierge would have been located at each building entrance. It was anticipated that valet attendants would have been available at all times to assist residents and transport vehicles to dedicated parking spaces in the subterranean parking facility. In addition, a driveway located along the eastern boundary of the site, approximately 100 feet east of the main driveway, would have provided access to the Approved Project's below-grade parking. A third driveway, located on Avenue of the Stars along the northern boundary of the Project site, would have provided additional access to the underground parking and to the central plaza and drop-off areas. This driveway would have been accessible from northbound Avenue of the Stars with access restricted to right-turns in and right-turns out only.

Loading docks would have been provided for each building. Access to Tower 1 underground loading docks would have been from the access driveway located along the northern portion of the Project site. The driveway along the northern boundary of the site would have also provided access to the Loft Building's loading dock, which would have been located in the northeastern corner of the building. A control gate located west of the Loft Building would have restricted vehicular access between the driveway to the subterranean garage and the loading dock. A short driveway located off of Constellation Boulevard, west of the main entrance to the site, would have provided access to the Tower 2 loading dock. Vendor entries would have been controlled through the use of a key card. With the exception of emergency vehicles, through access on the northern driveway would have been restricted.

The internal roadway that runs through the site and connects Constellation Boulevard and the northern driveway would have also provided fire access to the front entrances of Towers 1 and 2 and the Loft Building. The road would have been 25 feet in width. Access to the rear of the Loft Building would have been provided from the northern and eastern driveways. Towers 1 and 2 would also have been accessed from Avenue of the Stars and Constellation Boulevard,

respectively. In addition, fire control rooms would have been provided in each of the buildings on the first floor adjacent to the buildings' main lobbies.

3.4.2 Approved Project Design and Architectural Features

Towers 1 and 2 and the Loft Building would have had a unity of design in the use of surface materials, as well as in the shape of the structures. The loft building would have been of a smaller scale, and careful attention would have been paid to detailing and cohesiveness of design to the towers. Visual interest would have been created by the broad setbacks between the three structures and through variations in building height between the tower structures, the recreation facilities, and the Loft Building. The open space between the two towers would have allowed off-site views to the east through the Approved Project's central plaza toward the Loft Building.

The recreation building that would have linked the two towers would have provided a pedestrian scale at the corner of Avenue of the Stars and Constellation Boulevard. The towers' design also would have incorporated windows, balconies, metal sunshades, and other wall surfaces.

The building facades were anticipated to be clad in high-quality building materials. Lower-level accents may have included stone, concrete, or metal. On-site lighting was intended to accent the architectural features of the Approved Project. Lighting may have been located at the tops of the buildings to highlight the architectural design. Landscape areas would have included low-level accent lighting, as well as some pole-mounted fixtures with shields to limit spillover of lighting onto adjacent properties. Security lighting would have been provided in the parking structure to enhance visibility within the structure.

Signage for the Approved Project would have included monument and building signs. Monument signs would have been located at the primary entrances to pedestrian and vehicular access points. Building signs would have been located on the corner of the buildings on the Avenue of the Stars and Constellation Boulevard building facades. Signage would have been illuminated for security, Fire Department requirements, and in order to establish the presence of the building in the Century City context. In regard to security, the Approved Project also would have included 24-hour security staff and security consoles would have been located in the lobby of each of the buildings.

3.4.3 Approved Project Open Space and Landscaping

The Approved Project was designed to comply with all applicable open space requirements and would have provided approximately 74,052 square feet, or approximately 1.7 acre, of open space, including at least 1.2 acres of common open space and 0.5 acre of private open space (e.g., balcony space).

As approved, the landscape areas included a variety of public outdoor spaces along Avenue of the Stars and Constellation Boulevard, as well as an internal private open space area. The Approved Project's frontages along Avenue of the Stars and Constellation Boulevard would have been designed as wide urban streetscapes with attractive landscaping. Street trees were proposed to create a natural tree canopy over the sidewalks to create a human scale for pedestrians in the area.

The corner of Avenue of the Stars and Constellation Boulevard was designed with a plaza with water features, seating areas, and gardens, which would have served as a community gathering space. A series of stepped gardens along both streets were planned to soften building walls and provide visual interest through vegetation, color, texture, and seasonal variety. A number of garden spaces would have been provided along Avenue of the Stars and Constellation Boulevard to reinforce a pedestrian scale.

Landscaping would have been planted in a parkway divider in the Approved Project's entrance driveway and in the interior drop-off islands at each building entrance. The private open space area would have included lawns, ornamental planting, and seating to be used by residents as a common community space on a daily basis. A variety of trees and other shrubs would have been planted to provide seasonal appeal and varying color throughout the year. An irrigation plan would have been implemented in conjunction with the landscaping program and would have included water-efficient automatic irrigation systems.

3.4.4 Approved Project Construction/Phasing

The Approved Project included the demolition of existing structures associated with The Century Club (nightclub and restaurant use) at 10131 Constellation Boulevard and the City National Bank building at 1950 Avenue of the Stars. All pavement associated with the driveway and parking lot and vegetation was removed, except a small portion of asphalt that is used for surface parking in the existing condition. Existing closed oil wells would be preserved intact.

Excavation and grading for the Approved Project's four-level parking structure and building foundations would have involved approximately 225,000 cubic yards of cut and 40,000 cubic yards of fill. Approximately 185,000 cubic yards of material would have been exported off site, in addition to demolition debris. Construction staging would have been accommodated on site.

Construction activities would have included concrete pours for foundations, slabs, and walls. Building frames and interiors would have required crane hoisting and other activities typical of large-scale high-rise development. Construction was planned to occur in three phases associated with each of the three proposed buildings. It was anticipated that Tower 1 and the underlying parking structure would have been completed in Phase I of the development. Phase II would have been the construction of Tower 2, and Phase III would have been the construction of the Loft Building. Although phasing was anticipated to occur in response to market conditions, build out of the Approved Project was originally planned to occur in 2010.

3.4.5 Statement of Objectives for the Approved Project

Section 15124(b) of the *California Environmental Quality Act (CEQA) Guidelines* (14 California Code of Regulations [CCR] 15000 et. seq.) states that the Project Description shall contain "a statement of the objectives sought by the proposed project." The objectives for the Approved Project were as follows:

Approved Project Development Objectives:

- Build upon the existing vitality and diversity of uses in Century City by providing needed housing within an existing regional center.
- Create a high-density residential complex in close proximity to jobs, public transit, shops, restaurants, and entertainment uses.
- Provide new housing units, up to the maximum permitted for the site, to help meet the market demand for housing in Southern California and, in particular, on Los Angeles' Westside.
- Provide an energy efficient and environmentally conscious development through such means as the use of recycled or energy efficient materials, water saving devices; and design elements that save energy.
- Provide occupants and guests the opportunity to enjoy views of the City landscape with view-oriented rooms and decks.
- Provide sufficient parking to ensure the parking needs of the Approved Project's residents, visitors, staff, maintenance personnel, and delivery vehicles.

Approved Project Design Objectives:

- Create a landmark high-rise complex and unified site design that complement the aesthetic character of the area through appropriate scale and high quality architectural design and detail.
- Design the interiors and exteriors of the proposed Project so that they promote quality individual and family living spaces that effectively connect with the surrounding urban environment.
- Design the landscape features to be included within the proposed Approved Project in a manner that provides natural character and texture in an urban environment and enhances the visual character of the unified development and facilitates a sense of separation and privacy for Approved Project residents.
- Enhance the visual quality of Century City through the provision of public landscape areas that continue the pattern of public gathering spaces within Century City.
- Enhance pedestrian activity and street life in the Approved Project area.

Approved Project Economic Objectives:

- Maximize the value of the site through the replacement of commercial uses with housing and associated amenities consistent with anticipated market demands.
- Provide housing which supports the economic future of the region in an area in which the necessary infrastructure is in place.

- Maintain and enhance the economic vitality of the region by providing job opportunities associated with the construction of the proposed project.
- Revitalize a currently underutilized site.

3.4.6 Discretionary Actions

The City of Los Angeles, as Lead Agency, used the 2006 EIR in assessing the potential effects of the Approved Project before granting approval. The City actions that were necessary for the Approved Project are summarized below in Table 3.B.

Table 3.B: Requested Discretionary Actions for the Approved Project

Requested Approved Project Discretionary Actions	Responsible Agency
Vesting Tentative Tract Map	City of Los Angeles Department of Planning
Project Permit	City of Los Angeles Department of Planning
Site Plan Review Findings	City of Los Angeles Department of Planning
Demolition, grading, foundation, and building permits	City of Los Angeles Department of Building and Safety
Haul routes approval, as necessary	City of Los Angeles Department of Planning
Revision of existing covenant and agreements with the City	City of Los Angeles Department of Planning
Approval of enhanced street planting	Department of Cultural Affairs and Department of Public Works, Street Tree Division
Notice of Proposed Construction or Alteration/ Determination of No Hazard to Air Navigation	Federal Aviation Administration
Any necessary permits from Division of Oil, Gas, and Geothermal Resources (DOGGR) with regard to closed on-site wells	California Department of Conservation, DOGGR

3.5 DESCRIPTION OF THE PROPOSED MODIFIED PROJECT

The proposed Modified Project would result in the construction and operation of one 37-story, approximately 700,000-square-foot office building, approximately 25,830 square feet of low-rise, one- and two-story office space, an approximately 1,300-square-foot Mobility Hub, a Transit Plaza, approximately 4,120 square feet of ancillary retail, and a partially subterranean parking structure with approximately 1,579 stalls (Modified Project). The proposed Modified Project would incorporate smart growth, green building, and public transportation-oriented elements.

Table 3.C provides a list of the proposed Modified Project’s components and a general description of each. Additional detailed descriptions of each of the proposed Modified Project’s components are provided after the table. Figure 3.5 provides the proposed Modified Project Site Plan, illustrating the proposed Modified Project’s components described below.

Table 3.C: Proposed Modified Project Components

Project Component	Description
Grading, Demolition, and Site Preparation	<ul style="list-style-type: none"> • Demolition of existing asphalt surface parking areas and remnant structures from the prior existing uses on the Project site • Clearing and Grading • Shoring • Export of excavated materials and debris • Soil harvest and amendment for landscaping of the parking structure roof • Any necessary permits from DOGGR with regard to on-site wells
Transportation Improvements	<ul style="list-style-type: none"> • New traffic signal installed at the intersection of Constellation Boulevard and the primary driveways of the proposed Modified Project and 2000 Avenue of the Stars • Pedestrian-friendly environment • Bicycle amenities (bicycle racks, lockers, showers, etc.) • Contribution to and participation in the Century City Transportation Management Organization to support its existing programs, which include: Guaranteed Ride Home program; rideshare matching; administrative and financial support for formation of vanpools and/or carpools; bike and walk to work promotions; and preferential load/unload or parking locations for high-occupancy vehicles (HOV) • Transit Information Center featuring commuter information for employees and visitors • Discounted monthly transit passes available to eligible Project site employees • Unbundled leases will be offered to allow office and retail tenants to lease parking spaces separate from the building space, which would provide tenants with the option of offering a cash-out allowance for employees who choose to park at another location or take transit to work • Audible buzzer system and convex mirrors at exit points where visibility is hindered to improve safety for bicyclists • Mobility Hub featuring bicycle parking and rentals and short-term vehicle rentals • Designed to integrate with a potential Century City Westside Subway Extension station portal, which would potentially be located beneath the Project site • Construction of a mid-block pedestrian pathway along the northern and eastern perimeter of the Project site

Table 3.C: Proposed Modified Project Components

Project Component	Description
Construction of 37-Story Office Tower	<ul style="list-style-type: none"> • Office tower designed to LEED Platinum level, or equivalent green building methods • 37-story (570 feet at the perimeter of the site and 849 feet above mean sea level), approximately 700,000-square-foot office tower consisting of a lobby at the plaza level with approximately 35 floors of office space and two mechanical floors • 3,000-square-foot private screening room with the ability to accommodate approximately 200 people • Office tower loading dock area on the northern side of the building • Fire Control Room located near or adjacent to the main entrance to the building; the fire control room would be a minimum of 100 square feet with a minimum dimension of 10 feet.
Construction of Creative Office Space	<ul style="list-style-type: none"> • 25,830 square feet of one- and two-story creative office space along Constellation Boulevard (south of the parking structure)
Construction of Retail Space, Transit Plaza, and Mobility Hub	<ul style="list-style-type: none"> • Approximately 35,000-square-foot open public Transit Plaza at the corner of Avenue of the Stars and Constellation Boulevard. The transit plaza would be open-air and would be accessible to pedestrians using the sidewalks on Constellation Boulevard and Avenue of the Stars • The Transit Plaza would be designed to accommodate the potential Century City Westside Subway Extension station portal, which would potentially be located beneath a sculptural folded canopy and plaza • Approximately 4,120 square feet of ancillary retail uses • Approximately 1,300-square-foot Mobility Hub structure to be located within the Transit Plaza to provide alternative forms of transportation, including bicycle rentals and smart transit information
Construction of the Parking Structure and Landscaped Deck	<ul style="list-style-type: none"> • 5-level, 1,579-space partially subterranean (three subterranean levels and two aboveground levels) parking structure • Approximately 2.14-acre landscaped green deck for tenants and their guests located on the roof of the parking garage

Table 3.C: Proposed Modified Project Components

Project Component	Description
Project Landscaping	<ul style="list-style-type: none"> • Approximately 128,420 square feet of useable open space (2.95 ac); 35,380 square feet would be public (28 percent) and a 93,040-square-foot (72 percent) landscaped green deck that would be private • Perimeter and parkway landscaping including California sycamores along Avenue of the Stars and Constellation Boulevard • Transit Plaza to facilitate connections between office tower, ancillary retail, creative office space, and potential transit uses • Pedestrian pathways (concrete), shade trees, and seating areas on the landscaped deck on the roof of the parking structure • Landscaped pedestrian walkway along the northern and eastern perimeter of the proposed parking structure
Exterior Lighting	<ul style="list-style-type: none"> • Exterior light fixtures would be dark sky compliant, and consistent with LEED SSc8 criteria and City lighting requirements • Exterior lighting would be high-intensity discharge,¹ fluorescent, or LED type. All lighting would be oriented to avoid spill lighting to the extent feasible.
Signage	<ul style="list-style-type: none"> • Rooftop signage, monument signs, and building (on-face) signs • Monument signs would be located on Avenue of the Stars and Constellation Boulevard at the primary entrances to vehicle access points • Signage would be illuminated for security, fire safety, and way-finding purposes
Central Plant and Utility Connections	<ul style="list-style-type: none"> • Construct Central Plant including four chillers, four boilers, four cooling towers, chilled water system with ice tanks, one emergency generator. Applicant is also exploring the feasibility of a greywater collection and treatment system north of the parking structure. • Provide connections to existing water, wastewater, electricity, natural gas, data, cable television, and telecommunication services in Avenue of the Stars and Constellation Boulevard • Demolish and remove existing unused City of Los Angeles 10-inch sanitary sewer line on the eastern side of the Project site • Potentially install photovoltaics on the roof of the one and two story creative office buildings • Construct electrical vault house • Install four to five substations with 480-volt circuit breakers • Install fire sprinkler system • Install a minimum 30,000-gallon fire water storage

Table 3.C: Proposed Modified Project Components

Project Component	Description
Water Quality and Flood Control	<p>tank</p> <ul style="list-style-type: none"> • Construct a fire pump room • Install a 93,040 square foot green roof, consisting of open and planted space, on the roof of the parking structure • Retain and filter stormwater runoff from the office building and parking structure’s green roof prior to discharge • Install vegetated strips, dispersed around the project site, to filter stormwater runoff prior to discharge • Stormwater baffle boxes connected to the main stormwater discharge line, on-site retention areas/catch basins, oil interceptors in the parking area, and filters or screens on stormwater drains would also be considered during the design phase

¹ High-intensity discharge lamps provide the highest efficacy and longest service life of any lighting type. They can reduce 75 percent–90 percent of lighting energy when they replace incandescent lamps. The three most common types of high-intensity discharge lamps are mercury vapor lamps, metal halide lamps, and high-pressure sodium lamps.

