

City of Santa Monica

**Lantana
Entertainment
Production Studio
Expansion Project**

Draft
**Supplemental
Environmental
Impact Report**

April 2004

**LANTANA
ENTERTAINMENT PRODUCTION STUDIO
EXPANSION PROJECT**

**Draft Supplemental Environmental Impact
Report**

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Lantana Entertainment Production Studio Expansion Project Supplemental EIR

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EXECUTIVE SUMMARY

This section summarizes the characteristics of the proposed project, the environmental impacts, mitigation measures, and residual impacts associated with the proposed project.

PROJECT SYNOPSIS

Project Applicant

Lantana Hines Development, LLC
3000 Olympic Boulevard
Santa Monica, CA 90404

Project Description

The proposed project consists of the removal of two surface parking lots and the construction of two entertainment production/post-production studio buildings on two non-contiguous parcels. Development on the Lantana South site would involve construction of a three-story building containing office/editing space and production space, totaling 130,000 square feet. Parking will be provided by a one-level, 303-space subterranean parking garage and surface parking for a total of 398 parking spaces. Development on the Lantana East site would involve construction of a three-story building containing 9,916 square feet of office/editing and 54,489 square feet of production space totaling 64,105 square feet, with a two-level, 503-space subterranean parking garage.

The proposed project is a revision to the original Lantana project that was proposed in late 1999 and evaluated in 2002. The Lantana East portion of the project has not been altered, while the Lantana South portion of the project has been reduced in size from 152,000 square feet to 130,000 square feet (a 15% reduction). As a result, the proposed project is 10% smaller overall than the original project and thus would not have any new or increased significant environmental effects beyond those evaluated in 2002. However, the proposed project includes a series of project enhancements that could result in neighborhood traffic and noise impacts. Therefore, a Supplemental Environmental Impact Report (SEIR) is being prepared to examine the potential for impacts of the revised project in those issue areas.

ALTERNATIVES

Three alternatives to the original project - No Project, Reduced Project Size (reduce floor area by 33%), and Mixed Use Project (Production studio with artist live/work residential development) - were analyzed in the 2002 EIR. The revisions to the original project do not affect the analysis of these alternatives; thus, the alternatives analysis from the 2002 EIR is applicable to the project as currently proposed and a new alternatives analysis is not necessary.

AREAS OF PUBLIC CONTROVERSY

Residential land uses exist south of the project site. Adjacent residents have expressed concerns with project traffic utilizing residential streets to gain access to the regional arterial and freeway system.



SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table ES-1 includes a brief description of the environmental issues relative to the proposed project, the identified environmental impacts, proposed mitigation measures, and residual impacts. Impacts are categorized by classes. Class I impacts are defined as significant, unavoidable adverse impacts which require a statement of overriding considerations to be issued per Section 15093 of the *State CEQA Guidelines* if the project is approved. Class II impacts are significant adverse impacts that can be feasibly mitigated to less than significant levels and which require findings to be made under Section 15091 of the *State CEQA Guidelines*. Class III impacts are considered less than significant impacts, and Class IV impacts are beneficial impacts.

Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

TRANSPORTATION/TRAFFIC		
Impact	Mitigation Measures	Significance After Mitigation
<p>Impact T-1 Implementation of neighborhood protection scenarios 1-5 would result in significant traffic impacts at two or more intersections during one or both of the peak periods. Impacts at the intersections of Stewart Street/Olympic Boulevard, Stewart Street/Exposition Boulevard, and Centinela Avenue/Exposition Boulevard cannot be mitigated; therefore, the project's impact at these intersections is considered Class I, significant and unavoidable.</p>	<p>T-1 Roadway Improvements. The applicant shall be required to implement the following physical and operational improvements to increase the capacity of the roadway system at the affected intersections.</p> <p><u>Stewart Street & Olympic Boulevard.</u> Mitigation of the significant impact identified at this location under Scenarios 1-5 with shifts to Olympic and Pico would require the provision of additional turn lanes at the intersection. Given the width of the existing roadway, this would require some combination of narrowing sidewalks (resulting in adverse environmental consequences related to pedestrian circulation), narrowing parkways and the landscaped median island on Olympic Boulevard (resulting in adverse environmental consequences relating to aesthetics and open space), and/or removing all or parts of existing buildings (resulting in adverse environmental consequences relating to land use and planning). Therefore, because of physical constraints as well as secondary impacts of street widening at this location, providing additional left-turn lanes here is considered infeasible.</p> <p><u>Stewart Street & Exposition Boulevard.</u> Mitigation of the significant impact identified at this location under Scenario 2</p>	<p>Impacts at the intersections of Stewart Street/Olympic Boulevard, Stewart Street/Exposition Boulevard, and Centinela Avenue/Exposition Boulevard are considered to be significant and unavoidable.</p>



Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

	<p>would require capacity enhancement of the intersection through measures such as: (1) installation of a traffic signal; (2) restriping Stewart Street to provide additional north/south through lanes through the intersection; or (3) installation of a roundabout. Such improvements could, however, encourage greater use of Stewart Street through the residential neighborhood to the south of Exposition Boulevard, potentially resulting in a more detrimental impact to the neighborhood than the stop-control delay impact which the improvement would be intended to mitigate. These potential mitigations are therefore regarded to be infeasible and the impact at this location under Scenario 2 is considered to be significant and unavoidable.</p> <p><u>Centinela Avenue & Exposition Boulevard.</u> Installation of a traffic signal and coordination of the new signal with the existing signals at Centinela Avenue (east)/Olympic Boulevard and Centinela Avenue/I-10 westbound ramps would mitigate the impact identified at this location. The projected traffic volumes at the intersection satisfy standard traffic signal warrants. However, the City of Los Angeles shares ownership over this location. Installation of this signal would depend on factors outside of the control of the City of Santa Monica.</p>	
<p>Impact T-2 Implementation of Scenarios 2-6 would create significant impacts on two or more street segments. No mitigation is available to reduce these impacts because the total number of trips on local streets cannot be reduced. Therefore, the impact to local streets is considered Class I, significant and unavoidable, under Scenarios 2-6 and Class III, less than significant, under Scenario 1.</p>	<p>Impacts under Scenario 1 would be less than significant. Scenarios 2-6 all have impacts on at least one street segment. Although as a group this set of alternatives reduces impacts on one street segment or another, there is no single scenario that reduces the number of trips on all street segments, or on one street segment without rerouting those trips to another segment within the neighborhood. Even the scenario that eliminates all existing and future cut-through trips to the Delaware/Virginia Area (Scenario 6) has significant impacts on seven street segments within that area. For this reason, there is no feasible mitigation measure to eliminate the significant impacts on local street segments. Mitigation is not required</p>	<p>Impacts under Scenario 1 would be less than significant without mitigation. Impacts under Scenarios 2-6 would be significant and unavoidable.</p>



