LOS ANGELES
DEPARTMENT OF CITY
PLANNING
221 North Figueroa St., Suite 1350
Los Angeles, CA 90012

INITIAL STUDY

TVC 2050 Project

Case Number: ENV-2021-4091-EIR

Project Location: 7716–7860 West Beverly Boulevard, Los Angeles, California 90036

Community Plan Area: Wilshire

Council District: 4—Raman

Project Description: The TVC 2050 Project (Project) would establish the TVC 2050 Specific Plan (Specific Plan) to allow for the modernization and expansion of media production facilities within the approximately 25-acre Television City Studio campus. The proposed Specific Plan would permit a total of up to approximately 1,874,000 square feet of sound stage, production support, production office, general office, and retail uses within the Project Site upon buildout, as well as associated circulation improvements, parking, landscaping, and open space. More specifically, the Specific Plan would permit approximately 1,626,180 square feet of new development, the retention of approximately 247,820 square feet of existing uses, and the demolition of up to approximately 495,860 square feet of existing media production facilities. The designated Historic-Cultural Monument (HCM; CHC-2018-476-HCM) located on-site would be retained. In addition, a Sign District would be established to permit studio-specific on-site signs.

PREPARED FOR:
The City of Los Angeles
Department of City Planning

PREPARED BY:
Eyestone Environmental, LLC

APPLICANT:
Television City Studios, LLC

July 2021

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1 INTRODUCTION

An application for the proposed TVC 2050 Project (Project), has been submitted to the City of Los Angeles (City) Department of City Planning for discretionary review. The City of Los Angeles, as Lead Agency, has determined the Project is subject to the California Environmental Quality Act (CEQA) and that preparation of an Initial Study is required.

This Initial Study (IS) evaluates the potential environmental effects that could result from the construction, implementation, and operation of the proposed Project. This Initial Study has been prepared in accordance with CEQA (Public Resources Code [PRC] Section 21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations [CCR] Section 15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended 2006). The City uses Appendix G of the State CEQA Guidelines as the thresholds of significance unless another threshold of significance is expressly identified in the document. Based on the analysis provided within this Initial Study, the City has concluded the Project may result in significant impacts on the environment, and the preparation of an Environmental Impact Report (EIR) is required. This Initial Study and the forthcoming EIR are intended as informational documents, which are ultimately required to be considered and certified by the decision-making body of the City prior to approval of the Project.

1.1 PURPOSE OF AN INITIAL STUDY

The California Environmental Quality Act was enacted in 1970 with several basic purposes, including: (1) to inform governmental decision makers and the public about the potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures; and (4) to disclose to the public the reasons behind a project's approval even if significant environmental effects are anticipated.

An Initial Study is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, the Lead Agency shall prepare a Negative Declaration. If the Initial Study identifies potentially significant effects but revisions have been made by or agreed to by the applicant that would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, a Mitigated Negative Declaration is appropriate. If the Initial Study concludes that neither a Negative Declaration or Mitigated Negative Declaration is appropriate, an EIR is normally required.[1]

[1] State CEQA Guidelines Section 15063(b)(1) identifies the following three options for the Lead Agency when there is substantial evidence that the project may cause a significant effect on the environment: (A) Prepare an EIR, or (B) Use a previously prepared EIR which the Lead Agency determines would adequately analyze the project at hand, or (C) Determine, pursuant to a program EIR, tiering, or another appropriate process, which of a project's effects were adequately examined by an earlier EIR or negative declaration.

1.2 ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into sections as follows:

1. INTRODUCTION

Describes the purpose and content of the Initial Study and provides an overview of the CEQA process.

2. EXECUTIVE SUMMARY

Provides Project information, identifies key areas of environmental concern, and includes a determination whether the project may have a significant effect on the environment.

3. PROJECT DESCRIPTION

Provides a description of the environmental setting and the Project, including project characteristics and a list of discretionary actions.

4. EVALUATION OF ENVIRONMENTAL IMPACTS

Contains the completed Initial Study Checklist and discussion of the environmental factors that would be potentially affected by the Project.

1.3 CEQA PROCESS

Below is a general overview of the CEQA process. The CEQA process is guided by the CEQA statutes and guidelines, which can be found on the State of California's website (http://files.resources.ca.gov/ceqa).

1.3.1 Initial Study

At the onset of the environmental review process, the City has prepared this Initial Study to determine if the proposed Project may have a significant effect on the environment. This Initial Study has determined that the proposed Project may have a significant effect(s) on the environment and an EIR will be prepared.

A Notice of Preparation (NOP) is prepared to notify public agencies and the general public that the Lead Agency is starting the preparation of an EIR for the proposed project. The NOP and Initial Study are circulated for a 30-day review and comment period. During this review period, the Lead Agency requests comments from agencies and the public on the scope and content of the environmental information to be included in the EIR. After the close of the 30-day review and comment period, the Lead Agency continues the preparation of the Draft EIR and any associated technical studies, which may be expanded in consideration of the comments received on the NOP.

1.3.2 Draft EIR

Once the Draft EIR is complete, a Notice of Completion and Availability is prepared to inform public agencies and the general public of the availability of the document and the locations where the document can be reviewed. The Draft EIR and Notice of Availability are circulated for a 45-day review and comment period. The purpose of this review and comment period is to provide public agencies and the general public an opportunity to review the Draft EIR and comment on the adequacy of the document, including the analysis of environmental effects, the mitigation measures presented to reduce potentially significant impacts, and the alternatives analysis. After the close of the 45-day review and comment period, responses to all comments on environmental issues received during the comment period are prepared.

1.3.3 Final EIR

The Lead Agency prepares a Final EIR, which incorporates the Draft EIR or any revisions to the Draft EIR, comments received on the Draft EIR and list of commenters, and responses to significant environmental points raised in the review and consultation process.

The decision-making body then considers the Final EIR, together with any comments received during the public review process, and may certify the Final EIR and approve the Project. In addition, when approving a project for which an EIR has been prepared, the Lead Agency must prepare findings for each significant effect identified, a statement of overriding considerations if there are significant impacts that cannot be mitigated, and a mitigation monitoring and reporting program.

2 EXECUTIVE SUMMARY

PROJECT TITLE	**TVC 2050 Project**
ENVIRONMENTAL CASE NO.	ENV-2021-4091-EIR
RELATED CASES	VTT-83387 CPC-2021-4089-AD-GPA-VZC-SN-SP CPC-2021-4090-DA
PROJECT LOCATION	7716—7860 West Beverly Boulevard, Los Angeles, California 90036
COMMUNITY PLAN AREA	Wilshire
GENERAL PLAN DESIGNATION	Community Commercial, Neighborhood Commercial, and Limited Commercial; Major Commercial (County parcel)
ZONING	C2-1-O and C1.5-2D-O; C-MJ (County parcel)
COUNCIL DISTRICT	4—Raman
LEAD AGENCY	**City of Los Angeles**
CITY DEPARTMENT	Department of City Planning
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PHONE NUMBER	(310) 473-8900

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☐ Aesthetics	☒ Greenhouse Gas Emissions	☒ Public Services
☐ Agriculture & Forestry Resources	☒ Hazards & Hazardous Materials	☐ Recreation
☒ Air Quality	☒ Hydrology/Water Quality	☒ Transportation
☐ Biological Resources	☒ Land Use/Planning	☒ Tribal Cultural Resources
☒ Cultural Resources	☐ Mineral Resources	☒ Utilities/Service Systems
☒ Energy	☒ Noise	☐ Wildfire
☒ Geology/Soils	☐ Population/Housing	☒ Mandatory Findings of Significance

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☒ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).

5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated

7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9) The explanation of each issue should identify:

   a) The significance criteria or threshold, if any, used to evaluate each question; and

   b) The mitigation measure identified, if any, to reduce the impact to less than significance.

3 PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

The TVC 2050 Project (Project) would establish the TVC 2050 Specific Plan (Specific Plan) to allow for the modernization and expansion of media production facilities within the approximately 25-acre Television City Studio located at 7716-7860 West Beverly Boulevard in Los Angeles, California (Project Site). The proposed Specific Plan would permit a total of up to approximately 1,874,000 square feet of sound stage, production support, production office, general office, and retail uses within the Project Site upon buildout, as well as associated circulation improvements, parking, landscaping, and open space.[2] More specifically, the Specific Plan would permit approximately 1,626,180 square feet of new development, the retention of an estimated 247,820 square feet of existing uses, and the demolition of up to approximately 495,860 square feet of existing media production facilities. The designated Historic-Cultural Monument (HCM; CHC-2018-476-HCM) located on-site would be retained. In addition, a Sign District would be established to permit studio-specific on-site signs.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

Television City is an approximately 25-acre site located at the southeast corner of Beverly Boulevard and Fairfax Avenue in the Beverly-Fairfax district of the City of Los Angeles (City). More specifically, the Project Site is comprised of four contiguous parcels located at 7800 and 7860 West Beverly Boulevard (APN 5512-001-003); 7716 and 7720 West Beverly Boulevard (APN 5512-002-002); 7718 West Beverly Boulevard (APN 5512-002-001 in Los Angeles County); and lastly, an adjacent parcel without a physical address (APN 5512-002-009). As depicted in Figure 1 on page 8, the Project Site is bounded by Beverly Boulevard to the north, The Grove Drive and Broadcast Center Apartments to the east, The Original Farmers Market and The Grove shopping and entertainment center to the south, and Fairfax Avenue to the west. The Project Site is located in the Wilshire Community Plan (Community Plan) area of the City. An approximately 0.63-acre portion of the Project Site (APN 5512-002-001) is located outside the City boundary in unincorporated Los Angeles County (County) and is proposed for annexation to the City as part of this Project.