DOGGR = Division of Oil, Gas, and Geothermal Resources

LED = light-emitting diode

LEED (NC) = Leadership in Energy and Environmental Design-New Construction

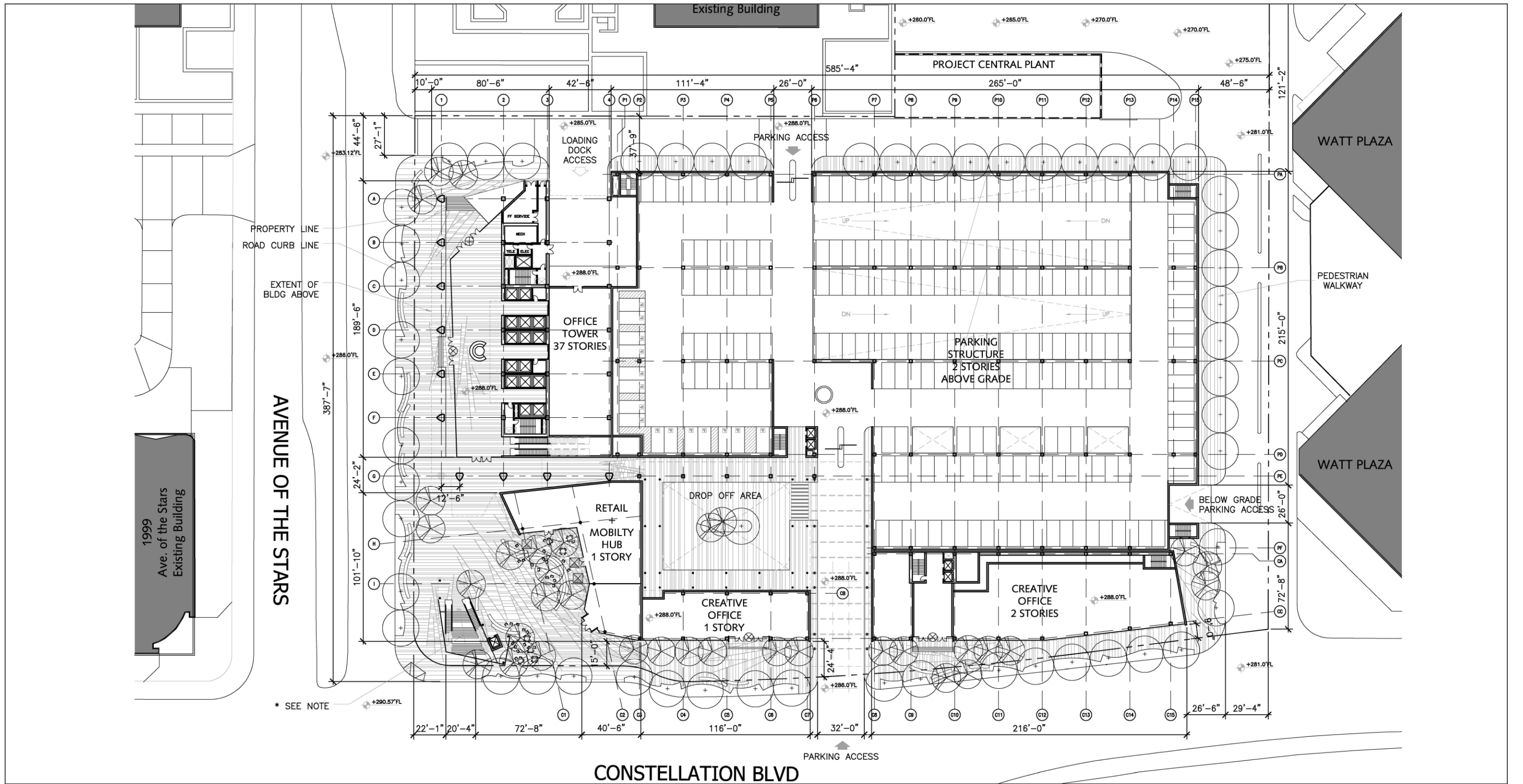
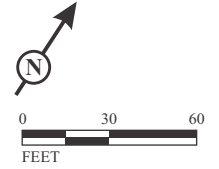


FIGURE 3.5

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As shown in Figure 3.5, the 37-story, approximately 700,000-square-foot office tower would be constructed on the west side of the Project site, along Avenue of the Stars, and would consist of a lobby at the plaza level with approximately 35 floors of office space and two mechanical floors that are currently planned at levels 10 and 28. Figures 3.6a, and 3.6b provide cross sections of the proposed Modified Project illustrating the location of the mechanical floors, building height, and site design. As shown in Figure 3.6a, the office tower building would reach a height of approximately 570 feet at the perimeter of the site (849 feet above mean sea level). An emergency helipad would be located on the roof of the office tower.

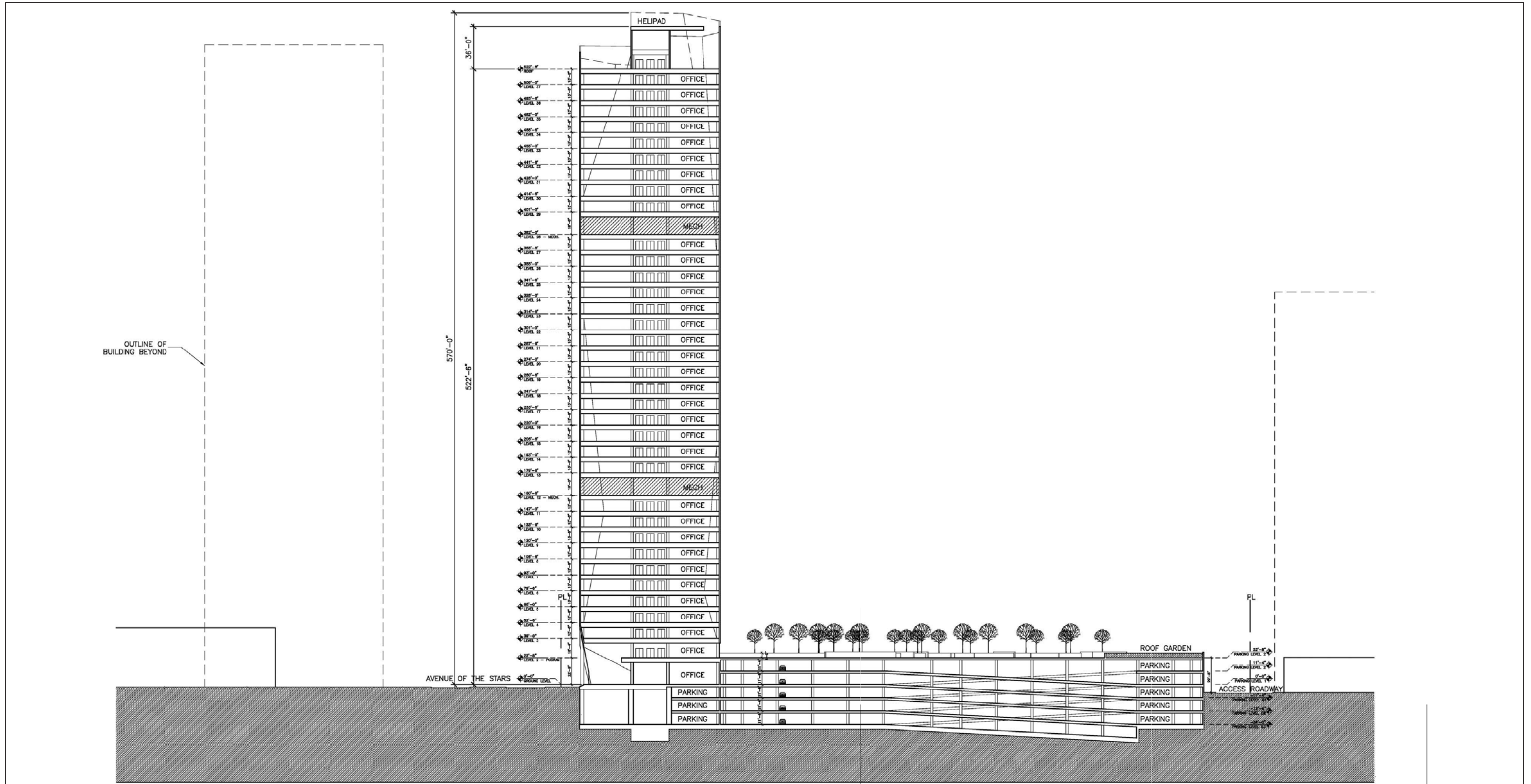
The ground floor of the office tower would contain an entrance lobby accessible from three ground level entrances. Additional access would be provided from a landscaped deck area on the landscaped roof of the parking structure. Pedestrians at alternate levels of the parking structure would access the office structure entrances at grade via elevator, escalator, or stairway. Primary pedestrian vertical circulation within the parking structure would be located centrally to the Project site and adjacent to the valet drop-off area. As shown in Figure 3.5, a loading dock would be located along the north side of the office tower; the loading dock would be accessed from the northern site driveway, which is discussed in greater detail in Section 3.5.1.

The office tower also would include an approximately 3,000-square-foot private screening room with the ability to accommodate approximately 200 people. This state-of-the-art screening room would be available to one or more of the office tenants for screenings, presentations, and meetings. The screening room would provide superior acoustic performance and sound quality as well as a raked (tiered) seating configuration.

The exterior of the tower would be characterized by a faceted high-performance glass skin whose fenestration patterns vary according to their solar orientation. The exterior of the tower is intended to maximize natural light into the building while minimizing solar heat gain. Each side of the building would vary with sunshades, complex multi-skins, and glass coatings. The glass would be light in color with frames and miscellaneous metal detailing in white metallic finishes. The ground floor lobby would be double height and dramatically faceted with natural ventilation, indoor/outdoor paving, and abundant landscaping. The double-skin glazing system is described in greater detail in Section 3.5.6.

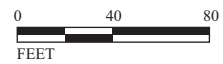
Approximately 25,830 square feet of one and two-story creative office space would also be provided along Constellation Boulevard directly south of the parking structure. This office space would be constructed as loft space and designed at a scale to accommodate smaller and emerging companies. As shown in Figures 3.7a, 3.7b, 3.7c, and 3.7d, the height of creative office space would vary between one and two stories. The height of the creative office space located adjacent to the Mobility Hub and Transit Plaza would be approximately 32.7 feet, and the height of the creative office space located to the east of the main Project site entrance would be approximately 47.6 feet. The buildings would be designed to include a long expanse of glass and sunshades facing south and a highly faceted roofline. A tinted mosaic glass pattern would animate the long low line of these creative office buildings.

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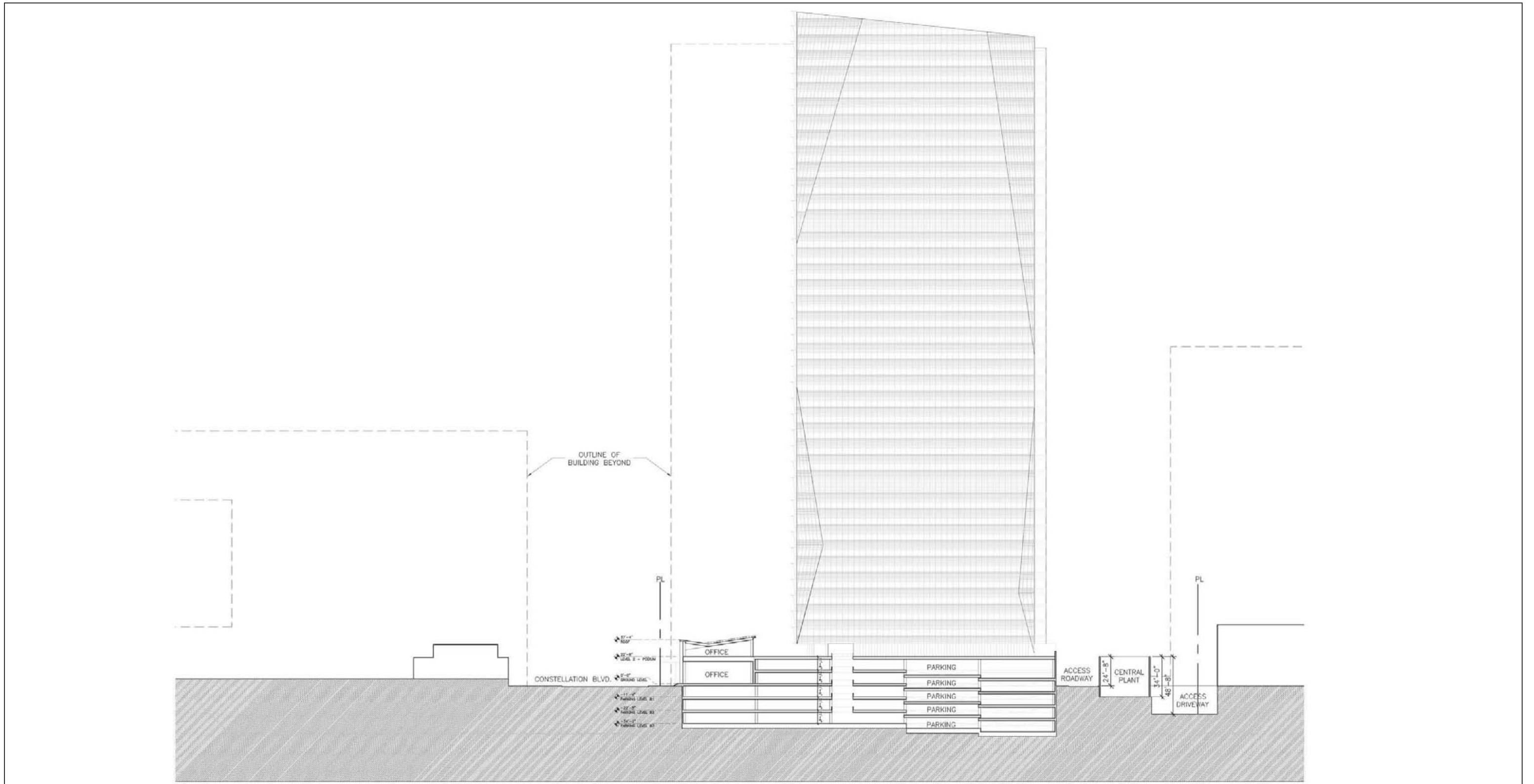