**Table ES-1 Summary of Environmental Impacts,
 Mitigation Measures, and Residual Impacts**

	under Scenario 1.	
NOISE		
Impact	Mitigation Measures	Significance After Mitigation
<p>Impact N-1 Implementation of Scenario 5 would cause an increase in noise of more than 5 dB on the segment of Yorkshire Avenue between Delaware and Virginia Avenues. This is considered a Class I, significant and unavoidable, impact. Noise impacts on all street segments under Scenarios 1, 2, 3, 4, and 6 would be Class III, less than significant.</p>	<p>Short of constructing sound walls along Yorkshire Avenue, no mitigation is available to reduce the noise level from traffic under Scenario 5. It is considered impractical to build a sound wall along the front property line of every parcel on Yorkshire between Delaware and Virginia; therefore, mitigation is considered infeasible and the impact is significant and unavoidable. Mitigation is not required under Scenarios 1-4 and 6.</p>	<p>Impacts under Scenario 5 would be significant and unavoidable. Under Scenarios 1-4 and 6, impacts would be less than significant without mitigation.</p>



1.0 INTRODUCTION

This document is a Supplemental Environmental Impact Report (SEIR) that examines the potential effects of the proposed changes to the Lantana Entertainment Production Studios Expansion project in the City of Santa Monica. This section describes: (1) the general background of the project; (2) the purpose and legal authority of the SEIR; (3) the scope and content of the SEIR; (4) lead, responsible, and trustee agencies; (5) the environmental review process required under the California Environmental Quality Act (CEQA); and (6) areas of public controversy.

1.1 PROJECT BACKGROUND

The original development application for the Lantana Entertainment Production Studios Expansion project was submitted to the City of Santa Monica on September 30, 1999. The project that was proposed at that time involved the development of two non-contiguous sites, known as Lantana East and Lantana South, to house approximately 216,800 square feet of entertainment-related production studios and associated parking. The Lantana East site, located on a 7.28-acre parcel at 3030 Olympic Boulevard, was proposed to be developed with a 64,105-square-foot building and 438 parking spaces. The Lantana South site, located at 3131 Exposition Boulevard and separated from Lantana East by a 100-foot transportation corridor for the Metropolitan Transportation Authority, was an approximately 5-acre site proposed to be developed with a 152,771-square-foot building and 665 parking spaces.

An EIR was prepared for the original project in 2001. The EIR was finalized in 2002 and the Santa Monica City Council certified the Final EIR on November 12, 2002. However, the City Council denied the project, primarily because of concerns about traffic issues stemming from the Lantana South project.

In response to the City's concerns, the applicant revised the project and has submitted a Development Agreement (DA) application to the City for a similar, but slightly reduced, project. The project as currently proposed is approximately 10% smaller than the original project, involving a total of 194,000 square feet of production studio space, as opposed to the original 216,000 square feet of development. All of the reduction in building area has been taken from the Lantana South project, which is now proposed to be 130,000 square feet instead of 152,000 square feet. The Lantana East project remains unchanged from the original proposal. In addition to changing the size of the project, the applicant has also proposed a number of public improvements that were not part of the original project and thus were not evaluated in the 2002 Final EIR. While the reduced development project would not have any new or increased significant environmental effects, the proposed public improvements could potentially create significant traffic impacts, noise impacts, or other neighborhood effects.

1.2 PURPOSE AND LEGAL AUTHORITY

The proposed project requires the review of the City of Santa Monica Planning Commission and the discretionary approval of the City Council. Pursuant to Section 15060(d) of the *State CEQA Guidelines*, the project is subject to the requirements of the CEQA. In accordance with Section 15121 of the *CEQA Guidelines*, the purpose of this EIR is to serve as an informational document that:



“...will inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project...”

This EIR has been prepared as a **supplemental EIR** pursuant to Section 15163(a)(2) of the *State CEQA Guidelines*. A supplemental EIR is prepared when minor additions or changes are necessary to make a previously certified EIR adequately apply to the project in the changed situation. This SEIR and the Final EIR for the Lantana Entertainment Production Studios Expansion Project that was certified in 2002 comprise the environmental review documentation for the proposed project. A copy of the 2002 Final EIR is available for review at the City of Santa Monica, 1685 Main Street, Room 212, Santa Monica, California.

This report is to serve as an informational document for the public and City of Santa Monica decision-makers. The process will culminate with Planning Commission and City Council hearings to consider certification of a Final SEIR and a decision on whether to approve the proposed project.

1.3 SCOPE AND CONTENT

Section 15163(b) of the *CEQA Guidelines* states that, “the supplemental EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.” Some of the revisions to the proposed project were determined to have the potential to result in significant impacts not previously addressed in the 2002 Final EIR. This SEIR focuses on those issues for which it was determined that the proposed project revisions would have the potential to create significant impacts beyond those identified in the 2002 Final EIR.

The issues addressed in this SEIR include:

- *Transportation/Traffic*
- *Noise*
- *Neighborhood Effects*

This SEIR identifies potentially significant environmental impacts, including site-specific and cumulative effects, of the project in accordance with the provisions set forth in the *State CEQA Guidelines*. In addition, the SEIR recommends feasible mitigation measures, where possible, that would reduce or eliminate adverse environmental effects.

In preparing the SEIR, use was made of pertinent City policies and guidelines, existing EIRs and background documents prepared by the City. A full reference list is contained in Section 7.0 *References and Preparers*, of this SEIR.

The Alternatives Section of the 2002 EIR was prepared in accordance with Section 15126.6 of the *State CEQA Guidelines*. The alternatives analyzed in the 2002 EIR included the CEQA-required “no project” alternative and two alternative development scenarios onsite: a mixed-use project and a reduced project. The 2002 EIR identified the No Project alternative as environmentally superior overall and the Reduced Project alternative as environmentally superior among the development alternatives. The revisions to the project as proposed do not affect the alternatives analyzed in the 2002 EIR and thus the original alternatives analysis is still applicable to the proposed project.