Local access to the Project Site is provided primarily from Beverly Boulevard and Fairfax Avenue within a grid network of local roadways, while regional access is provided via Interstate 10 (I-10) located approximately three miles south of the Project Site, I-405 located approximately five miles southwest of the Project Site, and the US-101 freeway located approximately three miles northeast of the Project Site. A number of bus lines provide transit service throughout the Project area, with bus stops located adjacent to the Project Site on both Beverly Boulevard and Fairfax Avenue as well as within a 0.25-mile radius; these include Los Angeles County Metropolitan Transportation Authority (Metro) Bus Lines 14, 16, 17,

[2] Per the proposed TVC 2050 Specific Plan, all floor area numbers are defined in accordance with LAMC 12.03 T, with the following exemptions: the Mobility Hub, base camp uses, outdoor eating areas (covered or uncovered), trellis and shade structures, covered storage areas; covered walkways and circulation areas (including the existing marquee structure); and all temporary uses including sets/façades, etc. The proposed approximately 1.874 million square feet of floor area per the Specific Plan definition is equivalent to approximately 1.984 million square feet based on the LAMC definition and approximately 2.103 million gross square feet.

Figure 1
Project Location Map

Source: Eyestone Environmental, 2021

217, 218, 316, and 780; and Los Angeles Department of Transportation (LADOT) DASH Line FX. In addition, Metro transit facilities planned in the area include the Metro D (Purple) Line extension. The first section of the Metro D (Purple) Line extension, which includes a new Wilshire/Fairfax Station, is currently under construction. The new Wilshire/Fairfax Station will be located 0.8 mile south of the Project Site, with a station portal on the southeast corner of Wilshire Boulevard and Orange Grove Avenue.

3.2.2 Existing Conditions

The Project Site is currently developed with approximately 743,680 square feet of studio-related uses, including approximately 95,540 square feet of sound stage uses; 325,450 square feet of support uses, such as storage and mills; 163,090 square feet of production office space; and 159,600 square feet of general office space. As shown in the aerial photograph provided in Figure 2 on page 10, the Television City Studio is comprised of four main buildings, described further below. The property also contains numerous one-story ancillary buildings and structures, primarily located in the southeastern part of the Project Site, including storage buildings, modular/portable bungalows and trailers, shelters and pads for utilities and transmission equipment, carports with solar panels, and guard houses.

Television City supports a variety of media production activities focused on the creation, development, recording, broadcasting, and editing of recorded and live television programming and other audio, visual, and digital media including, but not limited to, e-sports, backlot shooting, and other forms of content creation. Such activities occur both indoors and outdoors within the Project Site and include base camp areas where mobile facilities such as trucks, generators, and support vehicles related to production are temporarily staged. As is typical of studio environments, much of the land area is dedicated to production uses, parking, loading, and storage.

The studio was originally developed in 1952 in accordance with a master plan designed by the local architectural team of William Pereira and Charles Luckman (Pereira & Luckman). The master plan was conceived to function as a plan for a major studio headquarters located within a flexible studio environment and was designed to be adaptable and expandable over time to meet the ever-changing needs of the entertainment industry. The original Primary Studio Complex, located generally in the center of the Project Site, includes two attached buildings designed in the Corporate International style—the Service Building and the Studio Building—which together are designated as an HCM (CHC-2018-476-HCM).[3,4] The main entrance to the Primary Studio Complex includes a distinctive bridge over an area of lower grade, covered by a canopy featuring the “Television City” sign at the bridge entrance facing north. The Primary Studio Complex was constructed as the first phase of the Pereira & Luckman master plan, which called for the eventual development of 2.5 million square feet with multi-story office towers up to 12 stories in height, a long retail block along Beverly Boulevard, and 24 stages. This full expansion under the Pereira & Luckman master plan was never realized, and the original four sound stages within the Primary Studio Complex have undergone additions, exterior alterations, and ongoing reconfiguration of interior spaces, reflecting the original design intent for flexibility as production demands evolved over time.

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3 Architectural Resources Group, CBS Television City Historic Resource Assessment, April 11, 2018.

4 The EIR will detail and differentiate the floor areas of the HCM and subsequent building additions that are not included in the HCM.

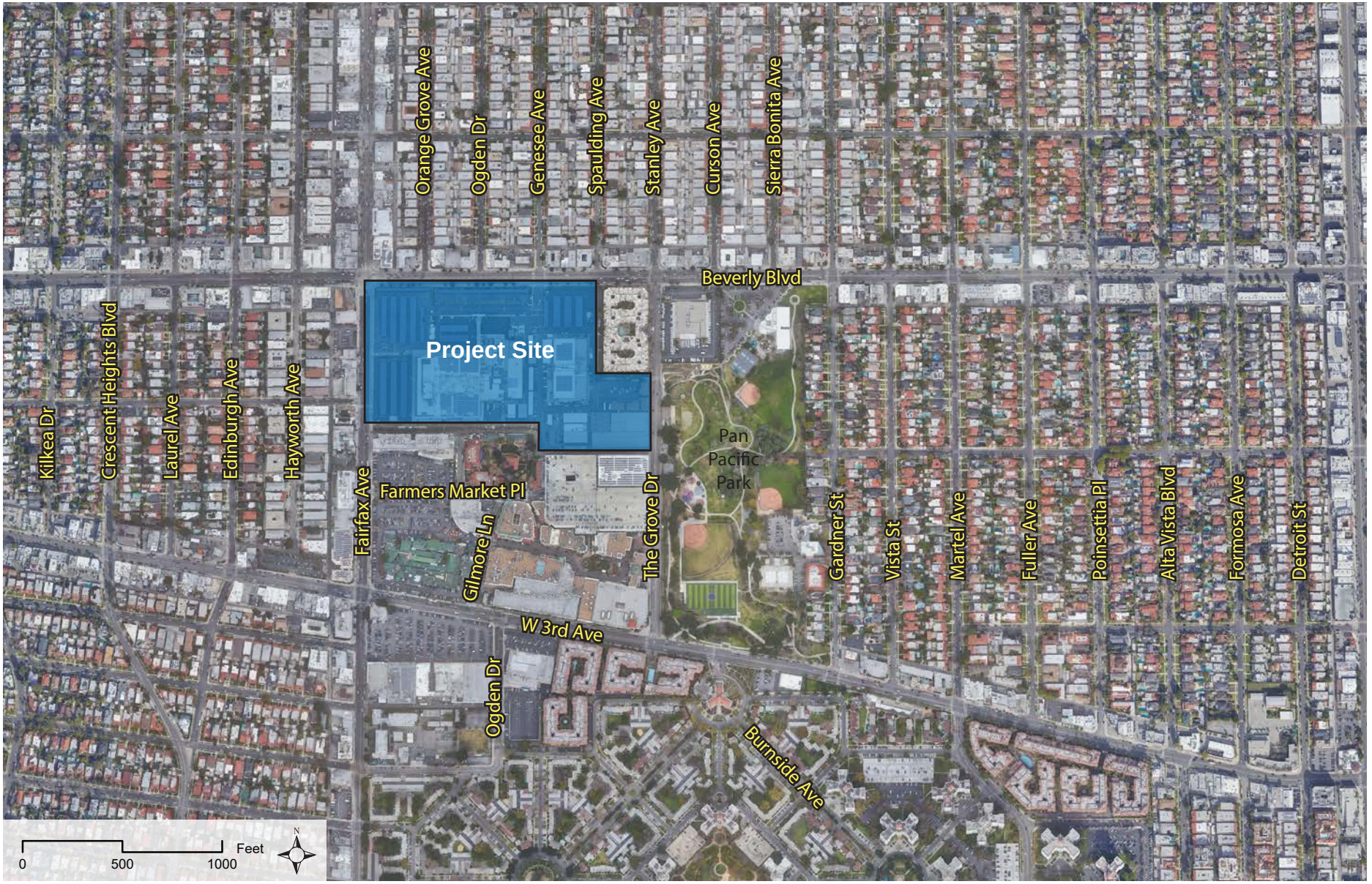

Figure 2
Aerial Photograph of the Project Vicinity

Source: Google Earth Pro, 2021; Eyestone Environmental, 2021

Following the development of the Primary Studio Complex in 1952, the most substantial expansions of on-site development occurred in and around 1969 and 1976. These expansions involved the addition of lower wing blocks to the east side of the Primary Studio Complex and an expansion on its west side to allow for more production, office, and support space. Other alterations to the Primary Studio Complex over the years have involved several additions to the roofs and ongoing changes in the use of interior spaces, such as the original rehearsal halls being converted to office space, a remodel of the primary entry lobby, and other conversions of interior spaces throughout for production needs such as base camp and audience experience uses.

Beyond the Primary Studio Complex, numerous modifications have been made to the overall site to accommodate the evolving nature of studio operations. The original lawn and lower landscape terrace along Beverly Boulevard were removed and replaced to accommodate parking and circulation needs. Numerous production buildings, base camps, trailers, and bungalows were constructed to complement daily sitewide filming requirements. In 1991, an annex containing two additional studios was constructed. Further, the site today includes photovoltaic canopies within the surface parking lots along Beverly Boulevard and Fairfax Avenue and perimeter security fencing with visual screening to meet safety and privacy needs.

Existing studio parking is provided in surface lots that are located primarily along the perimeter of the Project Site. The current parking supply is approximately 1,510 spaces. Access to the Project Site is provided at multiple points around the site perimeter, including the following: (1) three driveways and one pedestrian gate along Beverly Boulevard;[5] (2) two driveways and one pedestrian gate along Fairfax Avenue; (3) a pedestrian gate along The Grove Drive; and (4) one pedestrian gate along the southern boundary of the Project Site (referred to herein as the Southern Shared Access Drive, which runs from Fairfax Avenue to The Grove Drive and separates the Project Site from the adjacent commercial properties to the south).[6] All vehicular and pedestrian entrances/exits include internal controlled access, and a series of drive aisles and sidewalks provide access throughout the Project Site.