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FIGURE 3.6a

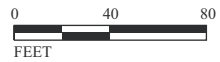


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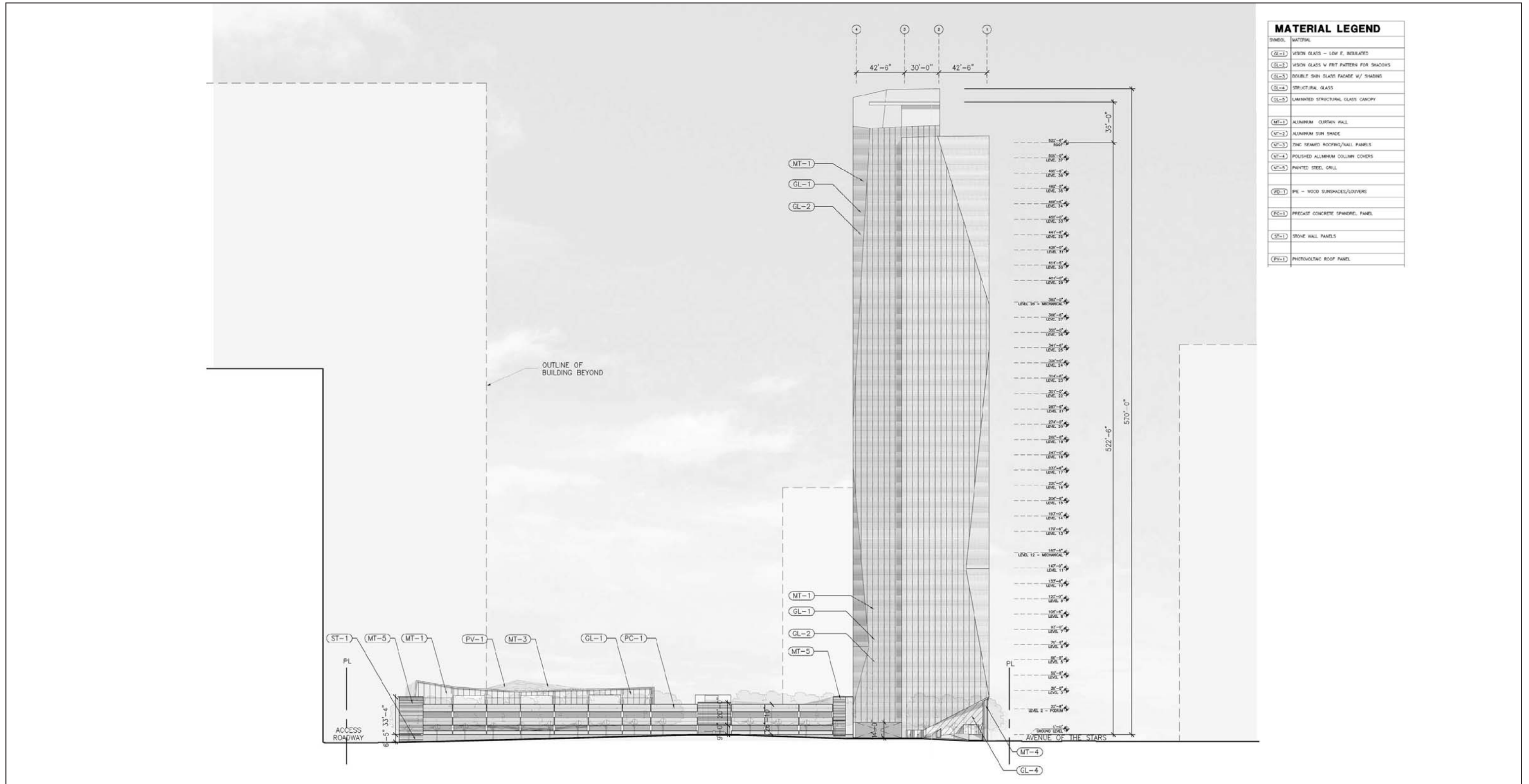


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FIGURE 3.6b



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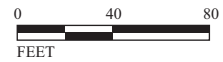


MATERIAL LEGEND

SYMBOL	MATERIAL
GL-1	VISION GLASS - LOW E, INSULATED
GL-2	VISION GLASS w/ FRIT PATTERN FOR SHADOWS
GL-3	DOUBLE SKIN GLASS FACADE w/ SHADING
GL-4	STRUCTURAL GLASS
GL-5	LAMINATED STRUCTURAL GLASS CANOPY
MT-1	ALUMINUM CURTAIN WALL
MT-2	ALUMINUM SUN SHADE
MT-3	ZINC SEAMITZ ROOFING/WALL PANELS
MT-4	POLISHED ALUMINUM COLUMN COVERS
MT-5	PAINTED STEEL GRILL
PE-1	PE - WOOD SUNSHADES/LOUVERS
PC-1	PRECAST CONCRETE SHADOW PANEL
ST-1	STONE WALL PANELS
PV-1	PHOTOVOLTAIC ROOF PANEL

LSA

FIGURE 3.7a

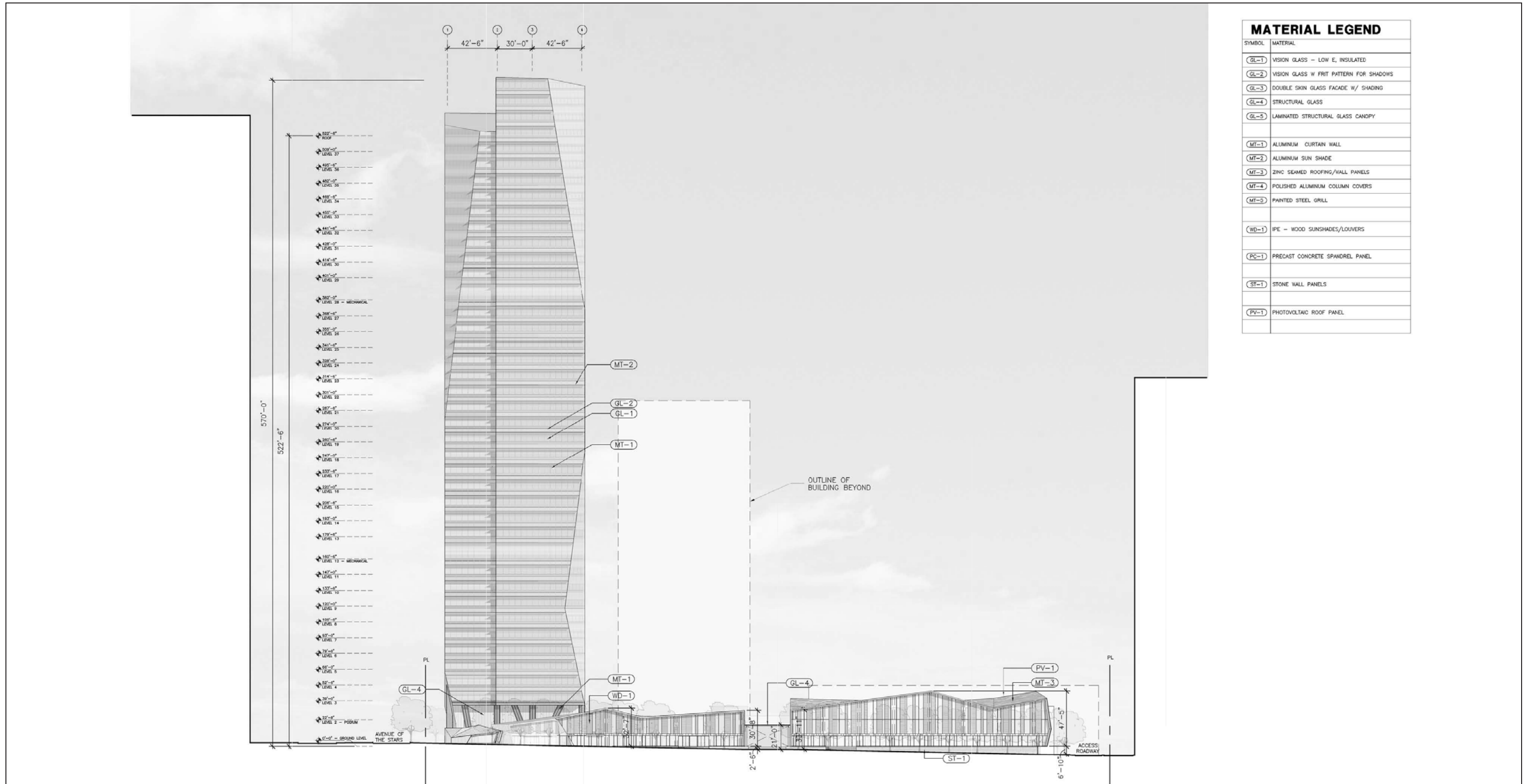


SOURCE: Johnson Fain

I:\CCY1101\GMP Elevation N.cdr (7/21/11)

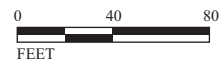
Century City Center
Modified Project Elevation-North

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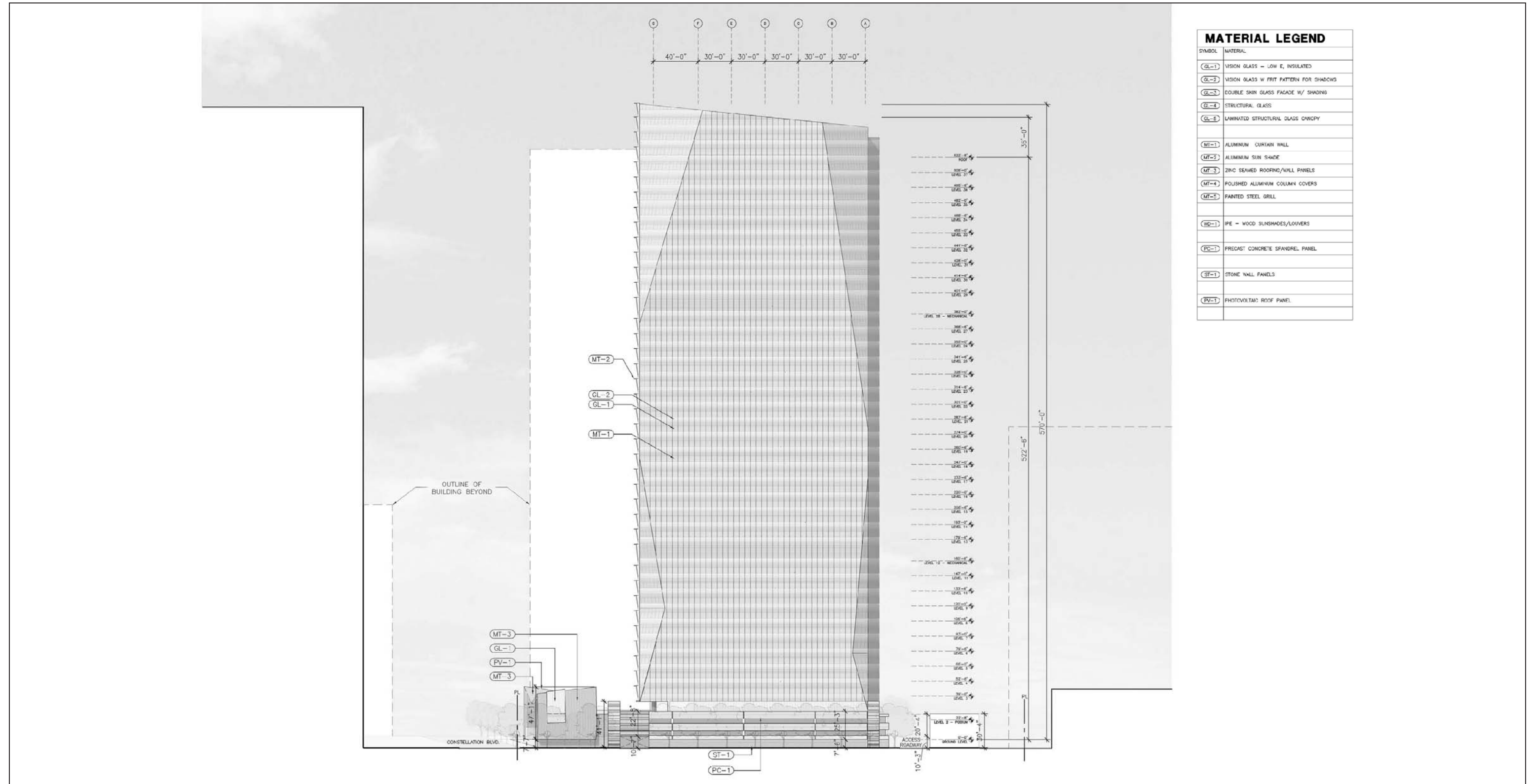
FIGURE 3.7b



SOURCE: Johnson Fain
I:\CCY1101\GMP Elevation S.cdr (7/21/11)

Century City Center
Modified Project Elevation-South

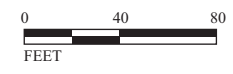
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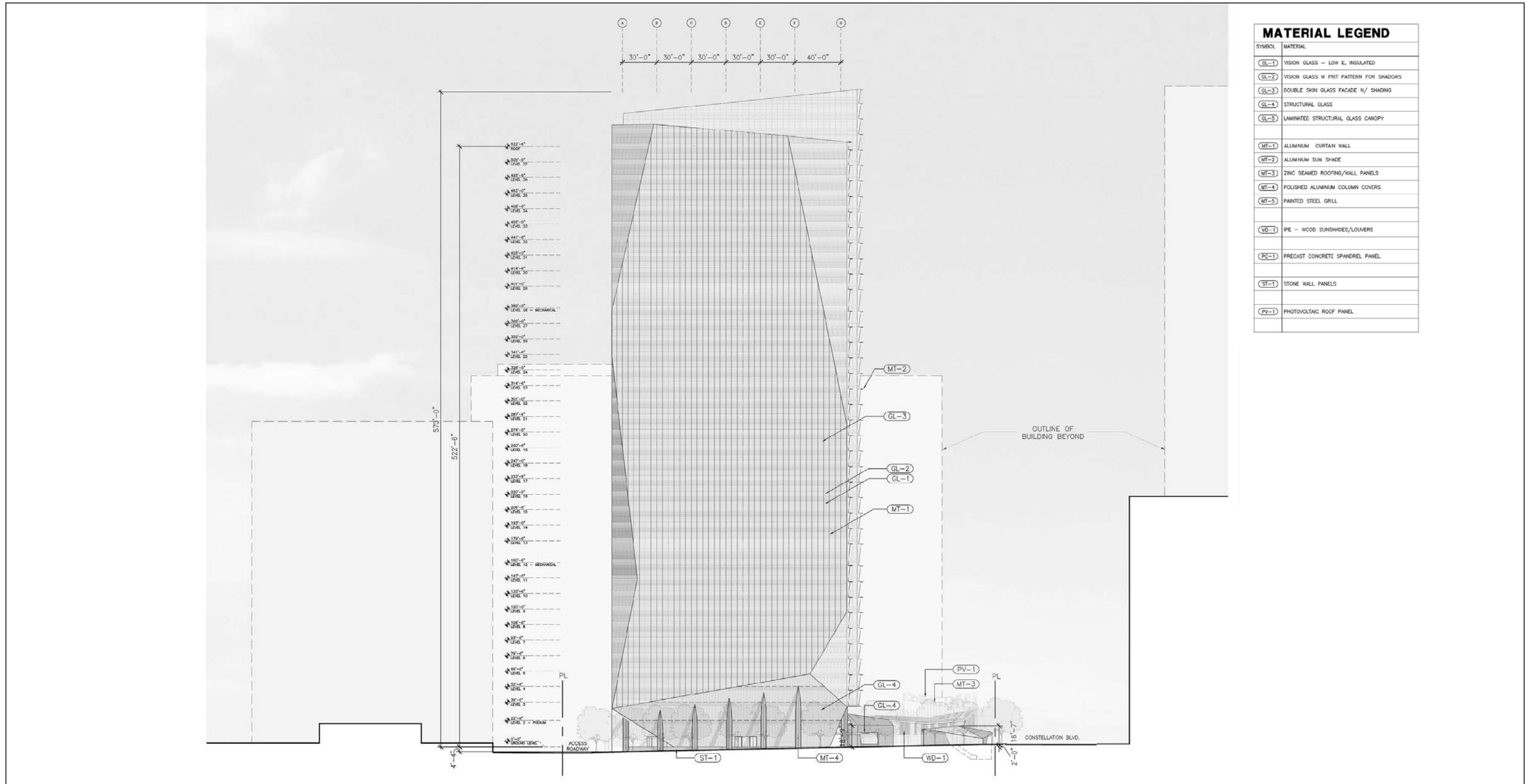
MATERIAL LEGEND	
SYMBOL	MATERIAL
GL-1	VISION GLASS - LOW E, INSULATED
GL-2	VISION GLASS W FRIT PATTERN FOR SHADING
GL-3	DOUBLE SKIN GLASS FACADE W/ SHADING
GL-4	STRUCTURAL GLASS
GL-5	LAMINATED STRUCTURAL GLASS CANOPY
MT-1	ALUMINUM CURTAIN WALL
MT-2	ALUMINUM SUN SHADE
MT-3	ZINC SEAMED ROOFING/WALL PANELS
MT-4	POLISHED ALUMINUM COLUMN COVERS
MT-5	PAINTED STEEL GRILL
WD-1	IPE - WOOD SUNSHADES/LOUVERS
PC-1	PRECAST CONCRETE SPANDREL PANEL
ST-1	STONE WALL PANELS
PV-1	PHOTOVOLTAIC ROOF PANEL

LSA

FIGURE 3.7c

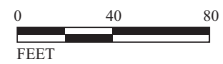


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FIGURE 3.7d



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The Transit Plaza would comprise approximately 35,000 square feet of public open space, and would be located near the corner of Avenue of the Stars and Constellation Boulevard, allowing convenient access for the community. The Transit Plaza would be designed to accommodate the potential Century City Westside Subway Extension station portal, which would potentially be located beneath a sculptural folded canopy and plaza. The proposed Modified Project proposes 4,120 square feet of limited ancillary retail uses within the plaza, including a potential outdoor garden café and landscape features. An approximately 1,300–square-foot Mobility Hub structure would also be located within the plaza. The Mobility Hub is anticipated to contain rental, storage, and changing facilities for bicycles as well as a car-sharing program on site. The Mobility Hub may also sell bus passes, promote carpooling and vanpooling, and may include ticketing facilities for the Metro Westside Subway Extension in the future.