The level of detail contained throughout this SEIR is consistent with the requirements of CEQA and applicable court decisions. The *State CEQA Guidelines* provide the standard of adequacy on which this document is based. The Guidelines state:

“An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good faith effort at full disclosure.” (Section 15151)

1.4 LEAD, RESPONSIBLE AND TRUSTEE AGENCIES

The *State CEQA Guidelines* define lead, responsible, and trustee agencies. The City of Santa Monica is the lead agency for the project because it holds principal responsibility for approving the project.

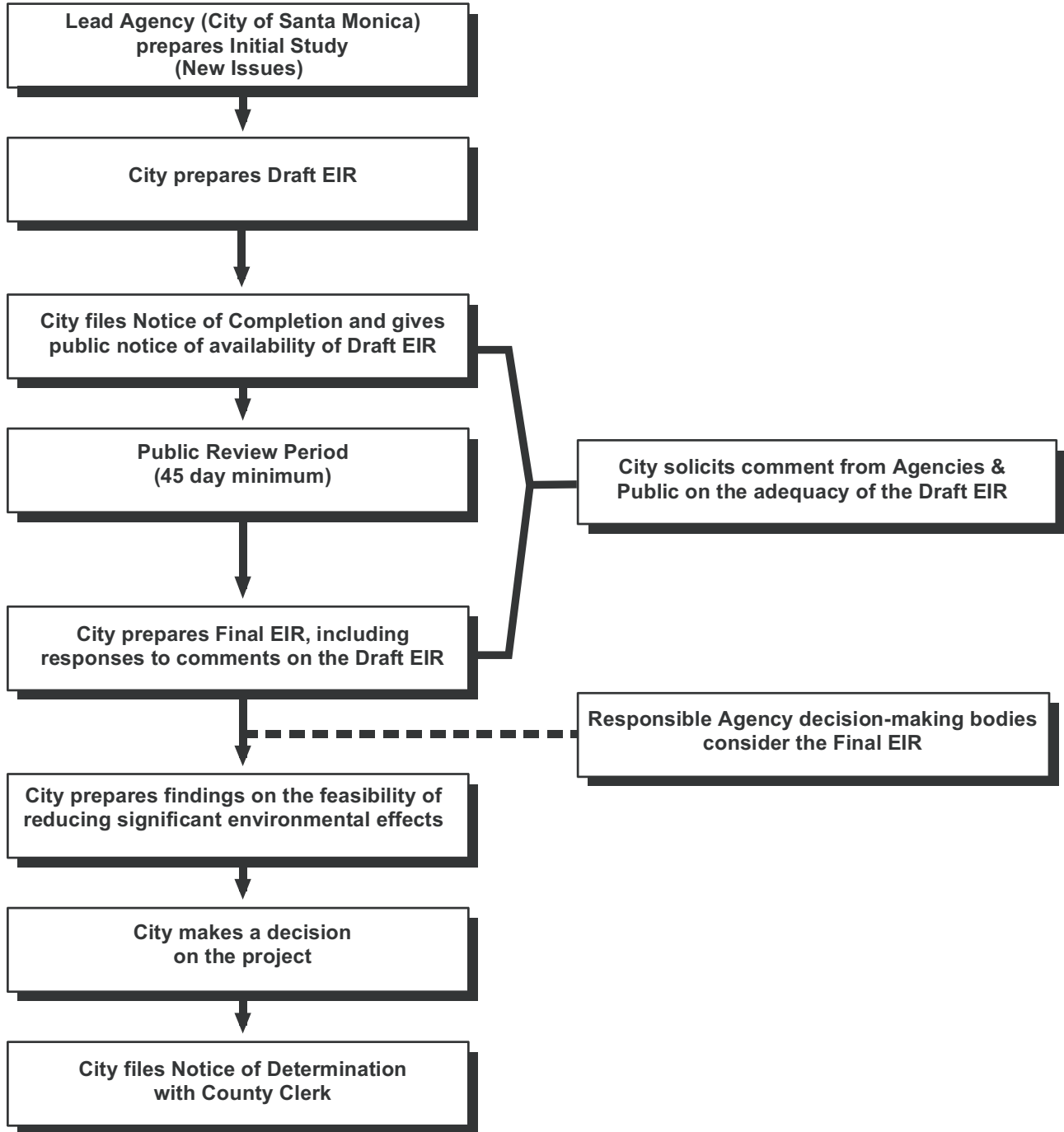
A responsible agency refers to a public agency other than the lead agency that has discretionary approval over the project. The Los Angeles Regional Water Quality Control Board (RWQCB) is a responsible agency for the proposed project because the project requires a permit from RWQCB for construction. A trustee agency refers to a state agency having jurisdiction by law over natural resources affected by a project. There are no trustee agencies for this project.

1.5 ENVIRONMENTAL REVIEW PROCESS

The major steps in the environmental review process, as required under CEQA, are outlined below and illustrated on Figure 1-1. The steps are presented in sequential order.

- 1. Draft Supplemental Environmental Impact Report (SEIR) Prepared.** The SEIR must contain: a) table of contents or index; b) summary; c) project description; d) environmental setting; e) discussion of significant impacts (direct, indirect, cumulative, growth-inducing and unavoidable impacts); f) a discussion of alternatives; g) mitigation measures; and h) discussion of irreversible changes.
- 2. Notice of Completion.** A lead agency must file a Notice of Completion with the State Clearinghouse when it completes a Draft EIR and prepare a Public Notice of Availability of a Draft EIR. The lead agency must place the Notice in the County Clerk's office for 45 days (Public Resources Code Section 21092) and send a copy of the Notice to anyone requesting it (*State CEQA Guidelines* Section 15087). Additionally, public notice of DEIR availability must be given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off the project site; and c) direct mailing to owners and occupants of contiguous properties. The lead agency must solicit input from other agencies and the public, and respond in writing to all comments received (Public Resources Code