The studio perimeter is enclosed with chain link, wrought iron, or combination block wall/chain link fencing, much of which is lined with trees, shrubs, bougainvillea and climbing vines, and segments of which include green screening. Additional landscaping within the Project Site interior includes limited trees, succulents and shrubs, and some of the parking areas include landscaped infiltration basins. Street trees are also located along the Beverly Boulevard and Fairfax Avenue façades.

In terms of topography, the Project Site slopes gently down from northeast to southwest. The existing Project Site elevations range from 185 to 201 feet above mean sea level (AMSL). The Primary Studio Complex, where the main production facilities are located, are at an elevation of 201 feet AMSL, which is referred to herein as Project Grade.[7]

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5 Two of the driveways are curb cuts that are no longer used for access.

6 The Southern Shared Access Drive is a privately owned right-of-way that is partially located on the Project Site and partially located off-site on the adjacent property to the south. While not a component of the Project, the Southern Driveway provides shared access to the Project Site and to the adjacent commercial and cultural properties.

7 Project Grade is established at an elevation of 201 feet AMSL, which represents the base level of production activity and a portion of the existing topographic elevation of the Project Site.

The Project Site is located in the City's Wilshire Community Plan area and includes General Plan land use designations of Community Commercial, Neighborhood Commercial, and Limited Commercial, as detailed in Table 1 on page 13. The land use designation for the approximately 0.63-acre unincorporated County parcel is Major Commercial per the Los Angeles County 2035 General Plan. APNs 5512-001-003 and 5512-002-002 are zoned C2-1-O (Commercial, Height District 1, Oil Drilling Overlay), while APN 5512-002-009 is zoned C2-1-O and C1.5-2D-O (Limited Commercial, Height District 2 subject to a Development Limitation, Oil Drilling Overlay). The unincorporated County parcel, APN 5512-002-001, is zoned C-MJ (Major Commercial). The Project Site is also located in a City-designated Transit Priority Area. As discussed above, the property includes designated historic resources and is therefore subject to Historic Preservation Review.

3.2.3 Surrounding Land Uses

The Project Site is located in an urbanized area that is developed with a diverse mix of land uses. In general, the major arterials in the Project vicinity, including Beverly Boulevard, 3rd Street, and Fairfax Avenue, are lined with commercial, institutional, and multi-family residential uses, with mixed residential neighborhoods interspersed between the major arterials. As shown in Figure 2 on page 10, immediately east of the Project Site is a six-story apartment complex, Broadcast Center Apartments, which includes a ground floor grocery store and café. To the east, across The Grove Drive, is a U.S. Post Office and Pan Pacific Park, which includes a variety of active and passive recreational uses, an outdoor amphitheater, and the Holocaust Museum LA. To the south are regional-scale commercial uses, including The Grove, an outdoor shopping and entertainment center that includes groupings of one- to three-story retail shops, a movie theater, restaurants, and a seven-level (plus rooftop) parking garage; and The Original Farmers Market with one- and two-story restaurants and other food-related businesses including a four-story mixed-use office and retail building, as well as the Farmer's Market Storage Facility, the Gilmore Adobe, and surface parking. Further to the south across 3rd Street are four- and five-story residential buildings, and further south are 13-story towers at Park La Brea and Hancock Park Elementary School. Along Fairfax Avenue to the west are low-rise community-serving commercial uses, including a gas station, bank, dry cleaner, and several restaurants and retail stores, interspersed with small surface parking lots, and low- to mid-rise apartments further to the west, as well as Fairfax High School. Similar development of up to three stories is located to the north along Beverly Boulevard, including retail shops, restaurants, a bank, gas station, religious temple, several small hotels, and personal fitness facilities, with low-rise apartments further north. Many of the streets in the vicinity are lined with street trees, and the major arterials exhibit substantial commercial signage, including large billboard signs along Beverly Boulevard and Fairfax Avenue.

Table 1
Land Use and Zoning Summary

Parcel	Land Use Designation per Community Plan	Zoning Designation
APN 5512-001-003	Community Commercial	C2-1-O
APN 5512-002-001[a]	Major Commercial	C-MJ
APN 5512-002-002	Neighborhood Commercial	C2-1-O
APN 5512-002-009	Limited Commercial	C2-1-O and C1.5-2D-O

C2-1-O: Commercial, Height District 1, Oil Drilling Overlay

C1.5-2D-O: Limited Commercial, Height District 2 subject to a Development Limitation, Oil Drilling Overlay

C-MJ: Major Commercial

[a] *Located in unincorporated Los Angeles County and proposed for annexation to the City as part of the Project. Land use designation is per the Los Angeles County 2035 General Plan, and zoning designation is per Title 22 (Planning and Zoning) of the Los Angeles County Code.*

Source: Burns & Bouchard, Inc.; City of Los Angeles Zone Information and Map Access System (ZIMAS), 2021.

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

The Project would involve the modernization and expansion of Television City to meet the contemporary needs and changing demands of the entertainment industry, while rehabilitating and preserving the integrity of the historic resources on-site and in consideration of the surrounding uses. Since a comprehensive set of standards to guide Television City's development and growth does not currently exist, the Project includes the proposed Specific Plan, which would establish a clear and cohesive development framework for the entire Project Site, serving to integrate the proposed mix of uses and set standards for land uses, massing, and setbacks. As detailed further below, the Specific Plan would allow for the construction of up to approximately 1,626,180 square feet of new sound stages, production support, production office, general office, and retail uses. Buildout under the Specific Plan could take place in one phase over a 30-month period or could occur in phases over multiple years. Accordingly, the Applicant is seeking a Development Agreement with a term of 20 years, which could extend the full buildout year to approximately 2043.

Under the Specific Plan, portions of the Project Site would be redeveloped with new studio-related uses, circulation improvements, parking facilities, landscaping, and open space. The Specific Plan would establish development guidelines and standards to regulate basic planning, design, and development concepts for future development within Television City. These development guidelines and standards would provide a measure against which specific future development proposals could be evaluated. As such, the proposed Specific Plan would create a regulatory framework that accounts for the special needs of the Project Site and provides the Applicant with flexibility to address potential future changes in technology and space requirements inherent to the rapid pace of entertainment technology's advancement. The primary development regulations set forth in the Specific Plan would address land use, design, historic preservation, childcare, alcohol sales, and parking, as well as associated

implementation procedures. In addition, a Sign District would be established to permit studio-specific on-site signs.

At full buildout, the Specific Plan would permit a total of up to approximately 1,874,000 square feet of floor area within the Project Site, as detailed in Table 2 on page 15, for a sitewide Floor Area Ratio (FAR) of 1.75:1. As also shown in Table 2, the Specific Plan would allow for the construction of up to approximately 1,626,180 square feet of new sound stage, production support, production office, general office, and retail uses; the demolition of up to approximately 495,860 square feet of existing uses; and the retention of approximately 247,820 square feet of existing uses. The specific mix of uses ultimately constructed would depend upon market demands, and the Specific Plan would allow flexibility in locating the various uses within the Project Site. The Specific Plan would also allow for the exchange of certain permitted land uses through a Land Use Exchange procedure, described in Section 3.3.2.1 below. A Conceptual Site Plan is provided in Figure 3 on page 16 and illustrates one possible development scenario that could be developed in conformance with the proposed Specific Plan. Actual development would be governed by the requirements of the proposed Specific Plan and not the Conceptual Site Plan. The Specific Plan is intended to allow Television City to adapt and evolve over time in a manner that rehabilitates and preserves the integrity of the HCM and honors and realizes the legacy of the original Pereira & Luckman master plan.

3.3.2 Land Use Plan and Permitted Floor Area

The Conceptual Site Plan provided in Figure 3illustrates a buildout scenario in accordance with the conceptual development program detailed in Table 2. A maximum permitted floor area is established for each of the individual land use categories, as set forth in Table 2, but may be adjusted in a limited manner pursuant to the Land Use Exchange provisions detailed in the Specific Plan, and the ultimate combination of such uses may vary provided that the total permitted floor area on-site does not exceed 1,874,000 square feet and the sitewide floor area ratio (FAR) does not exceed 1.75:1. As described in Section 3.3.2.1 below, the adjustments to each land use category's maximum permitted floor area would be limited by the Specific Plan.

Existing uses and facilities may be continued, maintained, remodeled, or renovated, whether conforming or legally nonconforming with the provisions of the LAMC and/or the Specific Plan. Existing uses include, among other things, a helipad that has been in operation since 1951. The original Conditional Use Permit (CUP) (ZA No. 11412), approved on October 17, 1950, authorized the existing helipad and recognized it as a necessary accessory use to a successful studio. The existing helipad use will be retained in approximately the same location on the campus, but at a higher elevation, as a part of the Project.