Table 3.D provides a summary of proposed on-site uses.

Table 3.D: Proposed Modified Project Uses

Use	Square Footage
Office	725,830
Mobility Hub	1,300
Ancillary Retail	4,120
Total	731,250

As discussed above, the Transit Plaza would be designed to accommodate a portal for the Century City Westside Subway Extension station. The Westside Subway Extension is a proposed mass-transit rail project that would extend the Metro Purple Line from its current terminus at Wilshire/Western to the west side of Los Angeles. The Westside Subway Extension Final EIS/EIR was released in March 2012, and certified by the Metro Board of Directors in April 2012. In May 2012, the Metro Board of Directors approved the final route and station locations for the second and third phase of the Westside Subway Extension. The approval included a recommendation that the Century City Westside Subway Extension station be located beneath Constellation Boulevard extending west from Century Park East to west of Avenue of the Stars, with the subway entrance portal to be located at the northeast corner of Constellation Boulevard and Avenue of the Stars on the Project site. Metro will fund the construction of one entrance to the Century City subway station; however, the station design will allow for additional station entrances if further funding is identified, potentially through private sector development.³ Although construction on the initial phase of the Westside Subway Extension began in November 2012, the second phase of the Westside Subway Extension, which would include service to Century City, is not currently anticipated to be completed until 2026.⁴

³ Los Angeles County Metropolitan Transportation Authority, Westside Subway Extension, Conclusion of Environmental Studies, Conclusion Factsheet, March 2012. Available at: http://www.metro.net/projects_studies/westside/images/Westside_Factsheet_conclusion.pdf, last accessed January 17, 2013.

⁴ Los Angeles County Metropolitan Transportation Authority, Milestone: L.A. Metro officially begins utility relocation work for Westside Subway Extension, November 13, 2012. Available at: http://www.metro.net/news/simple_pr/Milestone-L-A-Metro-officially-begins-utility-relo/, last accessed January 17, 2013.

3.5.1 Proposed Modified Project Parking and Access

Under the proposed Modified Project, the Project site would operate as an integrated development with commercial and retail uses, a Mobility Hub, and landscaped deck with one parking structure and three vehicular access points.

Vehicle Access. Primary access to the Project site, and direct access to the parking structure, would be provided from a proposed driveway along Constellation Boulevard. This main driveway would provide ingress to and egress from the parking structure onto Constellation Boulevard. Three travel lanes would be provided. A designated drop off area would also be accessible from the main driveway; the drop off area would be accessible to vehicles before passing through the parking structure ticket booth. The proposed Modified Project proposes the installation of a new traffic signal at the intersection of the main Project site driveway on Constellation Boulevard; the traffic signal would also facilitate ingress and egress to the parking structure located at 2000 Avenue of the Stars, directly south of the Project site.

In addition, a vehicular access point located along the eastern boundary of the site would provide direct ingress and egress of vehicles to the first subterranean level of the parking structure; the normal internal circulation routes of the parking structure would provide access to all other levels of the parking structure. This access point would be restricted to tenants with an electronic key card. A third vehicular access point, located along the northern boundary of the Project site, would provide at-grade ingress and egress of vehicles to the parking structure. The northern access point would include a parking ticket booth. An at-grade loading dock would be located along the north side of the proposed 37-story office tower. The locations of the three access points and the loading dock can be seen on Figure 3.5.

The eastern and the northern access points and the loading dock would be accessible from driveways located along the eastern and northern site perimeters. The eastern driveway is utilized in the existing condition and is accessible from Constellation Boulevard. The driveway allows access to and from the parking structure to the north of the Project site and to existing on-site surface parking areas. More specifically, the driveway currently provides access to Watt Plaza (1925 Century Park East) and the parking garage at 1900 Avenue of the Stars. Access to existing structures would be maintained during construction of the proposed Modified Project. A portion of the northern driveway also currently exists along the northern perimeter of the Project site. The northern driveway is accessible from Avenue of the Stars; the northern driveway currently provides access to an existing on-site surface parking area. Following project implementation, the northern and eastern driveways would also provide Police and Fire Department access (i.e., they would function as a fire lane). The driveways would be a minimum of 27 feet in width, and no parking would be permitted along the sides of the driveways.

Parking. The parking structure would be located to the east of the high-rise office tower. The parking garage would consist of three subterranean levels and two aboveground levels. As shown

in Table 3.E, under the Los Angeles Municipal Code, Section 12.21.A.4,⁵ a total of 1,509 spaces are required to serve the proposed Modified Project’s proposed uses. The proposed Modified Project would comply with code requirements by providing 1,441 standard spaces, 112 compact spaces, and 26 handicapped spaces that comply with the requirements of the Americans with Disabilities Act, for a total of 1,579 spaces.⁶

Table 3.E: Proposed Modified Project Parking

Use	Parking Spaces Required by LAMC	Total Parking Spaces to be Provided
Office	2.0 spaces/1,000 sf x 725,830 sf = 1,452	
Ancillary Retail/ Mobility Hub	4.0 spaces/1,000 sf x 4,120 sf = 17	
Screening Room	1.0 space/5 seats x 200 seats = 40	
Total	1,509	1,579

LAMC = City of Los Angeles Municipal Code
sf = square feet

Pedestrian Access. As discussed above, the Century City North Specific Plan requires that a pedestrian walkway be developed in the vicinity of the Project site’s eastern boundary.⁷ The Specific Plan walkway system, which passes through a four-block area centered on the intersection of Constellation Boulevard and Avenue of the Stars, is intended to provide a route of pedestrian paths that intersect the adjacent streets approximately midblock. The walkways also meet in the central areas of the blocks and enable shorter pedestrian routes than normally available in an area of large-scale city blocks.

Pedestrian access to the Project site would be facilitated by existing sidewalks along Constellation Boulevard and Avenue of the Stars. As shown in Figure 3.5, a pedestrian walkway also would be constructed along the northern and eastern perimeter of the proposed parking structure, consistent with the description of mid-block pedestrian pathways in the Century City North Specific Plan.

As shown in Figure 3.5, pedestrian access to the parking structure would be facilitated by four staircases, two elevators, and a walkway that would be accessible from the landscaped deck and each level of the parking structure.

⁵ Refer to City of Los Angeles Information Bulletin No. P/ZC 2002–011.

⁶ Because the office tower may include a 200-seat private screening room, this SEIR conservatively includes this parking requirement in the total parking requirement. It is important to note that the screening room square footage is included in the total square footage of office space and is for the use of tenants and their guests and, thus, including the parking for the screening room as an additional parking requirement is conservative.

⁷ Century City North Specific Plan, Figure 1, Specific Plan Area (Pedestrian Walkway).

3.5.2 Proposed Modified Project Open Space and Landscaping

The proposed Modified Project would be designed to comply with all applicable open space requirements and would provide approximately 128,420 square feet of useable open space (2.95 acres) on site, which would represent approximately 53 percent of the Project site.⁸ As shown in Table 3.F, of the open space that would be provided, approximately 35,380 square feet (0.81 acre) (28 percent) would be public, and 93,040 square feet (2.14 acres) (72 percent) would be accessible to tenants and their guests.

Table 3.F: Proposed Modified Project Open Space

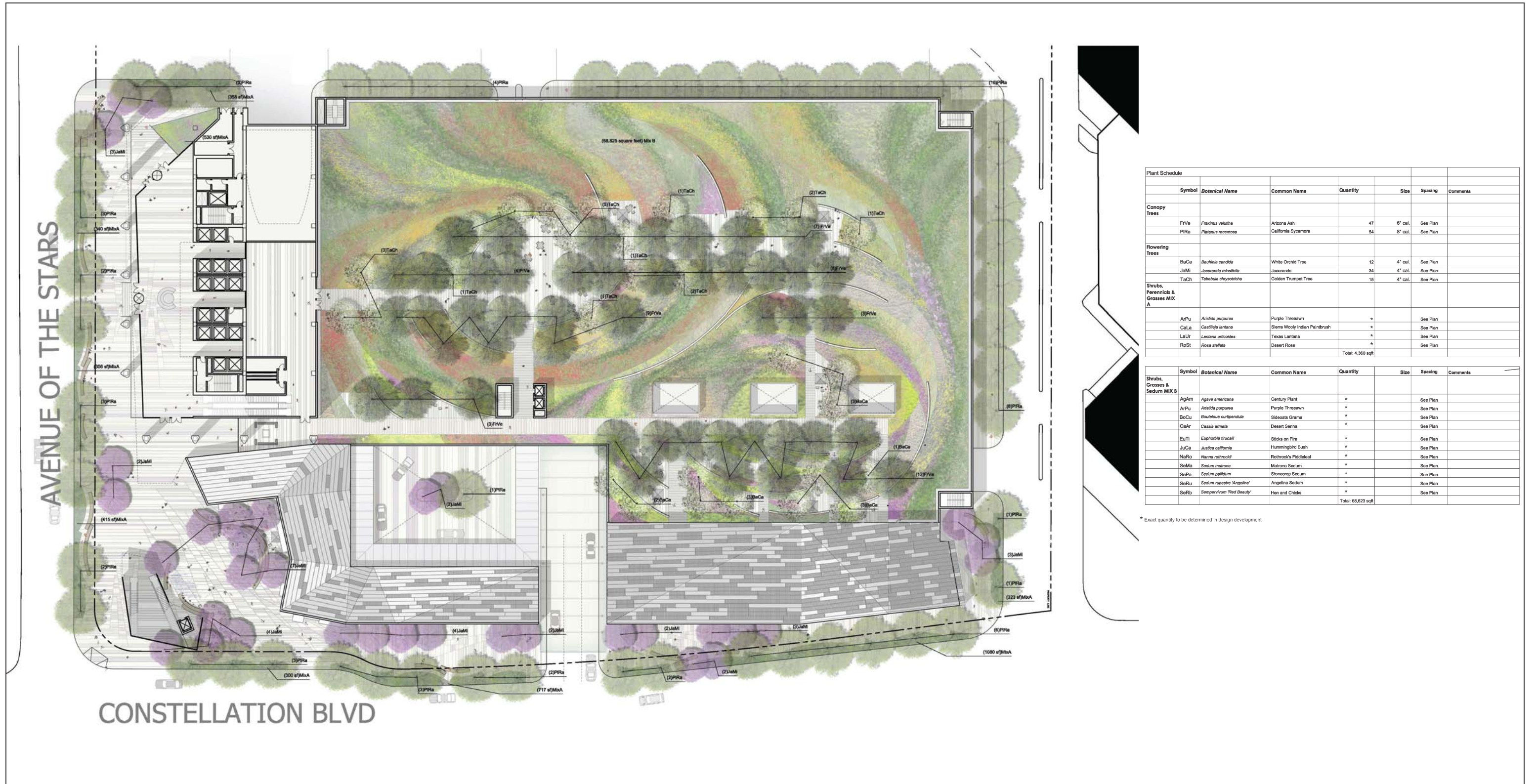
Use	Acreage
Landscaped Green Deck (private)	2.14
Transit Plaza, walkways (publicly accessible)	0.81
Total	2.95

The proposed Modified Project would feature a variety of public outdoor spaces along Avenue of the Stars and Constellation Boulevard, as well as an internal private open space area. The proposed Modified Project’s frontages along Avenue of the Stars and Constellation Boulevard have been designed as wide urban streetscapes with landscaping. As shown in Figure 3.8, California sycamores are proposed to be planted along the sidewalks on Avenue of the Stars and Constellation Boulevard, as well as around the pedestrian walkway on the northern and eastern site perimeter, to establish a tree canopy and to create a human scale for pedestrians in the area. The proposed Modified Project landscaping and streetscape would conform with the Greening of Century City Plan.

The corner of Avenue of the Stars and Constellation Boulevard would include a public Transit Plaza with seating areas and gardens. The Transit Plaza would be approximately 35,000 square feet of public open space and would provide convenient access for the community. The Transit Plaza would be designed to accommodate the potential Century City Westside Subway Extension station portal, which potentially would be located beneath a sculptural folded canopy and plaza. The plaza would facilitate pedestrian connections between the office tower, creative office space, retail uses, and the Mobility Hub. Jacaranda trees planted in the Transit Plaza would provide shade, color, and visual interest. The trees, outdoor seating, and roofline of the two-story retail building located around the plaza would be reinforced by the pedestrian scale of the plaza and would provide visual interest and texture at the street level.

The proposed Modified Project also includes an approximately 2.14-acre landscaped “green” deck for tenants and their guests. As shown in Figure 3.9, the landscaped deck would be located on the roof of the parking garage and would consist of gardens, seating areas, walkways, and landscaping.

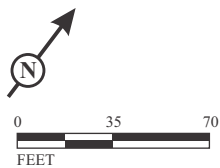
⁸ The net area of the Project site is approximately 240,572 sf. Proposed open space is expressed as a specific square footage (128,420 sf) and is expressed in summary form in terms of acres (2.95 acres). The proposed open space of 128,420 sf divided by the Project site net area is 53 percent.