Environmental Review Process

Figure 1-1

- Sections 21104 and 21253). The minimum public review period for a DEIR is 30 days. When a Draft EIR is sent to the State Clearinghouse for review, the public review period must be 45 days unless the Clearinghouse (Public Resources Code 21091) approves a shorter period.
3. **Final SEIR.** A Final SEIR must include: a) the Draft SEIR; b) copies of comments received during public review; c) list of persons and entities commenting; and d) responses to comments.
 4. **Certification of Final SEIR.** Prior to making a decision on a proposed project, the decision-making body (City Council) shall consider the previous EIR and certify: a) the Final SEIR has been completed in compliance with CEQA; b) the Final SEIR was presented to the decision-making body of the lead agency; and c) the decision-making body reviewed and considered the information in the Final SEIR prior to approving a project (*State CEQA Guidelines* Sections 15090 and 15163(e)).
 5. **Lead Agency Project Decision.** A lead agency may: a) disapprove a project because of its significant environmental effects; b) require changes to a project to reduce or avoid significant environmental effects; or c) approve a project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted (*State CEQA Guidelines* Sections 15042 and 15043).
 6. **Findings/Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the lead or responsible agency must find, based on substantial evidence, that either: a) the project has been changed to avoid or substantially reduce the magnitude of the impact; b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (*State CEQA Guidelines* Section 15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.
 7. **Mitigation Monitoring/Reporting Program.** When an agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.
 8. **Notice of Determination.** An agency must file a Notice of Determination after deciding to approve a project for which an EIR is prepared (*State CEQA Guidelines* Section 15094). A local agency must file the Notice with the County Clerk. The Notice must be posted for 30 days and sent to anyone previously requesting notice. Posting of the Notice starts a 30-day statute of limitations on CEQA legal challenges (Public Resources Code Section 21167[c]).



2.0 PROJECT DESCRIPTION

The proposed project involves the development of two production studios and related parking on two non-contiguous sites within the City of Santa Monica. The background of the project is described in Section 1.0, *Introduction*. The specific characteristics of the project, including the project applicant, are described below.

2.1 PROJECT APPLICANT

Lantana Hines Development, LLC
3000 West Olympic Boulevard
Santa Monica, CA 90404

2.2 PROJECT SITE LOCATION

The project site is comprised of two non-contiguous, but nearby, parcels located at 3131 Exposition Boulevard and 3030 Olympic Boulevard in the City of Santa Monica. The Exposition Boulevard site is known as Lantana South, while the Olympic Boulevard site is known as Lantana East. The individual parcels are about 4.99 acres and 7.28 acres, respectively. A 100-foot wide Metropolitan Transit Authority (MTA) public transportation corridor divides the two sites. The project area, which is bounded to the west by Stewart Street, to the north by Olympic Boulevard, to the east by Centinela Avenue, and to the south by Exposition Boulevard, is about 2.5 miles east of the Pacific Ocean and less than 0.25 miles north of the Santa Monica Freeway (Interstate 10). The location of the sites within the Los Angeles region is shown on Figure 2-1, while the sites' location within the context of the City of Santa Monica is shown on Figure 2-2. Figure 2-3 shows the sites within the context of the surrounding neighborhoods.

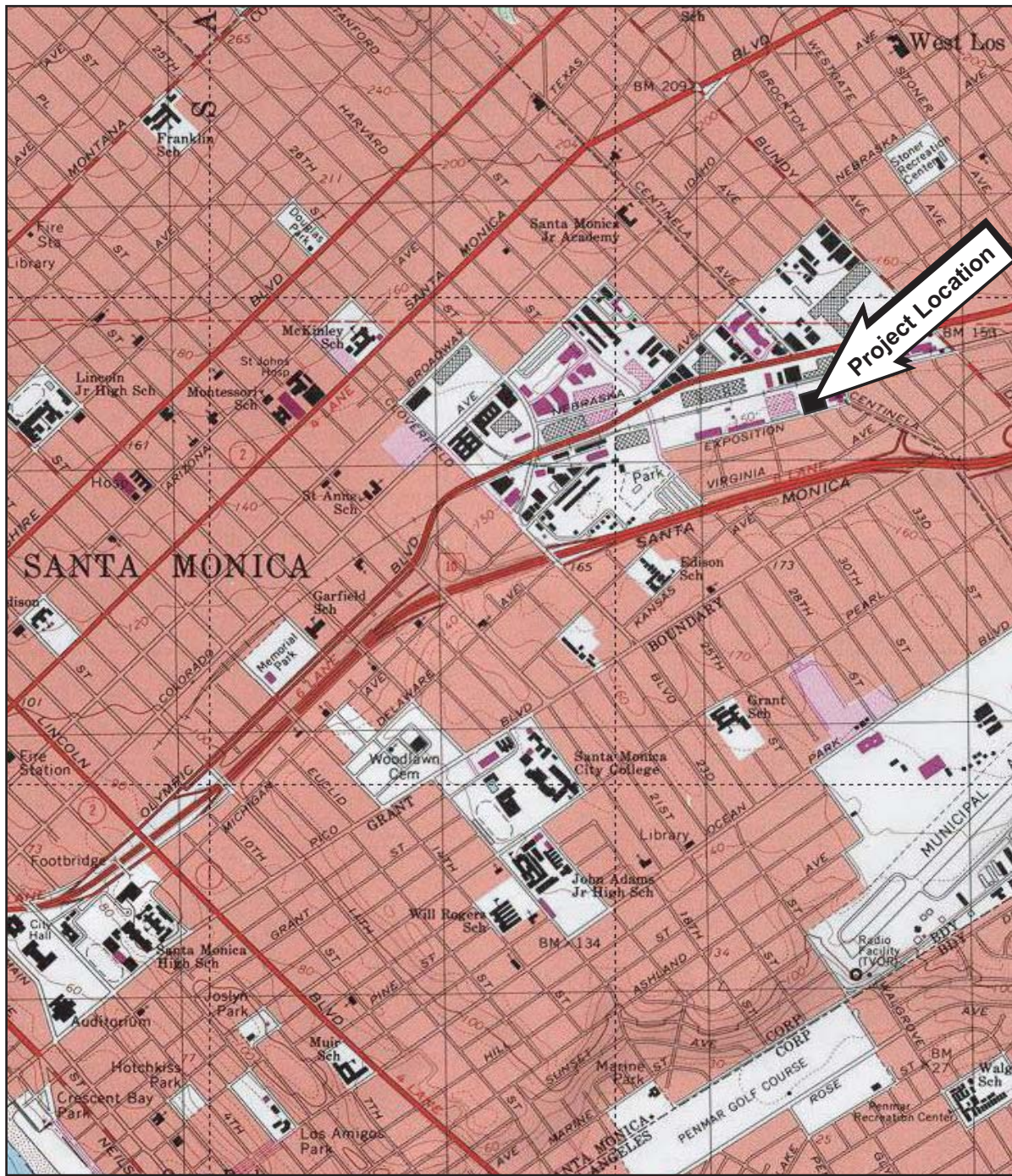
2.3 CURRENT SITE CHARACTERISTICS

Table 2-1 summarizes current conditions at each of the sites. The Lantana South site is currently occupied by a surface parking lot adjacent to a 65,007 square foot entertainment production facility (IMAX). Similarly, the Lantana East site is occupied by a surface parking lot that serves a 198,823 square foot entertainment production building. Figure 2-4 provides a photograph of the existing site conditions at Lantana South.