With respect to permitted land uses, a number of production-related uses and associated accessory or ancillary uses would be allowed, as defined in the Specific Plan. These include such uses as motion picture, television, and broadcast studios and related incidental uses, including, but not limited to: production activities; indoor and outdoor stages; sets and façades; digital, film, video, audio, video game, eSports, and media production; recording and broadcasting; sound labs; film editing; film video and audio processing; sets and props production; computer design; computer graphics; animation; and ancillary facilities related to those activities. The following types of related uses and facilities would also be permitted, as detailed in the Specific Plan: base camps, communication facilities, conference facilities, modular offices and trailers, studio support facilities, parking, various ancillary commercial and retail uses to serve the on-site population, catering facilities, special events, audience and entertainment shows,

Table 2
Proposed Development Program[a]

Use	Existing (sf)	Demolition (sf)	Existing to Remain (sf)	Proposed New Construction (sf)	Total Permitted (sf)	Net Change (sf)
Sound Stages	95,540	41,360	54,180	295,820	350,000	+254,460
Production Support	325,450	302,340	23,110	80,890	104,000	-221,450
Production Office	163,090	98,490	64,600[b]	635,400	700,000	+536,910
General Office	159,600	53,670	105,930[c]	594,070	700,000	+540,400
Retail[d]	0	0	0	20,000	20,000	+20,000
Total	**743,680**	**495,860**	**247,820**	**1,626,180**	**1,874,000**	**1,130,320**

sf = square feet

[a] *Per the proposed TVC 2050 Specific Plan, all floor area numbers are defined in accordance with Los Angeles Municipal Code (LAMC) 12.03 T, with the following exemptions: the Mobility Hub, base camp uses, outdoor eating areas (covered or uncovered), trellis and shade structures, covered storage areas; covered walkways and circulation areas (including the existing marquee structure); and all temporary uses including sets/façades, etc. The proposed approximately 1.874 million square feet of floor area per the Specific Plan definition is equivalent to approximately 1.984 million square feet based on the LAMC definition and approximately 2.103 million gross square feet.*

[b] *An estimated 6,608 square feet of existing production office space would not be demolished but may be converted to base camp/parking uses.*

[c] *An estimated 38,068 square feet of existing general office space would not be demolished but may be converted to base camp/parking uses.*

[d] *Assumed to include up to 5,000 square feet of ancillary restaurant/commissary uses.*

Source: Television City Studios, LLC, 2021.

museum exhibits and theaters, childcare and educational facilities, fitness amenities, emergency medical facilities to serve the on-site population, fueling stations and vehicle repair related to on-site uses and activities, infrastructure, maintenance and storage facilities, mills/manufacturing, sleeping quarters for certain on-site personnel, recreational facilities, restaurants and special event areas including the sale of alcoholic beverages, security facilities, signs, storage and warehouses, helipad, and all other uses permitted in the C2 zone unless expressly prohibited in the Specific Plan.

3.3.2.1 Land Use Exchange

The Specific Plan would provide development flexibility by allowing for exchanges between certain categories of permitted land uses and associated floor areas in order to respond to the future needs and demands of the entertainment industry. Specifically, floor area from any permitted land use category may be exchanged for additional sound stage and production support uses as long as the limitations of the Specific Plan are met. In addition, the total permitted floor area on-site would not exceed 1,874,000 square feet. The permitted adjustments would be limited as follows:

- The permitted sound stage floor area may be increased from 350,000 square feet up to a total of 450,000 square feet in exchange for decreases in other uses.

Figure 3
Conceptual Site Plan

Source: RIOS, 2021

- The permitted production support floor area may be increased from 104,000 square feet in exchange for decreases in other uses.
- The total permitted floor area for production office uses would not exceed 700,000 square feet.
- The total permitted floor area for general office uses would not exceed 700,000 square feet.
- The total permitted floor area for retail uses would not exceed 20,000 square feet.
- The total Project floor area would not exceed 1,874,000 square feet or a sitewide FAR of 1.75:1.

Specific proposals for development that involve a Land Use Exchange would require a review by the Director of the Department of City Planning (DCP). This process would entail a determination of whether the development proposal complies with the regulations, guidelines, and mitigation measures set forth in the Specific Plan and the Mitigation Monitoring Program for Television City.

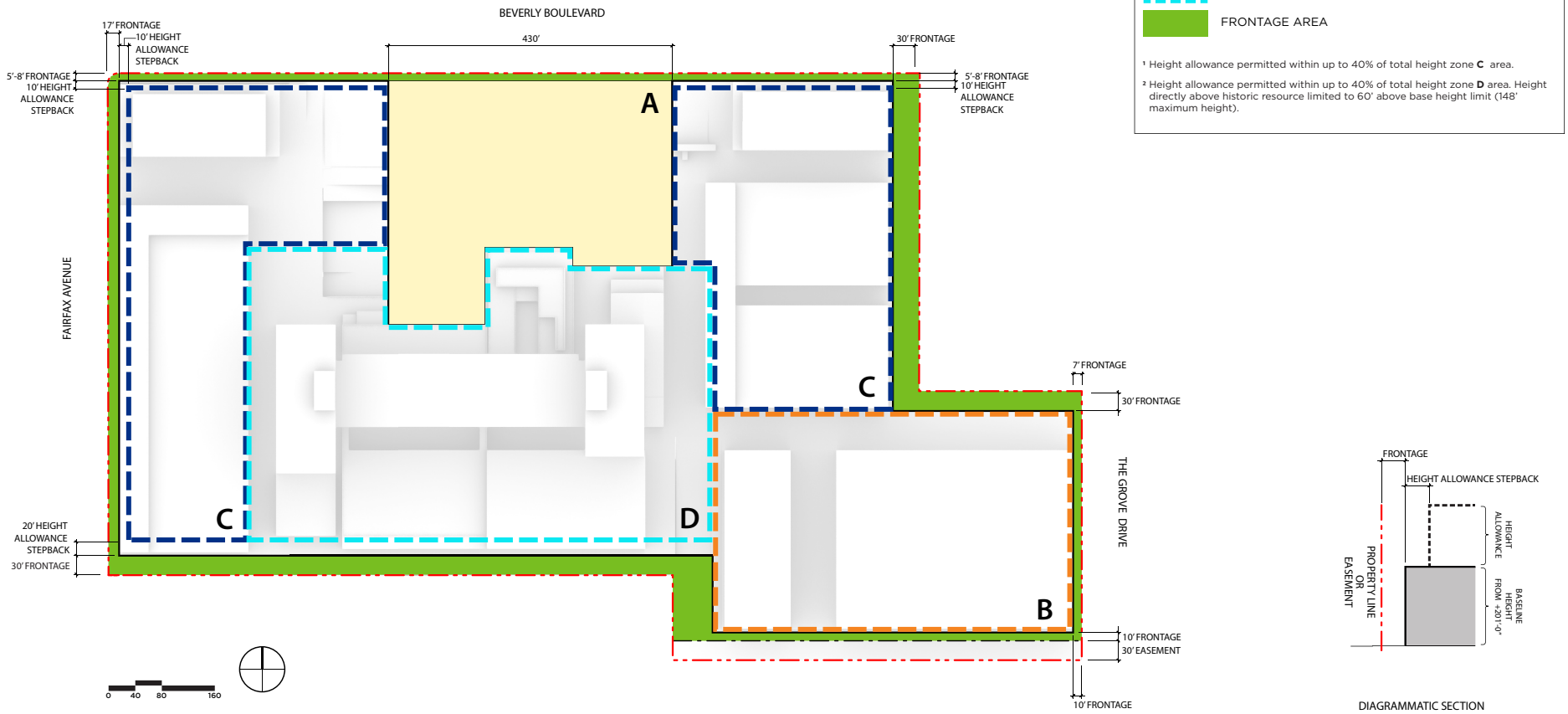
3.3.3 Design and Architecture

The Project's overall design strategy focuses on honoring the legacy of the original Pereira & Luckman master plan for Television City, adhering to the HCM designation, creating a world-class studio facility, and enhancing the public realm. To that end, the Specific Plan sets forth design standards and specific requirements regarding building heights, frontage areas, stepbacks, and other design elements, as described below.

It is the design intent of the Specific Plan to functionally and appropriately integrate new Project Site development with the historic resource on-site. More specifically, four existing sound stages would be renovated, and new horizontal and vertical circulation infrastructure, including elevated pedestrian connections, would be introduced to connect these uses to the new production office and production support spaces on-site. Despite their limited size and flexibility, the existing sound stages are intended to remain active production spaces to the extent feasible and subject to industry market demand. Additionally, the architecture of new buildings would complement the Corporate International style already established on-site and ensure consistency with relevant design requirements associated with the HCM buildings. Overall, the Specific Plan regulations would provide for the implementation of a cohesive, pedestrian-friendly, and functional studio that will be utilized well into the future.

3.3.3.1 Height Zones

As part of the Specific Plan, Height Zones with specified height limits and height allowances would be established to regulate building heights throughout the Project Site. Except for Height Zones A and B, as shown in Figure 4 on page 18, the Project Site would be subject to a sitewide base height limit of 88 feet as measured from Project Grade (i.e., 201 feet AMSL, as previously discussed and shown in Figure 4), consistent with the height of existing buildings on-site. This sitewide base height limit would be



LEGEND

GENERAL NOTE: Height map for illustrative purposes only. All heights are measured from Project Grade.

- **A** - 58' Viewshed restoration area
- **B** - 130' Height limit
- **C** - 88' Base height limit with 160' total height allowance [1]
- **D** - 88' Base height limit with 225' total height allowance [2]
- FRONTAGE AREA

[1] Height allowance permitted within up to 40% of total height zone **C** area.

[2] Height allowance permitted within up to 40% of total height zone **D** area. Height directly above historic resource limited to 60' above base height limit (148' maximum height).

DIAGRAMMATIC SECTION

Figure 4
Height Zone Map

Source: RIOS, 2021

augmented with height allowances in Height Zones C and D, as shown in Figure 4 on page 18.[8] Each of the height zones is decribed below.

- Height Zone A—Viewshed Restoration Area: Extending a length of 430 feet along Beverly Boulevard in the central northern portion of the Project Site, this zone would limit building heights to ⅔ the height of the existing HCM buildings (88 feet in height), consistent with the limitations imposed by the HCM designation (CHC-2018-476-HCM).

- Height Zone B—130-Foot Height Limit: Located within the southeast portion of the Project Site, this zone is subject to a maximum height of 130 feet.

- Height Zone C—88-Foot Height Limit with 160-Foot Total Height Allowance: Located along the western side and in the northeast section of the Project Site, this zone allows an additional height allowance of 72 feet above the 88-foot sitewide base height limit (total maximum height of 160 feet) within up to 40 percent of the total Height Zone C area.

- Height Zone D—88-Foot Height Limit with 225-Foot Total Height Allowance: Located within the central portion of the Project Site, this zone allows an additional height allowance of 137 feet above the 88-foot sitewide base height limit (total maximum height of 225 feet) within up to 40 percent of the total Height Zone D area. Height directly above a historic resource is limited to a maximum of 148 feet (height allowance of 60 feet above the 88-foot sitewide base height limit).