Plant Schedule						
Symbol	Botanical Name	Common Name	Quantity	Size	Spacing	Comments
Canopy Trees						
FrVc	<i>Fraxinus velutina</i>	Arizona Ash	47	6" cal.	See Plan	
PIRa	<i>Platanus racemosa</i>	California Sycamore	54	8" cal.	See Plan	
Flowering Trees						
BaCa	<i>Bauhinia candida</i>	White Orchid Tree	12	4" cal.	See Plan	
JaMi	<i>Jacaranda mimosifolia</i>	Jacaranda	34	4" cal.	See Plan	
TaCh	<i>Tabebuia chrysostricha</i>	Golden Trumpet Tree	15	4" cal.	See Plan	
Shrubs, Perennials & Grasses MIX A						
ArPu	<i>Aristida purpurea</i>	Purple Threeseam	*		See Plan	
CaLa	<i>Cassipouia lanata</i>	Sierra Woolly Indian Palmbrush	*		See Plan	
LaLi	<i>Lantana urticoides</i>	Texas Lantana	*		See Plan	
RoSt	<i>Rosa stellata</i>	Desert Rose	*		See Plan	
			Total: 4,360 sqft			
Shrubs, Grasses & Sedum MIX B						
AgAm	<i>Agave americana</i>	Century Plant	*		See Plan	
ArPu	<i>Aristida purpurea</i>	Purple Threeseam	*		See Plan	
BoCu	<i>Bouteloua curtipendula</i>	Sideoats Grama	*		See Plan	
CaAr	<i>Cassia armata</i>	Desert Senna	*		See Plan	
EuTi	<i>Euphorbia tirucalli</i>	Sticks on Fire	*		See Plan	
JuCa	<i>Justica californica</i>	Hummingbird Bush	*		See Plan	
NaRo	<i>Nanna rotrockii</i>	Rotrock's Fiddleleaf	*		See Plan	
SeMa	<i>Sedum matrona</i>	Matrona Sedum	*		See Plan	
SePa	<i>Sedum pallidum</i>	Stoncrop Sedum	*		See Plan	
SeRu	<i>Sedum rupestre 'Angelina'</i>	Angelina Sedum	*		See Plan	
SeRb	<i>Sempervivum 'Red Beauty'</i>	Hen and Chicks	*		See Plan	
			Total: 68,623 sqft			

* Exact quantity to be determined in design development

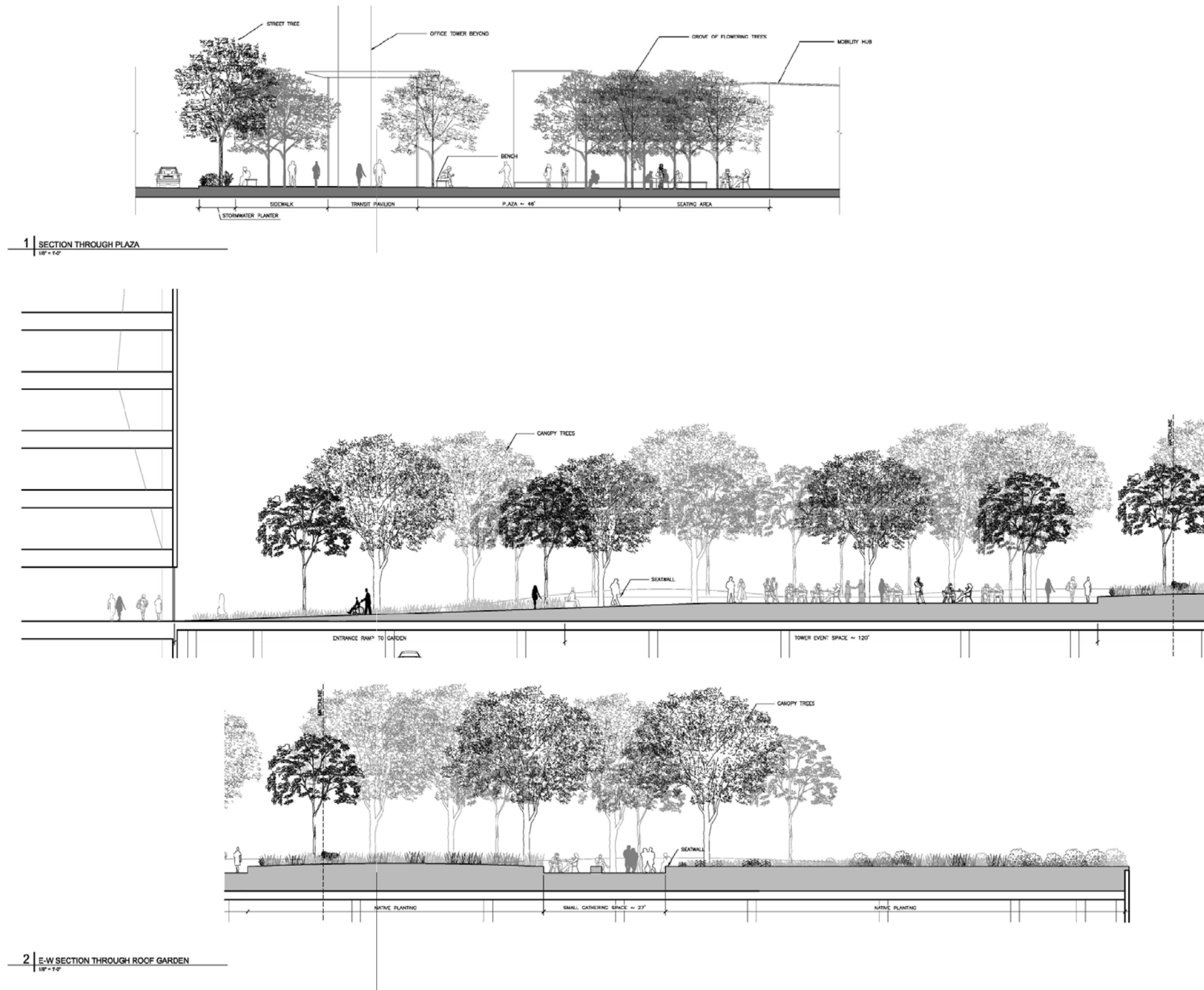
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SOURCE: Johnson Fain
 I:\CCY1101\GMP Landscape Plan.cdr (2/26/13)

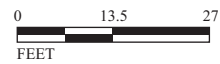
FIGURE 3.8

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FIGURE 3.9



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An irrigation plan would be implemented in conjunction with the landscaping program and would include water-efficient automatic irrigation systems. The landscaped deck also would be designed to capture stormwater for treatment and potential reuse on site.

3.5.3 Exterior Lighting

Lighting for this project would be the efficient, cut-off type and dark sky compliant. Lighting would also be consistent with City and Leadership in Energy-Efficient Design (LEED) criteria. Lighting would be provided that would enhance the beauty of the landscape as well as provide necessary levels of illumination for the safety of pedestrians and motorists on site. Lighting may consist of a combination of pole lighting and bollards at the sidewalk spaces and pole lighting and lights in trees in the transit plaza. The podium level may feature low-level accent lighting in the landscape as necessary for way-finding.

3.5.4 Signage

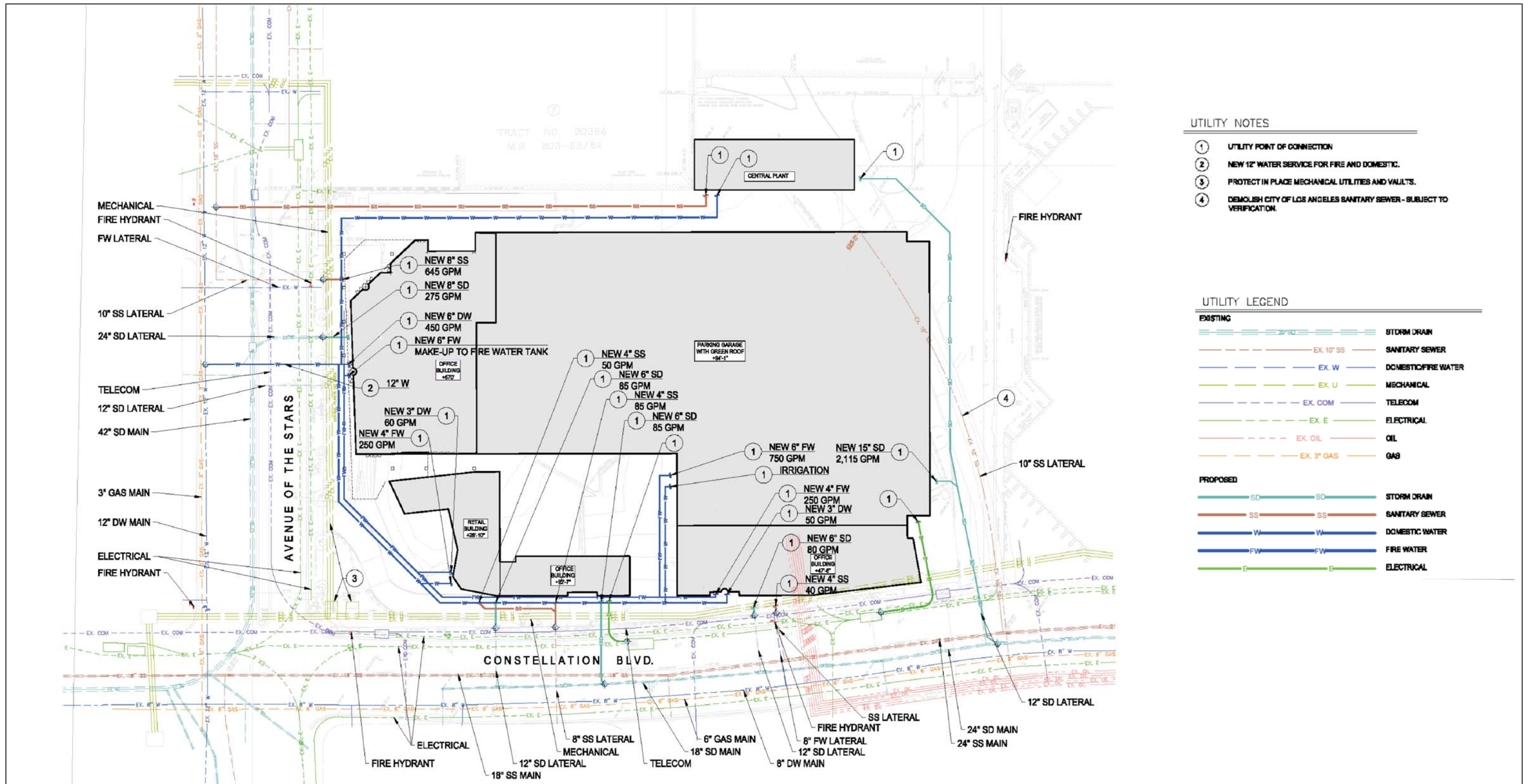
Signage for the proposed Modified Project would include rooftop signage and monument/building signs. Monument signs would be located on Avenue of the Stars and Constellation Boulevard and at the primary entrances to vehicular access points. Monument and building signs would also be located throughout the Project site to direct and inform tenants and visitors to the Project site. Building signs would be required for retail tenants of the proposed Modified Project. Additional monument and/or building signage would be required if the potential subway portal is constructed. Signage would be illuminated for security, Fire Department requirements, and in order to establish the presence of the building in the Century City context.

3.5.5 Utilities and Infrastructure Improvements

On-Site and Off-Site Infrastructure. The proposed Modified Project would require improvements to, and connection with, off-site and on-site infrastructure systems. As shown in Figure 3.10, a backbone infrastructure plan to serve the proposed Modified Project has been developed. Infrastructure plans and connections to off-site utilities are further described and assessed in Section 4.11, Public Services, Utilities, and Service Systems.

Central Plant. The proposed Modified Project would include a two-story open-air central plant that would be located at the north corner of the site. The Central Plant would provide heating and cooling water to the office tower, creative office buildings, and retail buildings. The central plant would save space and reduce energy usage and carbon emissions compared to alternate decentralized systems. Located at the Central Plant within a weatherproof enclosure would be four water cooled chillers, four hot water boilers, and associated pumps. In addition, four cooling towers would be located at the Central Plant that would release heat from the chilled water loop to the atmosphere. Ice storage tanks may also be included at the Central Plant. The ice storage tanks would be charged with ice at night using the chilled water system. During the day, chilled water produced by the melting ice would be circulated to air-handling units within the buildings via a closed loop system to cool the buildings. The ice tanks would reduce electricity demand by shifting chilled water production to nighttime hours

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UTILITY NOTES

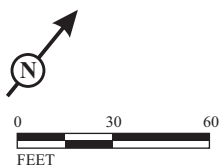
- ① UTILITY POINT OF CONNECTION
- ② NEW 12" WATER SERVICE FOR FIRE AND DOMESTIC.
- ③ PROTECT IN PLACE MECHANICAL UTILITIES AND VAULTS.
- ④ DEMOLISH CITY OF LOS ANGELES SANITARY SEWER - SUBJECT TO VERIFICATION.

UTILITY LEGEND

EXISTING		PROPOSED	
	EX. 10" SS		SD
	EX. W		SS
	EX. U		W
	EX. COM		FW
	EX. E		E
	EX. OIL		SD
	EX. 3" GAS		SS
			W
			FW
			E
			SD
			SS
			W
			FW
			E

LSA

FIGURE 3.10



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when the cost of electricity is lower and the electricity grid is operating more efficiently. The chilled water produced at night would be circulated during part of the day without requiring chillers to run. In addition to the chilled water and hot water equipment, the central plant would also house an emergency power generator. In addition, the Applicant is also exploring the feasibility of a greywater system. If the Applicant decides to implement such a system, a greywater system may be installed in the building's central plant that could potentially treat collected rainwater and sink drainage, providing a reclaimed water source that can be used to flush toilets and for sub-surface irrigation, where needed.

Water, Sewer, Electricity, and Gas Utilities. The Los Angeles Department of Water and Power (LADWP) would provide water service to the proposed Modified Project. The City of Los Angeles Department of Public Works would provide sanitary sewer service to the Project site.

The LADWP maintains an 8-inch water main in Constellation Boulevard and a 12-inch water main in Avenue of the Stars. The on-site water system that would serve the proposed Modified Project would connect to the 12-inch water main in Avenue of the Stars via an existing 12-inch lateral. The on-site water system would include a system of 3-inch, 4-inch, and 6-inch pipes providing potable water and fire flow water to all structures on the site.

In compliance with the Los Angeles Municipal Code, a sprinkler system would be installed in the proposed office tower, retail uses, creative office space, and parking structure. A minimum 30,000-gallon fire water storage tank would occupy a portion of the lowest level of the parking structure, and a dedicated fire pump room would be located adjacent to the fire water storage tank. The fire water storage tank would store backup water for firefighting purposes. In addition, a standpipe system would be installed inside the parking structure stairs. Standpipe outlets and sprinkler control valves would be located at each floor landing at each exit staircase.

The Department of Public Works maintains an 18-inch sanitary sewer main and a 24-inch sanitary sewer main in Constellation Boulevard. The Department of Public Works also maintains a 10-inch sanitary sewer lateral in Avenue of the Stars. The proposed Modified Project would connect to the 24-inch sanitary sewer in Constellation Boulevard via an existing 8-inch lateral and to the 18-inch sanitary sewer in Constellation Boulevard via an existing 8-inch sanitary sewer lateral. The proposed Modified Project would also connect to the 10-inch sanitary sewer in Avenue of the Stars via a new 8-inch sanitary sewer line. The proposed Modified Project also includes the demolition and removal of an existing unused 10-inch sanitary sewer line on the eastern side of the Project site.

On-site electricity would be provided by LADWP. The proposed Modified Project would tie into existing electrical mains in Constellation Boulevard and Avenue of the Stars. All on-site electrical distribution infrastructure would be underground. A dedicated vault house would be constructed on the Project site to house equipment and transformers. The location of the electrical vault house is subject to approval by LADWP, but may be located in a secured portion of the parking structure. In addition, a ground-level metering and distribution gear room would be provided to accommodate medium voltage equipment. Four or five

substations to step down power from medium voltage to 480 volt power would be required to feed the building loads and the Central Plant. Two or three of the substations would be located at grade (likely in the Transit Plaza) and two would be located at level 20 of the office tower. Alternatively, if space is available on the mechanical floors in the office tower (levels 20 and 28), a single substation may be provided on these floors.

Natural gas would be provided by the Southern California Gas Company, which maintains a 3-inch natural gas distribution line in Avenue of the Stars and a 6-inch natural gas distribution main in Constellation Boulevard. On-site natural gas line electrical connections would be constructed consistent with the standards of the City of Los Angeles and Southern California Gas Company, as applicable.

In summary, the proposed water, sanitary sewer, electrical, and gas improvements include the following:

- Construction of the Central Plant;
- Construction of on-site water delivery (fire flow and potable) and sewer collection and elimination systems;
- Installation of water meters;
- Connections to existing water and sanitary sewer lines located in Constellation Boulevard and Avenue of the Stars;
- Installation of new gas meters and gas pipelines connecting the on-site development to existing gas lines beneath Constellation Boulevard and Avenue of the Stars;
- Connection to the underground electrical mains in Constellation Boulevard and Avenue of the Stars and construction of an on-site electrical transformer; and
- Connection to the telecommunications wires in Constellation Boulevard and Avenue of the Stars.

Stormwater Best Management Practices. Best Management Practices would be incorporated into the design of the proposed Modified Project to treat stormwater runoff prior to discharge into the off-site storm drain system. A green roof on the parking garage would capture and filter stormwater prior to release into the City of Los Angeles' storm drain system. In addition, vegetative strips dispersed around the site would provide additional filtration of stormwater runoff prior to discharge.

Other Best Management Practices that would be considered during the design phase include, but are not limited to, stormwater baffle boxes connected to the main stormwater discharge line, on-site retention areas/catch basins, oil interceptors in the parking area, and filters or screens on stormwater drains.