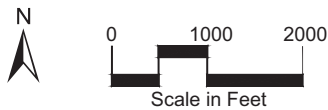
The City's Land Use Element identifies the sites as located within the "Special Office District." In the Land Use Element this District is described as the appropriate location for large-floor office space and advanced technology uses which cannot be accommodated in the Downtown or the Wilshire Boulevard/Santa Monica Boulevard Corridor because of small parcelization in those areas. The uses in the Special Office District are meant to complement, rather than compete with, the Downtown. Allowable development intensity within this District is described as moderate.

The sites are located within the Light Manufacturing and Studio District (LMSD) of the Santa Monica Zoning Code. This zone is intended to provide a location for studio-related uses such as entertainment production, including film and music production and post-production facilities. Allowable development intensity within this zone is intended to be among the lowest in the City



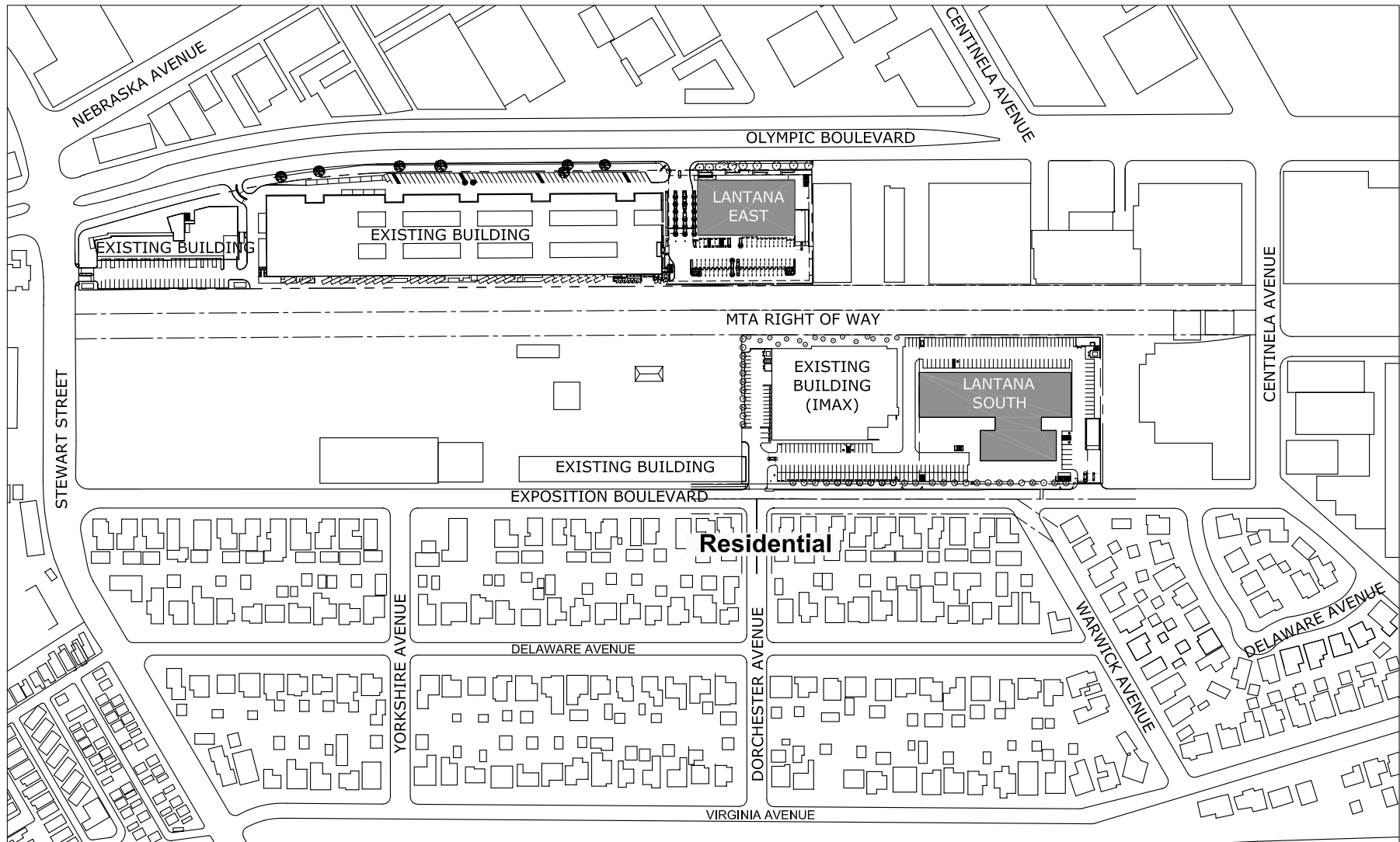


Source: National Geographic TOPO, Beverly Hills, CA 1995



Project Location

Figure 2-2



Source: Steven Ehrlich Architects, October 2003

Project Site and Surrounding Neighborhood

Figure 2-3

City of Santa Monica



View of Lantana South site and adjacent IMAX production studio, looking south toward Exposition Boulevard.

View of Lantana South Site

Figure 2-4
City of Santa Monica



Table 2-1 Current Site Information

Site Characteristic	Description
Site Location	Lantana South: 3131 Exposition Boulevard Lantana East: 3030 Olympic Boulevard
Site Size	Lantana South: 4.99 acres Lantana East: 7.28 acres
Current Use	Both sites are parking lots for adjacent entertainment production facilities
General Plan Designation	Special Office District
Zoning	Light Manufacturing and Studio District (LMSD) Zone
Surrounding Land Uses Lantana South Site	West: Two-story IMAX building, Verizon maintenance yard South: Exposition Blvd, single and multi family residences East: Two story commercial building North: MTA right-of-way, multi story commercial-industrial/studio structures.
Surrounding Land Uses Lantana East Site	West: Multi-story commercial/industrial structures South: MTA right-of-way, two-story IMAX building, GTE site East: Car/truck rental, commercial/industrial structures North: Olympic Blvd, multi-story commercial structures
Access	Lantana East: From Olympic Blvd Lantana South: From Exposition Blvd

(Municipal Code § 9.04.08.35.010). The maximum building height in the LMSD zone for entertainment-related facilities, including post-production facilities, is four stories, not to exceed forty-five feet. The maximum floor area ratio (FAR) is 1.0.