The height zones do not represent the actual development footprint of Project buildings. Rather, as discussed above and reflected in the Conceptual Site Plan provided in Figure 3 on page 16, new buildings would occupy only a portion of the development envelope permitted in each height zone. The height zones and associated frontage areas and stepbacks (discussed below) would guide future development in a manner that concentrates height toward the center of the Project Site. Height Zones C and D would require an additional stepback along the Project Site perimeter for building heights above the sitewide base height limit. Additionally, existing buildings or structures that exceed the height limits of the height zone in which they are located would be permitted to remain and could be replaced if damaged, subject to certain Code limitations.

3.3.3.2 Frontage Areas and Stepbacks

New development within the Project Site would be subject to frontage area and stepback requirements, as set forth in the Specific Plan and shown in Figure 4. Frontage areas would function as buffers and transitional space around the Project Site perimeter. Within these areas, features such as security kiosks, fences, walls, projections, stairs, balconies, landscaping, etc. would be permitted. Stepbacks are an architectural tool to reduce building massing and vary building forms by pulling the façade of upper stories back from the building edge at a predetermined elevation above Project Grade. Within the height allowance areas, stepbacks would apply to those portions of buildings greater than 88 feet in height above Project Grade, as described below.

[8] Throughout this Initial Study, height allowance is defined as additional building height permitted above the 88-foot sitewide base height limit.

- Fairfax Avenue: A 17-foot wide frontage area would be provided along the entire Project Site edge along Fairfax Avenue (total length of 755 feet excluding driveways and pedestrian entrances). An additional 10-foot stepback would be provided for any building fronting Fairfax Avenue and utilizing the height allowance within Height Zone C.

- Beverly Boulevard: A varying 5 to 8-foot wide frontage area would be provided along the entire Project Site edge along Beverly Boulevard (total length of 1,219.5 feet excluding driveways and pedestrian entrances). An additional 10-foot stepback would be provided for any building fronting Beverly Boulevard and utilizing the height allowance within Height Zone C.

- Eastern Property Line (northeast corner): A 30-foot wide frontage area would be provided along the Project Site edge adjacent to the Broadcast Center Apartments (total length of 735.5 feet along the interior lot lines).

- The Grove Drive: A 7-foot wide frontage area would be provided along the Project Site edge along The Grove Drive (total length of 404.5 feet excluding driveways and pedestrian entrances).

- Southern Shared Access Drive: The frontage area along the southern property line would vary from 10 feet wide on the eastern side to 30 feet wide along the central portion and western side (total length of 1,471 feet excluding driveways and pedestrian entrances). An additional 20-foot stepback would be provided for any building adjacent to the Southern Shared Access Drive and utilizing the height allowance within Height Zones C and D.

3.3.3.3 Other Design Elements

The Specific Plan also includes design regulations that address the screening of rooftop equipment and outdoor storage areas, fencing, parking structure design, and Project Site access. In particular, rooftop equipment and outdoor storage areas that are visible from public pedestrian locations within 500 feet of the Project Site perimeter would be screened with vegetated walls, fences, trellises, graphic treatments, other structures, or other approved measures. Decorative fencing of up to 12 feet in height would be permitted on-site, and chain link fencing without inserts or secondary screening (such fabric or panels) and barbed wire fencing would be prohibited.

With regard to above-grade parking structures, the Specific Plan sets forth design standards regarding the following: the location of vehicular entrances and exits so as to minimize interference with pedestrian and vehicular traffic on the adjacent street; a minimum 15-foot vertical clearance on the ground floor of parking structures; screening of parking structures with architectural articulations or elements, landscaping including vegetated walls and vertical gardens, and/or use of compatible building materials; and the lighting and screening of rooftop parking.

3.3.4 Historic Preservation

As previously discussed, the original Primary Studio Complex includes two attached buildings—the Service Building and the Studio Building—which together are designated as a Los Angeles HCM (CHC-2018-476-HCM).[9] Any new construction within the Project Site would be required to comply with

[9] Architectural Resources Group, CBS Television City Historic Resource Assessment, April 11, 2018.

the applicable provisions of the Specific Plan, including historic regulations. The Project proposes to preserve all of the historic character-defining features, consistent with the HCM designation. The attached Support Building, which was added on the west side of the Studio Building in 1976, is not a part of the Primary Studio Complex and therefore is not included as part of the HCM designation.

The Specific Plan provides guidelines and limitations on new construction to ensure the Project will preserve the integrity of the HCM buildings and all of the historic character-defining features.

3.3.5 Open Space, Landscaping, and Public Realm

The Project's landscaping and open space plan has been designed to open up views of the HCM buildings, enhance the public realm, create more effective transitions between off-site and on-site uses, and provide useable open space on-site. As shown in Figure 5 on page 22, landscaping and open space elements would be used to unify the various building types, programs, and activities on the Project Site through a cohesive plant palette. Planting zones and associated palettes would be established to define streetscape areas, gateways (i.e., major Project Site entrances), production areas, bungalows, and rooftop terraces. Plantings would include resilient, drought-tolerant native and adaptive tree, shrub, and groundcover species, including shade trees.

The Project would also enhance the public realm through streetscape improvements that would create a cohesive visual identity for the Project Site and enhance the pedestrian experience, while continuing to provide for the unique security needs of a working production studio. As also shown in Figure 5, a minimum of approximately 28,900 square feet of open space would be located along the Project Site boundaries. These perimeter areas would include landscaping such as street trees and shrubs, lighting, wayfinding signage, and potentially pedestrian amenities. Along all street edges, pedestrian access and safety would be improved, and bus stops and street lighting would be maintained. Visual screening and fencing would be provided around the entire studio perimeter. Adjacent to the Beverly Boulevard sidewalk, a landscaped buffer would be introduced to create an improved street identity and highlight the main entrance. Along The Grove Drive, the planting areas would include species to complement those at Pan Pacific Park and the Holocaust Museum LA and incorporate existing street tree and plant selections. Additionally, a planting area adjacent to The Grove Drive sidewalk would provide pedestrian-scale landscaping at the street level. Finally, along portions of the Southern Shared Access Drive, sidewalks, screening, and/or planting areas would be introduced.

3.3.6 Access, Circulation, and Parking

The Project would incorporate a multi-level circulation plan to meet the demands of contemporary media production. Two primary production levels would provide access, staging, storage, and connectivity between active production and supporting uses. The main level (at Project Grade), or production activity level, would provide direct access for vehicles and pedestrians to the sound stages via a unified ground plane encircling the production facilities. The lower level, or production operations level, would provide large areas of flexible space to house production vehicles and store equipment, with direct access to the production activity level above via vehicle ramps, pedestrian stairs and elevators, and service elevators. To facilitate efficient, safe, and effective production circulation, both the production activity and operations levels would provide space for base camp, production staging, loading, and emergency vehicle access across the entire Project Site.

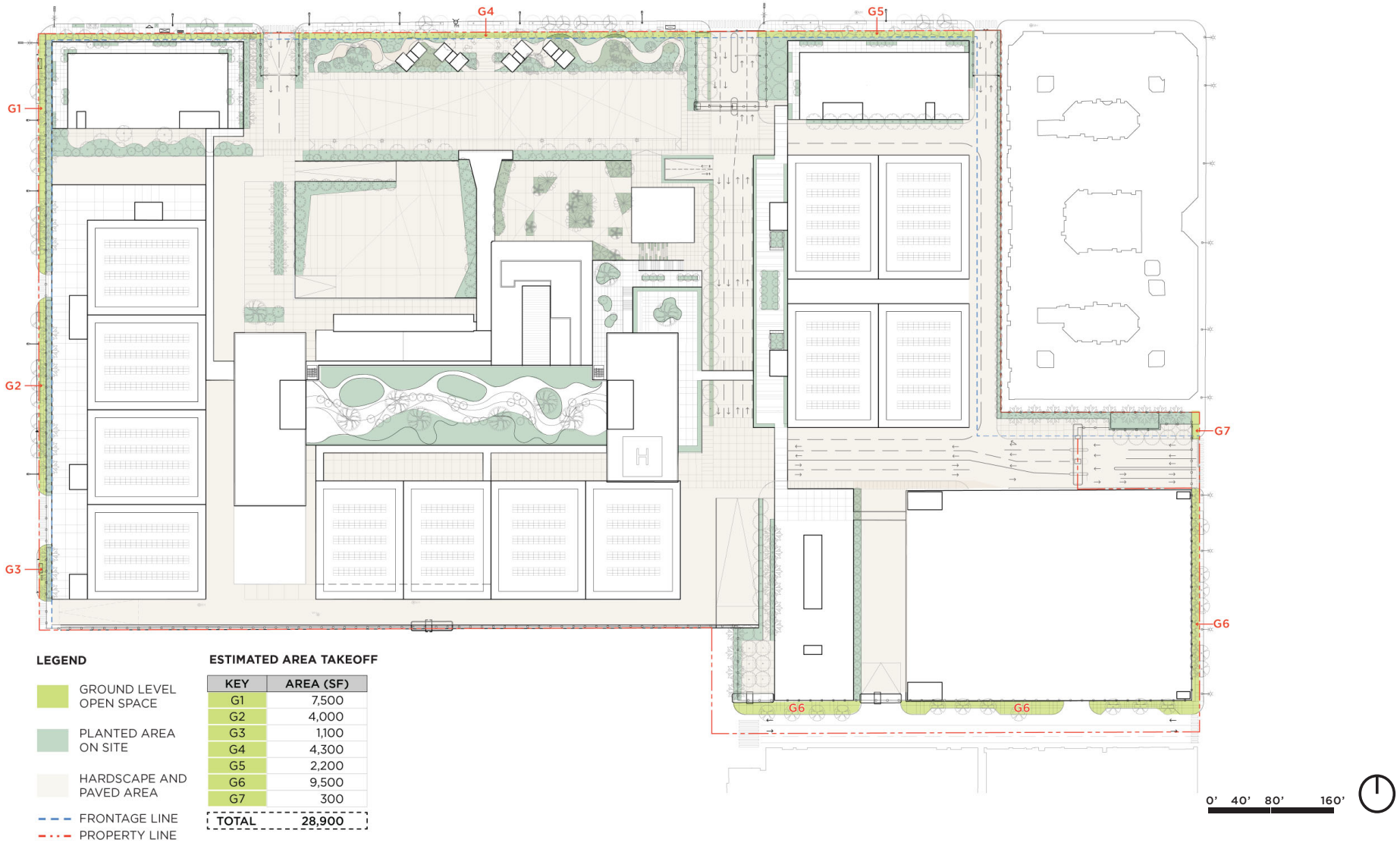


Figure 5
Conceptual Open Space and Landscape Plan

Source: RIOS, 2021

As shown in Figure 6 on page 24, vehicular access would be provided as follows:

- Three driveways along Beverly Boulevard, including one entry/exit driveway and two right-in/right-out driveways;
- Three driveways along Fairfax Avenue, including one entry/exit driveway and two right-in/right-out driveways;
- One entry/exit driveway on The Grove Drive; and
- Two entry/exit driveways along the Southern Shared Access Drive.