3.5.6 Sustainability Features

The proposed office tower would be designed with the target goal to achieve a Leadership in Energy and Environmental Design (LEED) Platinum rating or equivalent green building standards. Such a design target represents the highest level of sustainable performance offered by the most recognized green building rating tool available. To achieve such a high rating, the Applicant intends to design the proposed Modified Project with several sustainable strategies to minimize the proposed Modified Project's energy and water use. Further, a proposed massive green roof of over 90,000 square feet of open and planted space would minimize the development's impact to the surrounding city and ecosystem and improve office tenant amenities.

The office tower would be designed to include a high-performance glass facade system that reflects the site-specific demands of each elevation. The east and north facades are the least solar intensive; therefore, a more conventional glazing system would mitigate the solar heat gains to minimize the demand on the building's cooling system. The south facade, along Constellation Boulevard, would incorporate semi-protruding elements to shade the high-performance glazing to reduce solar heat gain. The west facade, which would see the most intense solar heat gain, would be designed around an innovative double-skin facade system that provides high levels of transparency and daylighting to the interior, while minimizing solar heat gain. The cavity between the two planes of glazing would be externally ventilated, so that outside air would create a natural buffer of cool air that would rise up through the cavity, collecting heat, and exhausting after each 10-story rise. This buffer would significantly reduce solar heat gain to levels that can be effectively controlled by an energy-efficient mechanical system. Such a double-skin glazing system is relatively new to the United States and would establish the proposed office tower as an iconic presence for Los Angeles. The double-skin glazing system has been successfully used to reduce solar heat gain at the Seattle Justice Center and the Cambridge, Massachusetts Public Library; this system is also proposed as part of the Cedars-Sinai Medical Center expansion currently under construction.

With the high-performance facade and an energy efficient central utilities plant, the proposed Modified Project's energy strategy targets improvement upon California's Title 24 energy efficiency code by more than 20 percent (Project Design Feature NRG-1).

As described in Project Design Feature NRG-1, the proposed Modified Project will include a combination of energy conservation measures to achieve a 20 percent increase in energy efficiency over the requirements of Title 24, which may include solar photovoltaic panels to generate renewable energy and provide a percentage of the core and shell building's annual electricity needs. If implemented, the photovoltaic panels would be installed on the rooftops of the creative office buildings along Constellation Boulevard where they would provide a visual landmark of the proposed Modified Project's sustainability agenda.

The large green roof would blanket the roof of the parking garage, providing a significant decrease in the urban heat island effect with the site by decreasing the absorption of heat into the built fabric of the city. The roof would capture stormwater for reuse on site or allow for it to be detained and filtered prior to release into the City of Los Angeles' stormwater system.

The Applicant is also exploring the feasibility of a greywater system that could potentially be installed in the building's Central Plant which would treat collected rainwater and sink drainage,

providing a potential reclaimed water source that can be used to flush toilets and for sub-surface irrigation, where needed.

Materials strategies for the building will include Forest Stewardship Council-certified timber, recycled content in steel and concrete, interior materials with low volatile organic compound content, rapidly renewable materials for interior finishes, and construction and waste management environmental plans, to the extent feasible or if needed to achieve LEED Platinum certification or its equivalent.

The proposed Modified Project would also be designed to encourage alternative transport to the site, with storage and change rooms for bicyclists, an on-site public bicycle hub with rentals, electric vehicle charging stations, potential rental of other alternative forms of transportation, and proposed public space to tie the proposed Modified Project into the potential future subway station, if it occurs at the site.

3.5.7 Compliance Measures and Project Design Features

The proposed Modified Project would be subject to mandatory Compliance Measures which require adherence to applicable rules, regulations, and codes. Compliance Measures are listed below for clarity and tracking purposes. The City of Los Angeles considers these requirements to be mandatory; therefore, they are not mitigation measures or voluntary Project Design Features (PDFs).

PDFs are specific design components of the proposed Modified Project that have been incorporated to reduce its potential environmental effects through design modifications. Because these features are part of the project design, they do not constitute mitigation measures. In addition to being listed below, PDFs are described in the sections of Chapter 4.0 where relevant for reduction of environmental effects of the proposed project. PDFs are not included for every environmental topic.

Compliance Measure LU-1

Compliance with CCNSP. To ensure consistency with Century City North Specific Plan Sections 3(C)(2)-(4), the proposed Modified Project shall have sufficient Trips under the Specific Plan to be developed. If the Project site requires additional Trips in order to permit the development of the proposed Modified Project, the applicant shall acquire such Trips from any source that is permissible under the Specific Plan prior to Modified Project construction.

Compliance Measure AQ-1

SCAQMD Rules 402 and 403. The proposed Modified Project would comply with South Coast Air Quality Management District (SCAQMD) Rules 402 and 403 regarding fugitive dust control. Control measures would control fugitive dust at least as effectively as the following measures:

- Use watering to control dust generation during the demolition of structures or the break-up of asphalt, surface parking lots, and various remnant structures such as walls and foundations from the prior uses on the Project site.
- Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
- All haul trucks would be covered or would maintain at least 6 inches of freeboard.
- Suspend earthmoving operations; or additional watering would be implemented to meet Rule 403 criteria if wind gusts exceed 25 miles per hour (mph). An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours.

Compliance Measure AQ-2

SCAQMD Rule 1113 - Coatings and Solvent. The Applicant shall utilize coatings and solvents that are consistent with applicable SCAQMD Rule 1113.

Compliance Measure HAZ-1

Methane Mitigation System. Methane and hydrogen sulfide testing is required to reduce or eliminate the identified potential impacts resulting from the possible presence of methane and hydrogen sulfide on the site in the postgrading condition. In accordance with P/BC 2002-101, site testing shall be scheduled either before, or 30 days after, any site grading. Prior to issuance of any building permit or authorization to construct hardscape, the Director of the City of Los Angeles Department of Building and Safety, or designee, shall review and approve a report by a registered geologist, reporting methane and hydrogen sulfide testing results and recommendations and verify that project plans include a methane and/or hydrogen sulfide mitigation system that was designed in compliance with Division 71 of the Los Angeles Municipal Code. The Applicant shall follow the specifications identified in the Los Angeles Department of Building and Safety's Standard Plan: Methane Hazard Mitigation. Once constructed, inspection by a City of Los Angeles Department of Building and Safety

inspector shall be conducted prior to the covering of any component required by the Methane Mitigation System. All components of the system shall be maintained and serviced to ensure that the system remains in proper working condition.

Compliance Measure HAZ-2

Determination of No Hazard to Air Navigation. The Applicant shall file a Notice of Proposed Construction or Alteration (Form 7460-1) with the Federal Aviation Administration (FAA) in accordance with Federal Aviation Regulation Part 77. The Director of the City of Los Angeles Department of Building and Safety, or designee, shall verify that the Applicant has received a Determination of No Hazard to Air Navigation prior to the issuance of building permits. All required notifications applicable to building height and related potential lighting requirements shall be completed and submitted to the appropriate agency. In addition, FAA recommendations regarding marking and/or lighting requirements shall be incorporated into the building design.

Compliance Measure HAZ-3

Soil and Air Monitoring Plan and Health and Safety Plan. Prior to issuance of any grading permit, the Applicant shall submit a Soil and Air Monitoring Program and associated Health and Safety Plan to the Director of the City of Los Angeles Department of Building and Safety, or designee, for review and approval. The Plan shall be consistent with local, State, and federal regulations including but not limited to the requirements of California Occupational Safety and Health Act (Cal/OSHA) and shall encompass all subsurface soil disturbance and any groundwater activities. The Health and Safety Plan shall include, at a minimum, the following components:

- A summary of all potential risks to construction workers, monitoring programs, maximum exposure limits for all site chemicals, and emergency procedures.
- During all subsurface excavation activities, field technicians shall continuously monitor the soil as it is being excavated with an organic vaporizer and appropriate field instruments.
- During all subsurface excavation activities, soil gases including but not limited to methane and

hydrogen sulfide shall be continuously monitored and compared to appropriate levels of concern (e.g., Permissible Exposure Levels [PELs], Threshold Limit Values [TLVs], or concentrations Immediately Dangerous to Life and Health [IDLH] in the breathing zone).

- Methane concentrations shall be regularly monitored and compared against the Lower Explosive Level (LEL).
- Hydrogen sulfide monitoring equipment shall be available on the construction site. If any odors are detected, all work in the immediate area shall stop, and the area shall be monitored by the Site Health and Safety Officer using a calibrated hydrogen sulfide meter.
- Specifications for use of the subterranean parking structure ventilation system, and any additional systems, to ensure maximum air exchanges, as necessary, within the facility during construction.
- Identification of a Site Health and Safety Officer.
- Methods of contact, phone number, office location, and responsibilities of the Site Health and Safety Officer.
- Emergency Response Plan.
- Specification that the Site Health and Safety Officer shall be contacted immediately by the construction contractor if evidence of soil or groundwater contamination is encountered during site preparation and construction.
- Specification that the City of Los Angeles Fire Department shall be notified if evidence of soil or groundwater contamination is encountered.

Compliance Measure HAZ-4

Closed Oil Wells. Prior to issuance of building permits, the Applicant shall comply with applicable requirements for State Division of Oil, Gas, and Geothermal Resources (DOGGR) site plan review. If any portions of the former oil wells are encountered during excavation and construction, work shall stop at that immediate location and the DOGGR shall be provided an opportunity to investigate the oil wells. If the DOGGR determines that a reabandonment is required, this reabandonment would be completed in accordance with

all applicable federal, State, and local regulations, including but not limited to Title 14 of the California Code of Regulations, as well as with appropriate Los Angeles Fire Department recommendations.

Compliance Measure HAZ-5

Potentially Hazardous Materials. During construction activities, the Applicant shall immediately notify the Director of the City of Los Angeles Department of Building and Safety, or designee, and the City of Los Angeles Fire Department if any contaminated soil, groundwater, toxic materials, subsurface tanks/piping, or potentially hazardous materials are encountered. The City of Los Angeles Fire Department shall determine the appropriate procedures for handling and disposal of the materials in accordance with local, State, and federal regulations. In the event that contaminated materials are encountered during grading activities, all work within that immediate area shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up remedial and clean-up measures are implemented so as to render that area suitable for work to resume.

Compliance Measure HAZ-6

Soil Contaminants. Prior to issuance of any grading permit, the Applicant shall provide the Director of the City of Los Angeles Department of Building and Safety, or designee, with documentation that the project area does not contain hazardous levels of residual oil and petroleum components (e.g., methane, benzene, toluene, ethylbenzene, and xylene [BTEX]) or other known contaminants in the soils and that no further investigation is needed. This documentation shall include a report prepared by a California Registered Civil Engineer or Registered Geologist with experience in hazardous materials investigation and remediation that specifies that hazardous levels of containments are not present at the site, as confirmed by historical information and/or soil sampling.

If further investigation or soil remediation is required, a “No Further Action” letter from the City of Los Angeles Fire Department shall be provided to the City Director of the City of Los Angeles Department of Building and Safety, or designee, once the remediation is complete. Any soils uncovered during grading activities that contain petroleum components or other known contaminants shall be stockpiled separately and properly

disposed of or remediated in accordance with all applicable federal, State, and local regulations.

Compliance Measure HAZ-7

Predemolition Surveys. Prior to commencement of demolition activities, the Director of the City of Los Angeles Department of Building and Safety, or designee, shall verify that predemolition surveys for asbestos-containing materials (ACMs) and lead-based paints (LBPs) (including sampling and analysis of all suspected building materials) and inspections for polychlorinated biphenyl (PCB)-containing electrical fixtures shall be performed. All inspections, surveys, and analyses shall be performed by appropriately licensed and qualified individuals in accordance with applicable regulations (i.e., American Society for Testing and Materials (ASTM) E 1527-05, and 40 Code of Federal Regulations (CFR), Subchapter R, Toxic Substances Control Act [TSCA], Part 716). If the predemolition surveys do not find ACMs, LBPs, or PCB-containing electrical fixtures, the inspectors shall provide documentation of the inspection and its results to the City of Los Angeles Building and Safety Department to confirm that no further abatement actions are required. If the predemolition surveys find evidence of ACMs, LBPs, or PCB-containing electrical fixtures, all such materials shall be removed, handled, and properly disposed of by appropriately licensed contractors according to all applicable regulations during demolition of structures (40 CFR, Subchapter R, TSCA, Parts 745, 761, and 763). Air monitoring shall be completed by appropriately licensed and qualified individuals in accordance with applicable regulations both to ensure adherence to applicable regulations (e.g., South Coast Air Quality Management District [SCAQMD]) and to provide safety to workers and the adjacent community. The Applicant shall provide documentation (e.g., all required waste manifests, sampling, and air monitoring analytical results) to the City of Los Angeles Fire Department showing that abatement of any ACMs, LBPs, or PCB-containing electrical fixtures identified in these structures has been completed in full compliance with all applicable regulations and approved by the appropriate regulatory agency(ies) (40 CFR, Subchapter R, TSCA, Parts 716, 745, 761, 763, and 795 and California Code of Regulations [CCR] Title 8, Article 2.6). An Operating & Maintenance Plan (O&M) shall be prepared for any ACM, LBP, or PCB-containing fixtures

to remain in place and shall be reviewed and approved by the City of Los Angeles Fire Department.

Compliance Measure WQ-1

National Pollutant Discharge Elimination System General Permit. Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for Phase 1 of the proposed Modified Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

Compliance Measure WQ-2

Dewatering. 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.

Compliance Measure WQ-3

Low Impact Development Plan. Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development

Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

Compliance Measure WQ-4

Treatment Best Management Practices. The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.

Compliance Measure NOISE-1

Construction Schedule. The proposed Modified Project shall comply with the City of Los Angeles Municipal Code, which limits exterior construction hours to Monday through Friday, 7:00 a.m. to 6:00 p.m., and Saturday from 8:00 a.m. to 6:00 p.m. No construction activities would occur on Sundays or federal holidays.

Compliance Measure NOISE-2

Hauling Activities. Hauling activities shall be limited to the hours of 8:30 a.m. to 4:30 p.m., Monday through Saturday. No hauling would occur on Sundays or federal holidays.

Compliance Measure NOISE-3

Truck Routes. All hauling truck traffic shall be restricted to truck routes approved by the City of Los Angeles Department of Building and Safety, which avoid residential areas and other sensitive receptors to the extent feasible.

Compliance Measure NOISE-4

Mechanical Equipment. Outdoor mounted mechanical equipment and electrical equipment shall be designed with appropriate noise control devices such as sound attenuators or acoustics louvers. The building mechanical/electrical equipment shall be designed not to exceed 50 dBA L_{eq} noise levels at the Project site property line. The building mechanical design shall be reviewed by a qualified acoustical consultant to ensure that the design would meet the stated criteria.

Compliance Measure NOISE-5

Compliance with the City of Los Angeles Noise Ordinance Nos. 144,331 and 161,574. The proposed Modified Project shall comply with the City of Los Angeles Noise Ordinance Nos. 144,331 and 161,574 and any subsequent ordinances that prohibit the emission or

creation of noise beyond certain levels at adjacent uses unless technically infeasible.

Compliance Measure FIRE-1

Fire Suppression Training. Construction managers and construction personnel shall be trained in emergency response and fire safety. Fire suppression equipment specific to construction would be maintained on site in accordance with Occupational Safety and Health Administration (OSHA) and Fire Code requirements.

Compliance Measure FIRE-2

Fire Code. The Applicant shall comply with all State and local building codes relative to fire protection, safety, and suppression. Specifically, the proposed Modified Project shall incorporate the standards and requirements as set forth by Title 24, the City of Los Angeles Safety Element, and the Los Angeles Municipal Code Fire Code (Chapter V, Article 7), and any additional code requirements established by the Los Angeles Fire Department. Provisions include requirements pertaining to access, signage, locations of hydrants, fire flow, the provision of a fire control room, and installation of fire sprinklers in all new buildings. The automatic fire sprinkler system shall be installed prior to final building inspection.

Compliance Measure FIRE-3

Fire Access Lane. The proposed Modified Project shall maintain the existing fire lane on the northern and eastern site perimeters. The fire lane shall be a minimum of 25 feet wide, with no side parking.