2.4 PROJECT CHARACTERISTICS

The proposed project is a revision of the project that was originally evaluated in 2002. The proposed project is 10% smaller than the original and includes several project enhancements and a neighborhood traffic protection plan that were not part of the original project. All of the reduction in size of the project was taken from the Lantana South portion of the project.

The proposed project consists of the removal of two surface parking lots and the construction of two entertainment production/post-production studio buildings on two non-contiguous parcels. Development proposed on the Lantana South site involves construction of a 130,000 square foot, three-story building. Parking will be provided by a one-level, 303-space subterranean parking garage that would be used in conjunction with 95 surface parking spaces, for a total of 398 parking spaces. Development proposed on the Lantana East site would involve construction of a 64,105 square foot, three-story building with a two-level, 503-space subterranean parking garage. About 25 surface parking spaces would also be provided. The primary characteristics of the project are summarized in Table 2-2. Specific information about the proposed structures, parking and access, architectural treatment, and landscaping follows.



Table 2-2 Summary of Project Characteristics

Characteristics	Lantana South	Lantana East
Proposed Use	Entertainment Production Studios	Entertainment Production Studios
Total Structure Size	130,000 square feet	64,105 square feet
Structure Height	3-stories, 45 feet	3-stories, 45 feet
Site (FAR)	1.0	1.0
Parking Spaces (surface and garage)	398 spaces	528 spaces
Access	One driveway on Exposition Blvd	Two driveways on Olympic Blvd

2.4.1 Proposed Structures

The proposed Lantana South structure would be a three-story, 45-foot high building, to be used for entertainment production such as new production and post-production facilities. Total floor area of the structure would be 130,000 square feet. The main entrance to the structure would be from Exposition Boulevard, with other entrances from the east and west. The revised site plan for Lantana South is shown on Figure 2-5.

The proposed Lantana East structure is a three-story, 45-foot high building, which would also be used for new production and post-production facilities. Total floor area of the structure would be 64,105 square feet. The structure would have an L-shaped footprint. The main entrance is located in the southwest portion of the building. The site plan for Lantana East, which is identical to that studied in the 2002 Final EIR, is shown on Figure 2-6.

Building materials for both structures would consist of concrete, glass, and painted metal. Architectural accents include ribbon windows, exposed concrete beams, and varying rooflines. Elevations for the Lantana South building are shown on Figures 2-7 and 2-8.

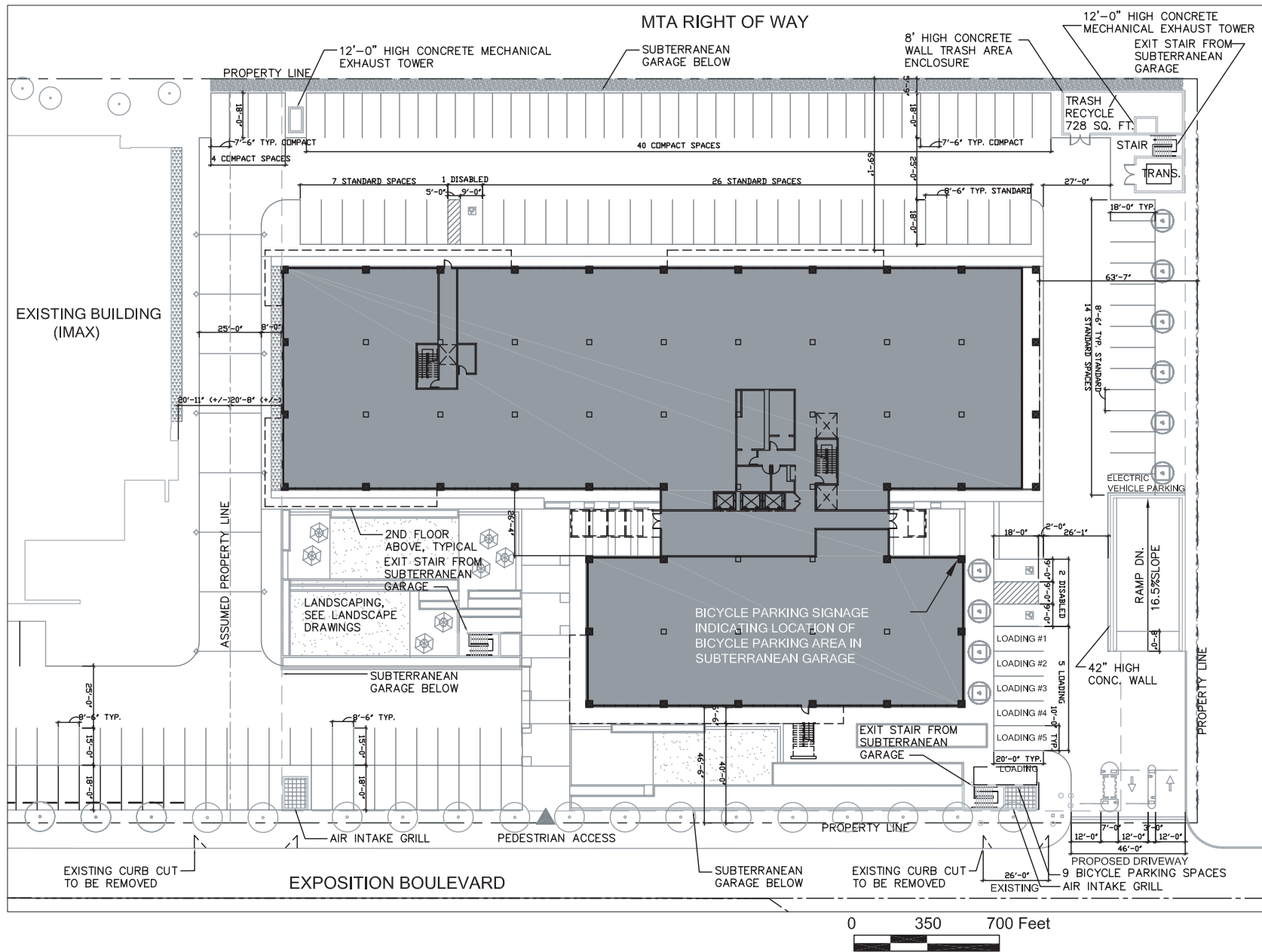
2.4.2 Parking and Access

The majority of the parking for each of the structures would be provided in subterranean parking garages, though some surface level spaces would also be provided. Development of the Lantana South project would include development of 398 parking spaces, including 95 surface parking spaces and 303 spaces located within the proposed one-level subterranean garage. Table 2-3 shows the breakdown by number and type of spaces that would be provided on the Lantana South site.