Pedestrian access, shown in Figure 7 on page 25, would be provided along Beverly Boulevard, Fairfax Avenue, The Grove Drive, and the Southern Shared Access Drive. All of the access points would be controlled with gates and/or staffed guard houses. A gate marking the central pedestrian entrance to the studio would be located along Beverly Boulevard. Ride-share pick-up/drop-off zones could be located at Beverly Boulevard, Fairfax Avenue and/or at the Southern Shared Access Drive.

Internal circulation routes would be introduced throughout the property to facilitate access to all buildings and parking areas. On-site parking for production vehicles would be provided adjacent to the proposed sound stages and in other large reservoirs to accommodate base camp activities. Additionally, a mobility hub would be located on-site to support first/last mile connections; encourage employee use of public transit, carpooling, vanpooling, and biking/scootering to work; and to support other transportation demand management (TDM) strategies, as required. The mobility hub would provide an off-street space for Television City employees and visitors to access passenger pick-up/drop-off zones, carpools, vanpools, shuttles, ride-share, taxi, and other commercial and non-commercial vehicles, and the temporary parking of buses. The mobility hub would include space to accommodate support uses, storage, maintenance, staging facilities, bike share, and ridership amenities.

The Specific Plan would establish parking requirements for each of the main land use categories (sound stages, production support, production office, general office, and retail uses), ranging from one to ten parking spaces per 1,000 square feet of floor area, for a sitewide total of approximately 5,300 parking spaces. Non-occupiable structures, such as sets/façades, kiosks, and parking/entry facilities would not require dedicated parking. Vehicles may be parked in tandem (double or triple) or by valet, depending on the specific parking layout. In addition, the Specific Plan would set forth a process for approval and implementation of a reduced/shared parking plan, so long as an adequate parking supply is maintained. While the Conceptual Site Plan illustrates specific parking locations, ultimately parking may be located throughout the Project Site, provided that the Specific Plan's requirements are met. Accordingly, parking may be provided in a combination of above-ground structures, subterranean structures, and/or surface spaces and may be designed to accommodate semi-automated or fully-automated parking operations.

3.3.7 Lighting and Signage

All lighting would comply with current energy standards and codes while providing appropriate light levels to accent signage, architectural features, and landscaping elements. Light sources would be shielded and/or directed toward Project Site areas to minimize light spill-over to neighboring properties and the surrounding area while utilizing low-level exterior lights at the site perimeter, as needed, for aesthetic,