Compliance Measure FIRE-4

Fire Control Room. A Fire Control Room shall be located near or adjacent to the main entrance to the tower building; the Fire Control Room shall be a minimum of 100 square feet.

Compliance Measure FIRE-5

Emergency Helipad. The proposed office tower shall include rooftop emergency helicopter landing facilities, as required by the Los Angeles Municipal Code Fire Code, in a location to be approved by the Fire Chief.

Compliance Measure FIRE-6

Site Plan Approval. The Applicant shall submit a plot plan for approval of access and hydrants by the Los Angeles Fire Department prior to the issuance of a building permit by the City. The plot plan shall include fire prevention and access features to the satisfaction of the Los Angeles Fire Department, which may include the following standard requirements:

- Access for Fire Department apparatus and personnel to and into all structures shall be required.
- Entrances to the main lobby shall be located off the address side of the buildings.
- Any required Fire Annunciator panel or Fire Control Room shall be located within 50 feet visual line of sight of the main entrance stairwell or to the satisfaction of the Los Angeles Fire Department.
- Any required fire hydrants to be installed shall be fully operational and accepted by the Los Angeles Fire Department prior to any building occupation.
- All structures must be within 300 feet of an approved fire hydrant.
- All water systems and roadways are to be improved to the satisfaction of the Los Angeles Fire Department prior to any building occupation.
- All structures shall be fully sprinklered pursuant to Los Angeles Municipal Code Chapter V, Article 7, Division 9, Section 57.09.07(A).
- No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- At least two different ingress/egress roads for each area, which would accommodate major fire apparatus and provide for major evacuation during emergency situations, shall be required.
- Construction of new project roadways, either public or private, shall not exceed 15 percent in grade, unless otherwise approved.
- The project shall utilize standard cut-corners on all turns, if applicable.
- If applicable, fire lanes and dead-ending streets shall terminate in a cul-de-sac or other appropriate turning area.
- No dead-ending street or fire lane shall be greater than 700 feet in length, or secondary access shall be required.

- If applicable, where access for a given development requires accommodation of Fire Department apparatus, minimum outside radius of the paved surface shall be 35 feet. An additional 6 feet of clear space shall be maintained beyond the outside radius to a vertical point 13 feet, 6 inches above the paved surface of the roadway.

Compliance Measure SCH-1

Payment of Development Fees. Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

Compliance Measure SW-1

Designated Recycling Area. In compliance with Los Angeles Municipal Code, the proposed Modified Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.

Compliance Measure SW-2

Construction Waste Recycling. In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished through the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the Los Angeles Municipal Code, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.

Project Design Feature TRA-1

Construction Staging and Traffic Management Plan. A Construction Staging and Traffic Management Plan shall be prepared for approval by the Los Angeles Department of Transportation and other appropriate agencies and implemented during proposed Modified Project construction. The Construction Staging and

Traffic Management Plan will also include the name and phone number of a contact person who can be reached 24 hours a day regarding construction traffic complaints or emergency situations. In addition, the Construction Staging and Traffic Management Plan shall take into account and be coordinated with other Construction Staging and Traffic Management Plans that are in effect or have been proposed for other projects in Century City. The Construction Staging and Traffic Management Plan may include, but not be limited to, the following:

- Provisions for temporary traffic control during all construction activities adjacent to public right-of-way to improve traffic flow on public roadways (e.g., flag person);
- Scheduling construction activities to reduce the effect on traffic flow on arterial streets;
- Rerouting construction trucks to reduce travel on congested streets;
- Prohibiting construction-related vehicles from parking on public streets;
- Providing safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;
- Requiring contractors to participate in a common carpool registry during all periods of contract performance monitored and maintained by the general contractor;
- Scheduling construction-related deliveries, other than concrete and earthwork-related deliveries, so as to reduce travel during peak travel periods as identified in this study;
- Coordination with other construction projects in the vicinity to minimize conflicts;
- Obtaining the required permits for truck haul routes from the City of Los Angeles prior to the issuance of any permit for the proposed Modified Project;
- Obtaining a Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities;
- Submitting a traffic management plan to Caltrans for review and approval;

- All emergency access to the Project site and adjacent areas shall be kept clear and unobstructed during all phases of demolition and construction;
- Flag persons in adequate numbers shall be provided to minimize impacts to traffic flow and to ensure the safe access into and out of the site;
- Flag persons shall be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access;
- Construction vehicles, including construction personnel vehicles, shall not park on public streets, including streets outside Century City;
- Construction vehicles shall not stage or queue where they interfere with pedestrian and vehicular traffic or block access to nearby businesses;
- If feasible, any traffic lane closures will be limited to off-peak traffic periods, as approved by the Los Angeles Department of Transportation;
- The Los Angeles Police Department shall be notified a minimum of 24 hours in advance of any lane closures or other roadway work; and
- To the extent feasible, the delivery of construction materials shall be scheduled during the off-peak traffic periods.

Project Design Feature TRA-2

Participation in and Contribution to the Century City Transportation Management Organization (CCTMO). The Applicant would participate in and contribute to the CCTMO to support its existing programs which include:

- Guaranteed Ride Home program
- Rideshare matching
- Administrative and financial support for formation of vanpools and/or carpools
- Bike and walk to work promotions
- Preferential load/unload or parking location for high-occupancy vehicles (HOV)
- Promotion of Internal Revenue Code Section 132(f), which allows for employers to arrange pre-tax dollar

transit commute expense accounts to provide transportation fringe benefits to eligible employees.

Project Design Feature TRA-3

Transportation Demand Management (TDM)

Program. The TDM program outlined in Chapter 4.2, Traffic and Circulation, of this Subsequent EIR is a set of strategies proposed for the proposed Modified Project that would encourage proposed Modified Project employees and patrons to reduce vehicular traffic on the streets and freeway system during the most congested time periods of the day by promoting non-auto travel, travel outside of traditional peak commute hours, or telecommuting. The proposed Modified Project shall develop and implement a TDM program comparable to those at other buildings in Century City, which will include Project Design Features TRA-4, TRA-5, TRA-6, and TRA-7, as well as one or more of the following:

- Providing resources and/or incentives to building tenants to encourage and implement flexible work schedules and telecommuting programs
- Providing resources and/or incentives to building tenants to encourage and implement alternative work schedules
- Pedestrian-friendly environment
- Bicycle amenities (bicycle racks, lockers, showers etc.)
- Rideshare/carpool/vanpool promotion and support
- Education and information on alternative transportation modes
- Guaranteed Ride Home (GRH) program

In addition to these strategies, the proposed Modified Project is designed to integrate with the proposed Westside Subway Extension station portal at the northeast corner of Constellation Boulevard and Avenue of the Stars if the portal is ultimately placed in this location when the subway is built.

Project Design Feature TRA-4

Mobility Hub. The Mobility Hub, provided at the Project site, would help to provide first-mile and last-mile service for transit users. The first mile/last mile problem is characterized by the situation where bus stops and mass transit stations are often located too far from a commuter's origin or final destination to make walking to or from that destination practical or convenient. The Mobility Hub would help to get transit users the first mile from their origin to a transit hub or the last mile from a transit hub to their destination. The space would provide amenities such as bicycle parking and rentals, shared vehicle rentals, and transit information.

Project Design Feature TRA-5

Transportation Information Center. A Transportation Information Center (TIC) is a centrally-located commuter information center where a building's employees, residents, and patrons can obtain information regarding commute programs, and individuals can obtain real-time information for planning travel without using an automobile. A TIC will be provided in the proposed Modified Project and will include orientations for new employees and residents as well as providing information about transit schedules, commute planning, rideshare, telecommuting, and bicycle and pedestrian plans.

Project Design Feature TRA-6

Transit Passes. All eligible employees at the Project site will be provided with a discounted monthly transit pass giving them access to Metro rail and bus service.

Project Design Feature TRA-7

Unbundled Parking. Unbundled parking is a program wherein parking spaces are rented separately from the building space. A lease is unbundled when there is a separate charge for parking and there is the flexibility to vary the number of spaces rented. Bundled parking is absorbed into tenant leases and hides the cost of parking. Unbundling parking is an essential first step towards getting people to understand the economic cost of parking. Without unbundled parking, tenants often assume that parking is free.

The proposed Modified Project will provide unbundled leases for the office and ancillary retail space. The tenants will have the option of leasing the parking spaces on a monthly or yearly basis separate from the building space. This will provide tenants with the option of offering a parking cash-out allowance for those

employees who choose to park at another location or take transit to work.

Project Design Feature TRA-8

Bicycle Safety Equipment. The proposed Modified Project would provide an audible buzzer system to indicate the approach of an exiting vehicle from the alley bordering the northern edge of the Project site at Avenue of the Stars and would install convex mirrors at exit points where visibility is hindered.

Project Design Feature VIS-1

Maintenance of Construction Barriers. The Applicant shall ensure, through appropriate postings and daily visual inspections, that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways, and that any such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period.

Project Design Feature VIS-2

Street Tree Plan. The Applicant shall prepare a street tree plan to be reviewed and approved by the City's Department of Public Works, Street Tree Division. All plantings in the public right-of-way shall be installed in accordance with the approved street tree plan.

Project Design Feature VIS-3

Landscape Plan. The proposed Modified Project shall implement the proposed Landscape Plan shown on Figure 3.8 in Chapter 3.0, Project Description, including the planting of California sycamores along the sidewalks on Avenue of the Stars and Constellation Boulevard, as well as around the pedestrian walkway on the northern and eastern site perimeter, to establish a tree canopy and to create a human scale for pedestrians in the area. Tree installation, including number and location of trees, species type, and tree size, shall be completed to the satisfaction of the Street Tree Division of the Department of Public Works.

Project Design Feature VIS-4

Publicly Accessible Open Space. The proposed Modified Project shall include approximately 35,380 square feet of open space accessible to the public, including a Transit Plaza on the corner of Avenue of the Stars and Constellation Boulevard that will provide convenient access for the community, seating areas for public gathering places, and is designed to facilitate pedestrian connections throughout the Project site.

Project Design Feature VIS-5

Mid-Block Pedestrian Pathways. The proposed Modified Project will construct a pedestrian walkway along the northern and eastern perimeter of the Project site to further facilitate the establishment of mid-block pedestrian pathways as described in the Century City North Specific Plan, which are intended to provide pedestrian paths that would intersect the adjacent streets approximately midblock. The pedestrian pathways shall be consistent with relevant policies and principles of the Greening of 21st Century City Pedestrian Connectivity Plan. Although there are currently no plans for the City to construct a pedestrian crossing over Constellation Boulevard to the south of the Project site, as provided for in the Century City North Specific Plan, the proposed Modified Project would not impede a future pedestrian crossing at this location. The pedestrian walkway to be constructed along the eastern perimeter of the Project site would be designed to connect to such a pedestrian crossing.

Project Design Feature VIS-6

Graffiti Removal. The Project site shall be maintained to be clean and free of debris and rubbish, and any graffiti from walls shall be removed pursuant to Los Angeles Municipal Code (LAMC) Sections 91.8104 and 91.8904.1.

Project Design Feature VIS-7

Public Sidewalks. Reconstructed sidewalks along Avenue of the Stars and Constellation Boulevard frontages that are removed during construction shall be paved with concrete or other safe, non-slip material to create a distinctive pedestrian environment.

Project Design Feature VIS-8

Low Reflectivity Glass. All exterior windows and glass used on the building surfaces shall be of low reflectivity glass to the extent feasible.

Project Design Feature VIS-9

Street Lighting. Any street or pedestrian lighting installed by the proposed Modified Project in the public right-of-way shall be compatible with the existing design for street furniture and street lighting along Century City's public streets and have low reflectivity to minimize glare and limit light onto adjacent properties. The pedestrian lighting in the public right-of-way shall be approved by the Bureau of Street Lighting and shall be tested in accordance with the requirements of the Bureau of Street Lighting.

Project Design Feature VIS-10

Architectural Lighting. Architectural lighting on the Project site shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties. In addition, all pole-mounted light fixtures on the Project site shall be shielded to limit spillover of lighting onto adjacent properties and to minimize glare.

Project Design Feature VIS-11

Signage. Signage for the proposed Modified Project shall consist of rooftop signage, building identification signage, and tenant monument signage. The proposed Modified Project may also include construction and sales/leasing signage.

Project Design Feature VIS-12

Mechanical Equipment. All ventilation, heating, and air conditioning ducts, tubes, and other such mechanical equipment shall be screened from the line of sight of pedestrians and motorists.

Project Design Feature VIS-13

Utility Lines. All new utility lines and connections shall be constructed underground.

Project Design Feature VIS-14

Trash Collection Areas. Trash collection areas would be contained in the loading dock at ground level in a collection area screened from view by a solid masonry wall.

Project Design Feature VIS-15

Architectural Concept. All ground-level building fixtures, including, but not limited to, security gates, landscape light fixtures, pedestrian lights, air intake shafts, and other appurtenances, shall be incorporated into the architectural concept for the proposed Modified Project.

Project Design Feature AQ-1

Dust Suppression. Notes shall be included on construction and grading plans and referenced in the contractor's agreement that require the use of dust suppression measures in the South Coast Air Quality Management District (SCAQMD) California Environmental Quality Act (CEQA) *Air Quality Handbook* during project grading and construction. The construction contractor shall be responsible for the implementation of the following dust suppression measures:

- Revegetate disturbed areas as soon as possible.
- Increase active site watering to three times daily.

- When visible soil materials are carried to adjacent streets, those streets shall be swept once per day to the extent necessary to remove the visible soil material (recommend water sweepers with reclaimed water).
- All on-site roads shall be paved as soon as feasible, watered periodically, or chemically stabilized.
- The area disturbed by clearing, grading, earthmoving, or excavation operations shall be minimized at all times.

Project Design Feature AQ-2

Construction Vehicle Maintenance. Construction contracts shall include a statement specifying that all construction equipment shall be tuned and maintained in accordance with manufacturer's specifications.

Project Design Feature AQ-3

Equipment Shut Off and Smog Season Hours. Construction contracts shall include a statement specifying that general contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues shall turn their engines off when not in use to reduce vehicle emissions. Construction emissions shall be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

Project Design Feature AQ-4

Construction Electricity. Construction contracts shall include a statement specifying that electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible.

Project Design Feature AQ-5

Construction Vehicle Idling. Construction contracts shall include a statement specifying that all construction vehicles shall be prohibited from idling in excess of 10 minutes, both on- and off-site.

Project Design Feature HAZ-1

Construction Management Plan. A general Construction Management Plan shall be prepared and implemented to the approval of the City of Los Angeles Fire Department. The Construction Management Plan would outline best management practices for the handling and storage of all flammable construction materials, specify methods and requirements for cleanup of flammable materials, and show specific well-marked entrances/emergency access points to the Project site that

would remain clear and unobstructed at all times during construction.

Project Design Feature WQ-1

Storm Drain Stenciling. All storm drain inlets and catch basins within the Project site area shall be stenciled with prohibitive language such as “NO DUMPING - DRAINS TO OCEAN” and/or graphical icons to discourage illegal dumping.

Project Design Feature WQ-2

Storm Drain Stenciling Legibility. The legibility of signs and stencils discouraging illegal dumping shall be maintained.

Project Design Feature WQ-3

Containment of Potential Storm Water Contaminates. Materials used on site with the potential to contaminate stormwater shall be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar roofed, walled building; or (2) protected by secondary containment structures such as berms, dikes, or curbs.

Project Design Feature WQ-4

Structural Best Management Practices. The Applicant shall prepare and execute a covenant and agreement (Department of City Planning General form (CP-6770)) satisfactory to the Department of City Planning binding the owners to postconstruction maintenance of all structural Best Management Practices in accordance with the Standard Urban Stormwater Mitigation Plan.