Table 2-3 Parking Breakdown for Lantana South

Size	Number of Spaces		
	Surface	Sub Level 1	Total
Standard	47	185	232
Compact	44	70	114
Tandem	0	42	42
Handicap	3	6	9
Electric Vehicle	1	0	1
Subtotal	95	303	398



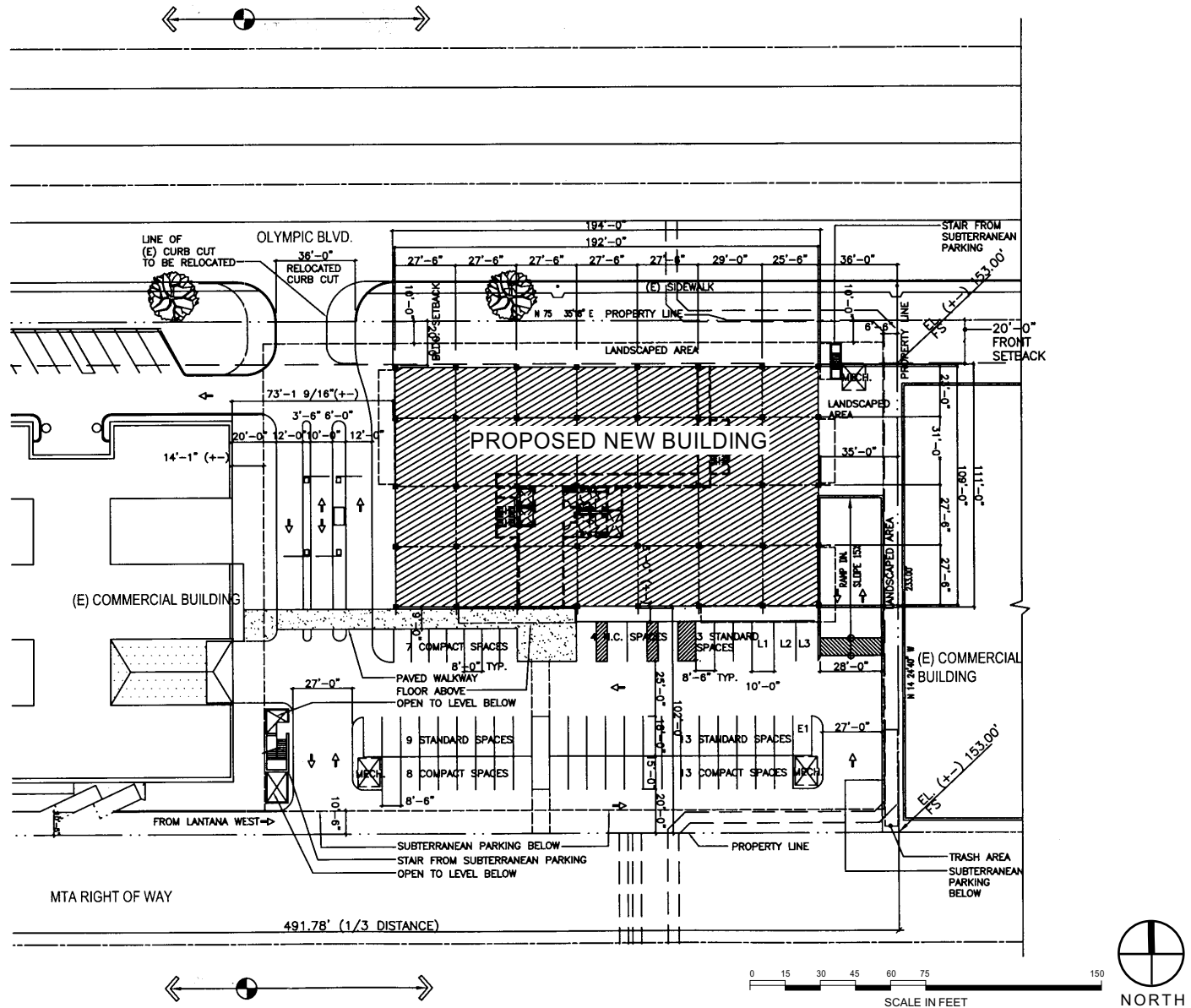


Source: Steven Ehrlich Architects, October 2003

Lantana South Site Plan

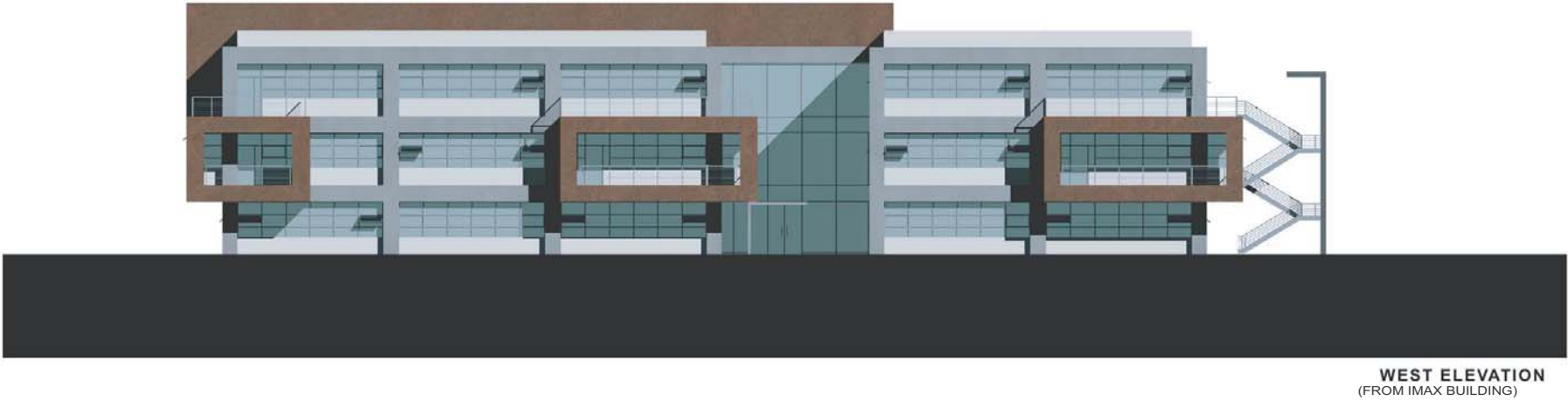
Figure 2-5

City of Santa Monica



Lantana East Site Plan

Figure 2-6
 City of Santa Monica



East and West Elevations

Source: Steven Ehrlich Architects, October 2003

Figure 2-7
City of Santa Monica



SOUTH ELEVATION
(FROM EXPOSITION BOULEVARD)

(FROM IMAX BUILDING)

NORTH ELEVATION
(FROM MTA RIGHT OF WAY)

North and South Elevations

Source: Steven Ehrlich Architects, October 2003

Figure 2-8

City of Santa Monica



As required by City Ordinance, 10% of the total required parking spaces (35 spaces) will be designated carpool/vanpool within the parking garage and there will be 18 bicycle spaces.