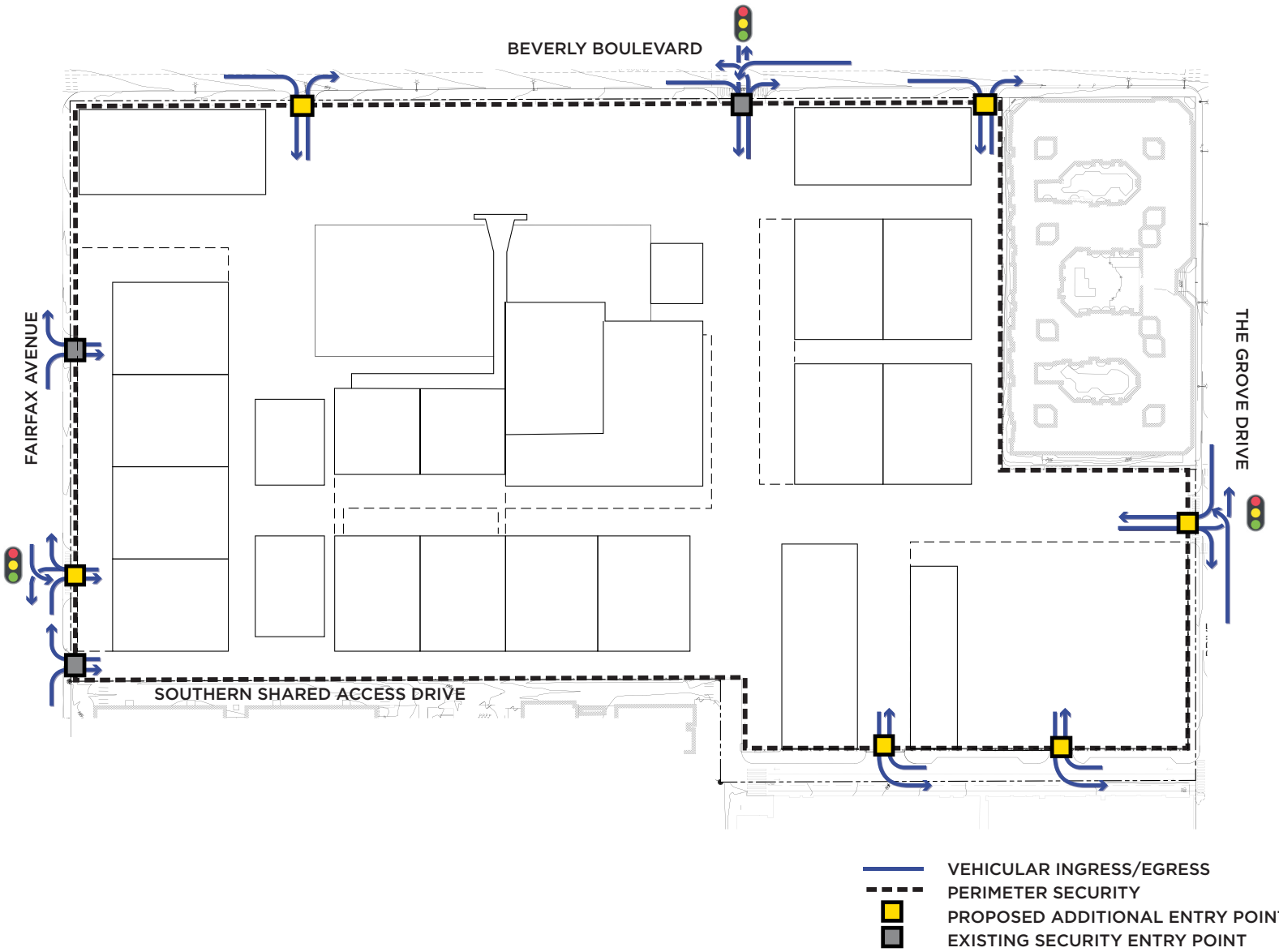


Figure 6
Illustrative Vehicular Site Access

Source: RIOS, 2021

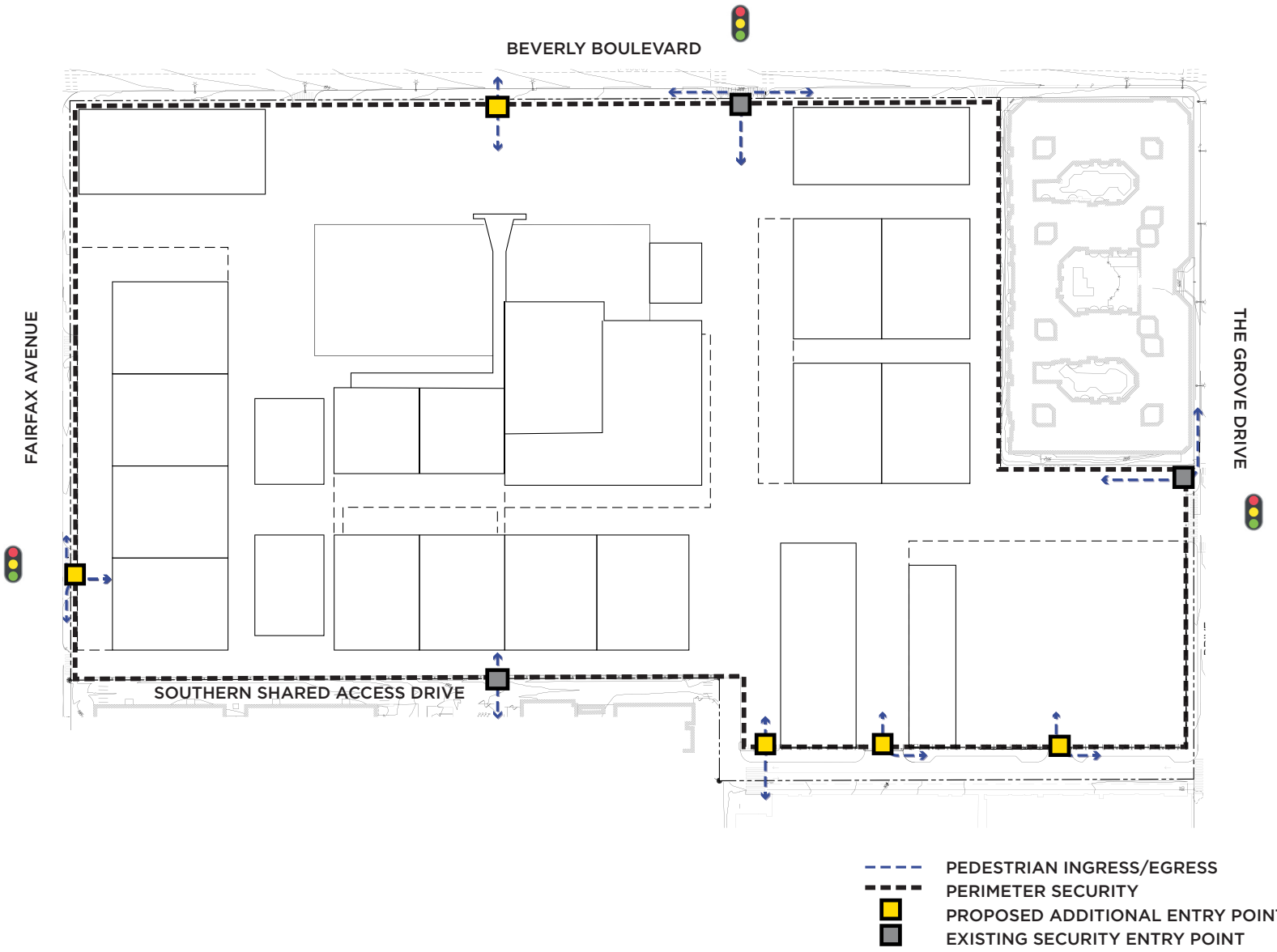


Figure 7
Illustrative Pedestrian Site Access

Source: RIOS, 2021

security, and wayfinding purposes. Additionally, new street and pedestrian lighting within the public right-of-way would provide appropriate and safe lighting levels on both sidewalks and roadways, while minimizing light and glare on adjacent properties, in compliance with applicable City regulations and with approval by the Bureau of Street Lighting. Glass in building façades would be selected for qualities such as low reflectivity to reduce glare; energy efficiency to limit solar heat gain; high visibility for adequate light transmission; and acoustic performance to reduce noise from outside.

The proposed Sign District would set signage standards for the Television City Studio campus, consistent with the standards and goals of the Television City Historic Sign Guidelines for the Primary Studio Complex.[10] New signage would be compatible with the overall historic character of the Primary Studio Complex's original sign program in terms of placement, scale, color, illumination, and material. Project signage would be integrated with and complement the overall aesthetic character of on-site development and would be designed to both enhance the studio entertainment character of the Specific Plan area. Project signage could include general ground-level and wayfinding pedestrian signage around the Project Site perimeter, building identification signs, marquee and monument signs, pillar and pole signs, banners, and other sign types such as on-site wall signs, internal digital on-site signage, murals, and studio graphics that are typical on production studios. The Sign District would regulate the permitted number of on-site studio-related signs, sign type, sign height, and the maximum area of signage permitted along each Project Site edge. Fewer limitations would be placed on interior signs that generally are not visible from off-site, public rights-of-way, or any publicly accessible plaza adjacent to a public right-of-way, although a number of sign types would be prohibited throughout the Project Site, including off-site signs. Project signage may include both externally and internally lit signs, and LAMC illumination regulations would apply.

As shown in Figure 8 on page 27, the proposed signage plan would address signage for each street frontage or Project Site edge, as well as interior signage. A total of 30,120 square feet of signage is proposed around the Project Site perimeter, with the exception of the interior lot line in the northeast corner of the Project Site facing Broadcast Center Apartments where no wall signage is proposed. Unlimited signage could occur within the Project Site interior, proposed to be defined as 100 feet from most Project Site edges and 30 feet from the interior lot line.

3.3.8 Project Site Security

Project security would be achieved via a combination of physical and operational strategies aimed at providing a secure and safe working studio environment. Fencing, walls, landscaping, and other elements would be used to create a physical barrier at the perimeter of the Project Site to maintain the necessary privacy for certain production activities and ensure pedestrian safety. In addition, points of entry would be secured by elements such as guard booths, key card passes, pedestrian and vehicular access controls, and site-wide lighting. Operational elements such as 24-hour security, employee and visitor badging, and visual surveillance would further enhance the security and safety of the studio.

[10] Architectural Resources Group, Television City Historic Sign Guidelines, June 5, 2020.

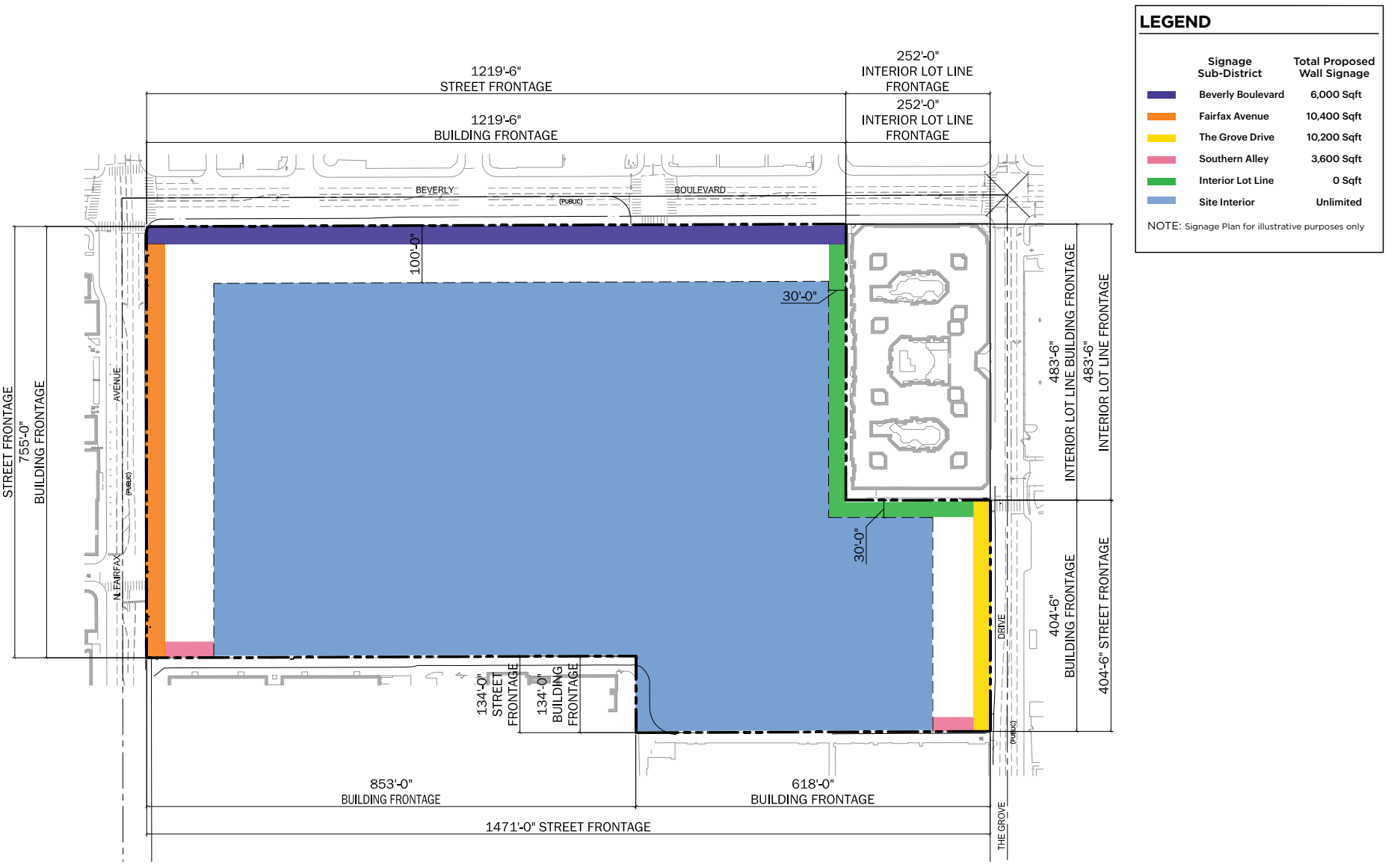


Figure 8
Proposed Signage Plan

Source: RIOS, 2021

3.3.9 Sustainability Features

The Project would support environmental sustainability by incorporating sustainable building features and construction protocols required by the Los Angeles Green Building Code (LAMC Chapter IX, Article 9), the California Green Building Standards Code (California Code of Regulations, Title 24, Part 11; referred to as the CALGreen Code), and the California Building Energy Efficiency Standards (California Code of Regulations, Title 24, Part 6; California Energy Code). The Project represents an infill development located at the center of the established entertainment studio zone, is located in close proximity to existing transit lines and walkable streets, and would utilize existing infrastructure to service the proposed uses. The Project also involves the adaptive re-use of certain existing buildings and facilities. Both in compliance with and, in some cases, in exceedance of Code requirements, a number of specific sustainable design components would be incorporated into the Project, potentially including, but not limited to: Energy Star appliances; solar panels; plumbing fixtures and fittings that comply with the performance requirements specified in the Los Angeles Green Building Code; weather-based irrigation systems; water-efficient plantings with drought-tolerant species; shade trees in public areas; green walls in some outdoor areas; vegetated roofs or cool roof systems to help reduce energy use; short- and long-term bicycle parking; electric vehicle (EV) charging infrastructure; a transportation demand management (TDM) program; the proposed mobility hub; use of daylighting where feasible; energy-efficient lighting; and permeable paving where appropriate. Such measures would address energy conservation, water conservation, and waste reduction and will be further defined in the EIR.