Project Design Feature WQ-5

Rooftop Runoff Containment. Roof runoff controls shall be employed to reduce the total runoff volume and rate of runoff, while retaining the pollutants on site that may be picked up from roofing materials and atmospheric deposition. This can be accomplished by directing roof runoff away from paved areas and mitigation flow to the storm drain system. (This is applicable only on the office and retail buildings where roof runoff capture and treatment systems are not employed.)

Project Design Feature WQ-6

Loading Dock Runoff Containment. The design of the loading docks shall encourage containment through the use of overflow containment structures and a roof or berm system to preclude urban run-on and runoff.

Project Design Feature WQ-7

Covered Trash Storage. Trash storage areas shall be covered and screened or walled to prevent off-site

transport of trash or rainfall from entering the containers. They shall be designed so that drainage from adjoining roofs and pavements is diverted around the area(s) to avoid run-on. Bins or dumpsters shall be lined to reduce leaking of liquid waste, and trash storage areas shall be paved with an impervious surface to mitigate spills. Storm drains shall not be located in the immediate vicinity of the trash storage areas, and signs shall be posted on all dumpsters prohibiting the disposal of hazardous materials.

Project Design Feature NOISE-1

Construction Equipment. The proposed Modified Project contractor shall equip all construction equipment used at the Project site with properly operated and maintained noise shielding and/or muffling devices that are consistent with manufacturer's standards. In addition, all construction equipment shall be stored on site.

Project Design Feature NOISE-2

Construction Community Liaison Officer. The Applicant shall designate a Construction Community Liaison Officer to serve as a liaison with the surrounding property owners. The Construction Community Liaison Officer shall be responsible for responding to any concerns regarding construction noise, dust, and security. In compliance with City of Los Angeles Building Regulations Ordinance No. 178,048, a construction site notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City's Department of Building and Safety. At a minimum, the notice shall provide the following: job site address, permit number, name and phone number of the contractor and owner or owner's agency, hours of construction allowed by code and any discretionary approval for the site; the Construction Community Liaison Officer's telephone number(s); and the City telephone number where violations can be reported.

Project Design Feature NOISE-3

Loading Dock and Trash Enclosures. The outdoor loading dock and trash/recycling areas shall be covered and screened or walled such that the line-of-sight between these noise sources and any adjacent noise sensitive land uses would be obstructed.

Project Design Feature POLICE-1

Construction Security. The Applicant shall maintain a 7-day-per-week, 24-hour on-site security patrol during construction activities. The Applicant shall also provide perimeter fencing and nighttime security lighting to reduce the potential for trespassing and acts of vandalism.

Project Design Feature POLICE-2

Crime Prevention Through Design. The proposed Modified Project shall comply with the design guidelines outlined in the Los Angeles Police Department's Design Out Crime Guidelines, which recommend using natural surveillance to maximize visibility, natural access control that restricts or encourages appropriate site and building access, and territorial reinforcement to define ownership and separate public and private space. Specifically, the proposed Modified Project shall, at a minimum, incorporate the following features:

- Install industry standard security lighting at recommended locations including, but not limited to, parking structures and walking pathways;
- Install closed-circuit television at select locations including, but not limited to, all exit points, outdoor seating areas, loading docks, and the parking structure;
- Provide adequate lighting of the parking structure, elevators, and lobby to reduce areas of concealment;
- Provide lighting of building entries, pedestrian walkways, and public open spaces to provide pedestrian orientation and to clearly identify a secure route between parking areas and points of entry into buildings;
- Design public spaces to be easily patrolled and accessed by safety personnel;
- Design entrances to, and exits from, buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites;
- Provide a keycard access system for commercial uses in the office tower with a central station and keycard readers placed in all elevators to limit access to employees and building visitors that are screened through building security;

- Limit visually obstructed and infrequently accessed “dead zones;”
- Provide a 7-day-per-week, 24-hour on-site security patrol during operation.

Project Design Feature POLICE-3

Facilitating Police Response. Upon completion of the Project, the Applicant shall provide the West Los Angeles Area Commanding Officer with a diagram of each portion of the property, including access routes, and provide additional information, as requested by the Los Angeles Police Department, that might facilitate police response.

Project Design Feature WTR-1

Water Conservation. The proposed Modified Project shall exceed the water conservation requirements contained in City Ordinance No. 180,822 and the LA Green Building Code through the utilization of additional water conservation measures. Such measures may include one or more of the following:

- All indoor faucets not already subject to the provisions of City Ordinance No. 180,822 and the LA Green Building Code will have a flow rate of 1.5 gallons per minute or less;
- No more than one showerhead per stall;
- Weather-based irrigation controller;
- Drought tolerant plant species to comprise at least 50 percent of total landscaping;
- Drip/subsurface landscape irrigation;
- Landscaping to be properly hydro-zoned (plants with similar water requirements will be grouped together);
- Zoned irrigation;
- Landscaping will be contoured to minimize precipitation runoff;
- Cooling tower pH conductivity controllers will be used to monitor water treatment to limit concentration; and
- Greywater system.

Project Design Feature NRG-1

Electricity and Natural Gas. The proposed Modified Project shall incorporate a combination of energy conservation measures to exceed the requirements of

Title 24 (2005) and City of Los Angeles codes in effect at the time of circulation of this Subsequent EIR by 20 percent, including one or more of the following:

- A green roof with 90,000 square feet of open and planted space
- High-performance facade to reduce solar heat gain
- Exterior shading devices
- Daylight illumination of occupied spaces
- Centrally monitored electronic electricity metering network that allows for tenant submetering
- Renewable energy generation (solar photovoltaics on the roof of the creative office space buildings)
- Use of ice tanks to shift chilled water production to nighttime hours when the electricity grid is operating more efficiently
- Any other energy conservation measures available at the time that building permits for the proposed Modified Project are submitted to the City of Los Angeles Building and Safety Department, which may incorporate newly developed technology that has been proven to conserve energy.

In the event Title 24 is amended such that the energy conservation requirements exceed Title 24 (2005) by more than 20 percent, the proposed Modified Project would comply with the amended Title 24. Plans submitted for building permits shall include written notes or calculations demonstrating exceedance of energy standards and shall be reviewed and approved by the Director of the City of Los Angeles Building and Safety Department, or designee, prior to issuance of building permits.

Project Design Feature GEO-1

Incorporation of and Compliance with the Recommendations in the Final Geotechnical Investigation. Prior to issuance of a grading permit, a qualified geotechnical engineer shall prepare and submit to the Department of Building and Safety a final Geotechnical Investigation that provides final recommendations to address seismic safety and design requirements for foundations and excavation. The final Geotechnical Investigation shall include all applicable recommendations included in the Updated Geotechnical

Site Investigation Report (December 2011) prepared by GeoKinetics and included as Appendix L to this Subsequent EIR. A qualified geotechnical engineer shall be retained by the Applicant to be present on the Project site during excavation, grading, and general site preparation activities to monitor the implementation of the recommendations specified in the Geotechnical Investigation as well as other recommendations made in subsequent geotechnical investigations prepared for the project subject to City review and approval. If needed, the geotechnical engineer shall provide structure-specific geologic and geotechnical recommendations that shall be documented in a report to be approved by the City and appended to the project's previous geotechnical investigations.

3.5.8 Construction and Phasing

The proposed Modified Project is planned for development in a single phase, including site preparation; grading; installation and connection of utilities; street improvements; landscaping; and construction of the parking structure, office tower, retail components, and Mobility Hub. Circulation, stormwater drainage, water, electrical, gas, and sewer system improvements would be integrated with the existing City of Los Angeles and utility-owned infrastructure, as necessary. Construction of the proposed Modified Project is expected to commence in 2013 and is expected to be complete by 2015. The approximate order of activities would be excavation, mass grading, fine grading, trenching, paving, construction, and landscaping. Some construction activities may overlap. Building frames and interiors would require crane hoisting and other activities typical of large scale high-rise development. All construction activities and equipment (with the exception of construction worker vehicles) would be staged on the Project site. Construction workers would park their private vehicles at the parking structure located at 2030 Century Park West and walk to the Project site.

Construction vehicles would access the site at the new curb cut on Constellation Boulevard. Construction vehicles would not be permitted to access the site at the existing curb cuts on Constellation Boulevard and Avenue of the Stars, as these driveways serve an adjacent parking structure and loading docks.

The excavation and grading process would generate the highest number of haul truck trips. Based on preliminary construction operation estimates and preliminary grading plans, grading the Project site would require the removal of approximately 56,000 cubic yards of material. Preliminary grading plans are provided in Appendix M of this Subsequent EIR.

It is anticipated that during peak excavation periods, proposed Modified Project construction would generate up to 125 daily haul trips that would be distributed throughout the day (i.e., approximately 15–20 haul trips per hour on average). For the purposes of the analysis in this Subsequent EIR, it is assumed that the soil would be hauled to and disposed of at the Sunshine Canyon Landfill, located at 14747 San Fernando Road, Sylmar, California. The proposed

Modified Project haul routes for disposal of excavated soil are shown in Figure 3.11. This represents a reasonable worst-case scenario, which is appropriate under CEQA. The haul truck routes would be subject to approval by the City of Los Angeles. The City's established review process would take into consideration overlapping construction projects, ultimate haul destinations, and would balance haul routes to minimize the impacts of cumulative hauling on any particular roadway. Therefore, it is possible that the Applicant would find a closer disposal site or the City would modify the proposed haul route. Subject to approval, the general haul routes currently envisioned are depicted on Figure 3.11 and described as follows:

Inbound

- From the I-405 Santa Monica Boulevard exit, proceed east on Santa Monica Boulevard to Avenue of the Stars, proceed south to the Project site;
- From the I-405 Southbound Olympic Boulevard/Pico Boulevard exit, proceed east on Pico Boulevard to Avenue of the Stars, proceed north to the Project site; or
- From the I-10 Overland Avenue exit, proceed north on Overland Avenue to Pico Boulevard, east on Pico Boulevard to Avenue of the Stars, and north on Avenue of the Stars to the Project site.

Outbound

- Proceed north on Avenue of the Stars to Santa Monica Boulevard, then west on Santa Monica Boulevard to the I-405;
- Proceed south on Avenue of the Stars to Pico Boulevard, then west on Pico Boulevard to the I-405;
- Proceed south on Avenue of the Stars to Pico Boulevard, west on Pico Boulevard to Overland Avenue, and south on Overland Avenue to the I-10.

It is anticipated that the majority of the proposed Modified Project's construction workers would arrive to and depart from the Project site during off peak hours (i.e., arrive prior to 7:00 a.m. and depart prior to 4:00 p.m.) and, as stated above, haul truck traffic would be distributed across the work day and would be limited to the hours between 8:30 a.m. and 4:30 p.m., Monday through Saturday (Project Design Feature NOISE-1). In addition, the proposed Modified Project construction schedule would comply with the City of Los Angeles' Municipal Code, which limits construction activities to Monday through Friday, 7:00 a.m. to 6:00 p.m., and Saturday from 8:00 a.m. to 6:00 p.m. No construction activities would occur on Sundays or federal holidays.

The Applicant would maintain a 7-day per week, 24-hour patrol, perimeter fencing, and nighttime security lighting to reduce the potential for trespassing and acts of vandalism (Project Design Feature POLICE-1). In addition, the Applicant would develop and implement a Construction Management Plan and a Construction Staging and Traffic Management Plan (Project Design Features HAZ-1 and TRA-1) to ensure that emergency vehicles would be able to navigate through streets adjacent to the Project site that may experience congestion due to construction activities for the Approved Project or proposed Modified Project.

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LSA

- Project Site
- Option A
- Option B
- Option C



SOURCE: Bing Maps, 2008

I:\CCY1101\G\Haul Routes.ai (2/28/12)

FIGURE 3.11

Century City Center
Haul Routes

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3.5.9 Discretionary Actions

The purpose of this Subsequent EIR is to analyze the proposed development and activities further described and analyzed in Chapter 4.0, and it is intended to apply to all listed proposed Modified Project approvals, as well as to any other approvals necessary or desirable in order to implement the project.

This Subsequent EIR is intended to inform decision-makers and the public of the environmental effects of implementing the proposed Modified Project and of the alternatives available that would lessen or avoid significant impacts. This Subsequent EIR analyzes and documents the impacts of the proposed Modified Project and all discretionary and ministerial actions associated with the proposed Modified Project. The City of Los Angeles, as Lead Agency, will use this Subsequent EIR in assessing the effects of the proposed Modified Project. The anticipated City actions to permit the proposed Modified Project are described in Table 3.G. Responsible Agencies, as defined under Section 15381 of the State CEQA Guidelines, may also use this Subsequent EIR in assessing the effects of the proposed Modified Project and their actions are described throughout this chapter and in Table 3.G.

Table 3.G: Proposed Modified Project Discretionary Actions

Responsible Agency	Action
1. City of Los Angeles	Modified Project Permit Compliance Review
2. City of Los Angeles	Modified Site Plan Review findings
3. City of Los Angeles	Alternative Calculation of Trip Generation Factor pursuant to Section 6 of the Century City North Specific Plan (CCNSP)
4. City of Los Angeles	Amendment of the Development Agreement between Century City Realty, LLC and the City of Los Angeles as approved by Ordinance No. 180,765, dated September 16, 2009
5. City of Los Angeles	Revise existing access covenant and agreement with the City, and other covenants and agreements, as necessary
5. City of Los Angeles	Haul route approval(s), as needed
6. City of Los Angeles	Approval of enhanced street planting
7. City of Los Angeles	Certification of a Subsequent Environmental Impact Report (EIR)
8. City of Los Angeles	Ministerial permits/approvals, such as grading permits, excavation permits, foundation permits, building permits, and public works permits
9. City of Los Angeles	Other permits and approvals to be requested or as deemed necessary
10. State Water Resources Control Board (SWRCB)	Submittal of a Notice of Intent (NOI) to comply with the Construction National Pollution Discharge Elimination System (NPDES) General Permit
11. Regional Water Quality Control Board (RWQCB)	Storm sewer discharge permit and a Temporary Construction Dewatering Permit
12. Federal Aviation Administration (FAA)	Notice of Proposed Construction or Alteration/Determination of No Hazard to Air Navigation

Table 3.G: Proposed Modified Project Discretionary Actions

Responsible Agency	Action
13. Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR)	Any necessary permits from DOGGR with regard to closed on-site wells

Additional ministerial permits/approvals, such as grading permits, foundation permits, building permits, and street work permits, if necessary, would be issued by the City to allow site preparation and construction of the proposed Modified Project and off-site project infrastructure connections.

3.5.10 Statement of Objectives for the Proposed Modified Project

Section 15124(b) of the *California Environmental Quality Act (CEQA) Guidelines* (14 California Code of Regulations [CCR] 15000 et. seq.) states that the Project Description shall contain “a statement of the objectives sought by the proposed project.” The objectives for the proposed Modified Project are as follows:

1. Develop a state-of-the-art commercial building and transit plaza that that will attract future businesses and employers to the City of Los Angeles and maximize employment opportunities in Century City, which is designated as a Regional Center in the City of Los Angeles General Plan Framework Element.
2. Construct an energy-efficient and environmentally conscious office building with the target of achieving LEED Platinum status or equivalent green building status through such means as the use of recycled or energy-efficient materials, water-saving devices, and sustainable design elements that conserve energy.
3. Develop creative incubator office space that will provide opportunities for new and emerging companies to start in Century City where they can stay, grow, and connect with other companies.
4. Reinforce public investment in and use of public transit by maximizing employment density adjacent to existing and planned major transit lines while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses, in accordance with Objective 3.15 of the City of Los Angeles General Plan Framework Element.
5. Establish a public transit-ready site with the ability to support a portal for the Century City Westside Subway Extension station.
6. Maximize public and private open space on the property through the use of building orientation, design, and site layout.

7. Maximize the creation of construction jobs and new permanent jobs in the City of Los Angeles through the provision of a new office use in the center of a major employment center.
8. Revitalize a currently underutilized site by providing high-end office space and amenities that will maximize the creation of jobs and encourage economic investment in the City of Los Angeles and Century City.
9. Maximize revenues to the City in the form of increased sales, transit occupancy, documentary transfer, business license, and property taxes.

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