Parking at the Lantana East structure would also primarily be accommodated within a proposed two-level subterranean garage. A total of 528 parking spaces would be provided on this site. Of these, 53 would be designated carpool/vanpool. Twenty-six bicycle spaces would also be provided. Table 2-4 below shows the breakdown by number and type of parking spaces for the Lantana East site.

Table 2-4 Parking Breakdown for Lantana East

Size	Number of Spaces			
	Surface	Sub Level 1	Sub Level 2	Total
Standard	25	87	97	209
Compact	28	35	38	101
Tandem	0	61	61	122
Handicap	4	6	0	10
Electric Rechargeable	1	0	0	1
Project Total	58	189	196	443
Existing	85	--	--	528

Primary vehicular access to the Lantana South portion of the site would be provided from Exposition Boulevard via one driveway divided into entry and exit lanes. The driveway, located at the eastern end of the site, would provide direct access to the subterranean parking garage. The ramp to the garage would be recessed about 65 feet from Exposition Boulevard. Two existing driveways would be removed.

For the Lantana East site, access would be provided via one driveway off of Olympic Boulevard. The driveway, located between the proposed Lantana East building and the existing structure to the west, would provide direct access to the ramps to subterranean parking garage. As with the other structure the driveways would be divided into entry and exit lanes. Loading areas for the proposed buildings would be provided within the surface parking areas.

2.4.3 Project Enhancements and Offsite Improvements

The revised project may implement one or more off-site enhancements that were not analyzed in the certified 2002 EIR. These enhancements are described in Appendix A. In addition to the neighborhood protection plan analyzed in Section 2.4.4, three of the potential project enhancements (improvements to Stewart Park, recreation facilities at Edison School to be used in conjunction with City after school recreation programs, and new sidewalks) involve physical improvements that could effect the environment. Although it is unknown which, if any, of the potential off-site improvements may be required until later in the approval process, all three were analyzed in the Initial Study for the SEIR. The Initial Study, contained in Appendix A, determined that each of the potential project enhancements, individually or cumulatively, would not significantly effect the environment due to their modest size and locations.



2.4.4 Neighborhood Traffic Protection Plan

The proposed project may implement one or more of six neighborhood traffic protection plan improvements. Adoption of a neighborhood protection plan that significantly alters traffic patterns, such as dead-ending street as proposed in scenarios 2 through 6, would necessitate amending the Circulation Element of the General Plan. Six possible scenarios are identified below.

Scenario 1 - Curb Extensions at All Intersections; 34th/Delaware Limited Access. This scenario involves curb extensions at every neighborhood intersection, which are designed to improve safety and walkability of the neighborhood by narrowing intersections and crosswalks, as well as improve the aesthetics of the area by providing additional landscaping at intersections. It includes no access restrictions so that it does not redirect traffic from one local street to another. This scenario would also involve conversion of 34th Street/Delaware Avenue to one-way westbound-to-northbound traffic flow, with traffic entering Delaware Avenue from Centinela Avenue and exiting from 34th Street to Exposition Boulevard. This option could also allow vehicles to enter from either direction but exit only onto Exposition.

Scenario 2 - Neighborhood Access from Exposition and 34th/Delaware Only; 34th/Delaware Limited Access. This scenario involves closure of access to/from Virginia Avenue at Stewart Street and at Centinela Avenue, and access to/from Delaware at Stewart Street. 34th Street/Delaware Avenue would be converted to one-way as proposed under Scenario 1.

Scenario 3 - Curb Extensions at All Intersections; No Turns to Warwick from Exposition. This scenario involves curb extensions at each neighborhood intersection with no turning movements allowed into Warwick Avenue from Exposition Boulevard.

Scenario 4 - Curb Extensions; No Access to Warwick from Exposition. This scenario is similar to Scenario 3 except that it would involve full closure of Warwick Avenue at Exposition Boulevard.

Scenario 5 - Curb Extensions; No Access to Dorchester or Warwick from Exposition. This scenario proposes curb extensions at all neighborhood intersections with full street closures of Dorchester Avenue at Exposition Boulevard and Warwick Avenue at Exposition Boulevard.

Scenario 6 - No Access to Yorkshire, Dorchester, Warwick, or 34th/Delaware from Exposition. This scenario involves full closure of all north-south streets that connect Exposition and Virginia Avenue (34th Street, Warwick Avenue, Dorchester Avenue, and Yorkshire Avenue) at Exposition Boulevard.

2.5 DISCRETIONARY ACTIONS REQUIRED

The proposed project would require the following discretionary approvals from the City of Santa Monica:



- Development Agreement Approval
- Architectural Review Board Approval
- Amendment to Circulation Element

2.6 PROJECT OBJECTIVES

The project applicant's objectives include the following:

- *To develop a 130,000 square foot three-story entertainment production facility and a 64,105 square foot three-story entertainment production facility;*
- *To provide space for additional production activities that support the existing on-site film production facilities;*
- *To develop on-site subterranean and surface parking facilities to replace the existing parking used by occupants of the existing and proposed production facilities;*
- *To provide facilities that support the intent of the City's LMSD zoning;*
- *To create a project that supports existing and planned uses in the neighborhood and is compatible with the neighborhood character (i.e., media facilities and residential neighborhoods);*
- *To develop a project that supports and is an integral part of the entertainment industry that is rapidly evolving in Santa Monica;*
- *To provide facilities for high paying, environmentally safe jobs in the City of Santa Monica;*
- *To fund or otherwise assist with the implementation of a series of public improvements; and*
- *To implement a neighborhood traffic protection plan for the adjacent residential neighborhoods.*