3.3.10 Anticipated Construction Schedule

Specific Plan buildout may occur in one phase, with a total construction period of approximately 30 months. Construction could begin in 2024 and end as soon as 2026. However, the Project Applicant is seeking a Development Agreement with a term of 20 years, which could extend the full buildout year to approximately 2043. Construction activities would be permitted to occur Monday through Friday from 7:00 A.M. to 9:00 P.M. and between 8:00 A.M. and 6:00 P.M. on Saturday or national holidays, in accordance with LAMC requirements. Earthwork activities necessary for construction would require an estimated 772,000 cubic yards of cut, potentially 50,000 cubic yards of imported fill and up to 772,000 cubic yards of export.[11] Exported soil materials likely would be disposed of at United Rock Products Landfill in Irwindale. The haul route between the Project Site and Irwindale is anticipated to follow these roadways: Fairfax Avenue south to I-10 east to SR-60 east to I-605 north to Irwindale (approximately 30 miles one-way).

3.4 REQUESTED PERMITS AND APPROVALS

The City of Los Angeles has the principal responsibility for approving the Project. The list below includes the anticipated requests for approval of the Project. The EIR will analyze impacts associated with the Project and will provide environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits, and approvals required to implement the Project include, but are not necessarily limited to, the following:

- Annexation of the 0.63-acre portion of the Project Site located within unincorporated Los Angeles County into the City of Los Angeles, including:

[11] All earthwork volumes include estimates for both rough grading and overexcavation.

- A General Plan Amendment and Zone Change to pre-zone the County land, as required under the laws governing annexation (this action would be included in the General Plan Amendment and Zone Change described below); and

- Related applications to the Local Agency Formation Commission.

- Pursuant to LAMC Section 11.5.6, a General Plan Amendment to: change the General Plan land use designations from Community Commercial, Limited Commercial, and Neighborhood Commercial to a unified Regional Center Commercial land use designation; assign a Regional Center Commercial land use designation to an approximately 0.63-acre portion of the Project Site located in unincorporated Los Angeles County to be annexed to the City of Los Angeles; and allow the TVC zone as a corresponding zone to the Regional Center Commercial designation.

- Pursuant to LAMC Section 12.32, a Vesting Zone Change from the existing C1.5-2D-O and C2-1-O zones to the TVC 2050 Specific Plan Zone (TVC zone), and to assign the TVC zone to an approximately 0.63-acre portion of the Project Site located in unincorporated Los Angeles County to be annexed to the City of Los Angeles.

- Pursuant to LAMC Sections 13.11, the establishment of a "SN" Sign District.

- Pursuant to LAMC Section 11.5.7, adoption of the TVC 2050 Specific Plan to provide regulatory controls and the systematic execution of the General Plan within the TVC 2050 Specific Plan geographic area.

- Pursuant to California Government Code Sections 65864 through 65869.5, a Development Agreement between the Developer and the City of Los Angeles for a term of 20 years.

- Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map to permit the merger and resubdivision of land and a haul route for the import/export of greater than 1,000 cubic yards of earth materials.

- Other discretionary and ministerial permits that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

3.5 RESPONSIBLE PUBLIC AGENCIES

A Responsible Agency under CEQA is a public agency with some discretionary authority over a project or a portion of it, but which has not been designated the Lead Agency.[12] The following responsible agency has been identified for the Project:

- Local Agency Formation Commission (LAFCO) for the County of Los Angeles.

[12] State CEQA Guidelines Section 15381.

4 ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

Senate Bill (SB) 743 (Public Resources Code [PRC] Section 21099(d)) sets forth guidelines for evaluating project transportation impacts for transit-oriented infill projects under CEQA, as follows: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment." PRC Section 21099 defines a "transit priority area" as an area within 0.5 mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." PRC Section 21099 defines an "infill site" as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. This state law supersedes the aesthetic impact thresholds in the 2006 L.A. CEQA Thresholds Guide, including those established for aesthetics, obstruction of views, shading, and nighttime illumination.

The related City of Los Angeles (City) Department of City Planning Zoning Information File (ZI) ZI No. 2452 provides further instruction concerning the definition of transit priority projects and that "visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined in the City's CEQA Threshold Guide shall not be considered an impact for infill projects within TPAs pursuant to CEQA."[13]

PRC Section 21099 applies to the Project. Specifically, pursuant to PRC Section 21099, the Project is an employment center project located on an infill site.[14] *The Project Site is also located within a transit priority area because it is located within 0.5 mile of an existing major transit stop. Specifically, a number of bus lines provide transit service throughout the Project area, with bus stops located adjacent to the Project Site on both Beverly Boulevard and Fairfax Avenue as well as within a one-block radius; these include Los Angeles County Metropolitan Transportation Authority (Metro) Bus Lines 14, 16, 17, 217, 218, 316, and 780, several of which have headways of 15 minutes or less during the morning and afternoon peak commute periods; and Los Angeles Department of Transportation (LADOT) DASH Line FX. In addition, Metro transit facilities planned in the area include the Metro D (Purple) Line extension. The City's Zone Information and Map Access System (ZIMAS) also confirms the Project Site's location within a transit priority area, as defined in ZI No. 2452. Therefore, in accordance with PRC Section 21099(d)(1),*

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13 City of Los Angeles Department of City Planning, Zoning Information File ZI No. 2452, Transit Priority Areas (TPAs)/ Exemptions to Aesthetics and Parking Within TPAs Pursuant to CEQA, available at http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf, accessed March 25, 2021.

14 PRC Section 21099(a) defines an employment center project as "a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area."

the Project's aesthetic impacts shall not be considered significant impacts on the environment and therefore do not require evaluation under CEQA. The analysis regarding aesthetics in this Initial Study is for informational purposes only and not for determining whether the Project will result in significant aesthetic impacts on the environment. As such, nothing in the aesthetic impact discussion in this Initial Study shall trigger the need for any CEQA Findings of Fact, CEQA analysis, or CEQA mitigation measures.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a. Would the Project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. A scenic vista is a panoramic view of one or more visual resources such as a mountain range or the urban skyline.[15] Panoramic views or vistas provide visual access to a large geographic area, for which the field of view can be wide and extend into the distance. Panoramic views are typically associated with vantage points looking out over a section of urban or natural areas that provide a geographic orientation not commonly available. Examples of panoramic views include an urban skyline, valley, mountain range, the ocean, or other water bodies. Focal views are also relevant when considering this question from Appendix G of the CEQA Guidelines. Examples of focal views include natural landforms, public art/signs, historic buildings, and important trees.

[15] City of Los Angeles, 2006 L.A. CEQA Thresholds Guide, page A.2-1. As defined further therein: "The term "views" generally refers to visual access to, or the visibility of, a particular sight from a given vantage point or corridor. "Focal views" focus on a particular object, scene, setting, or feature of visual interest; "panoramic views" or vistas provide visual access to a large geographic area, for which the field of view can be wide and extend into the distance."

The approximately 25-acre Project Site is currently occupied by the Television City Studio which comprises approximately 743,680 square feet of studio-related office and production uses. As shown in the existing site photographs in Figure 9 and Figure 10 on pages 33 and 34, respectively, much of the Project Site is developed with low-rise buildings and structures, including storage buildings, modular/portable bungalows and trailers, shelters and pads for utilities and transmission equipment, carports with solar panels, and guard houses. The original Primary Studio Complex, located generally in the center of the Project Site, includes two attached buildings designed in the Corporate International style—the Service Building and the Studio Building—construction of which was completed in 1952. The main entrance to the Primary Studio Complex includes a distinctive bridge over an area of lower grade, featuring the "Television City" canopy sign at the bridge entrance facing north. Together these buildings are designated as a City Historic-Cultural Monument (HCM) (CHC-2018-476-HCM) and thus are considered visual resources.[16] The HCM buildings are not currently visible from the public rights-of-way surrounding the Project Site (Beverly Boulevard, Fairfax Avenue, and The Grove Drive). The attached Support Building, which was added on the west side of the Studio Building in 1976 and the three-story, detached East Studio Building, constructed in 1992, are not a part of the Primary Studio Complex and therefore are not included as part of the HCM designation.

The Project Site is located in an urbanized area that is developed with a diverse mix of land uses. The major arterials in the Project vicinity, including Beverly Boulevard, Fairfax Avenue, and 3rd Street, are lined with commercial, institutional, and some residential uses, with residential neighborhoods interspersed between the major arterials. Immediately east of the Project Site is a six-story apartment complex, Broadcast Center Apartments, which includes a ground floor grocery store and café. To the south are large-scale commercial uses, including The Grove, a regional outdoor shopping and entertainment center, and The Original Farmers Market Los Angeles with one- and two-story restaurants and other food-related retail businesses, the historic Gilmore Adobe, large above-grade parking facilities, a multi-story storage facility, and surface parking. Along Fairfax Avenue to the west are low-rise community-serving commercial uses, including a gas station, bank, dry cleaner, and several restaurants and retail stores, interspersed with small surface parking lots. Similar development of up to three stories is located to the north along Beverly Boulevard.

Aside from the HCM located on the Project Site, visual resources located in the immediate Project vicinity include Pan Pacific Park to the east, which contains a variety of active and passive recreational uses, an outdoor amphitheater, and the Holocaust Museum LA; and the Gilmore Adobe to the south.[17] Given the density of development in the area and the relatively flat topography, the primary public views of these resources are limited to vantage points along the adjacent roadways. More distant visual resources that are visible from the Project vicinity include the Hollywood Hills to the north. Intermittent views of the Hollywood Hills are available along Beverly Boulevard looking north in between buildings and cross streets and along north-south streets such as Fairfax Avenue. The Project would include redevelopment of the Project Site with new studio-related uses, including associated circulation improvements, parking facilities, landscaping, and open space, in accordance with development regulations and design principles set forth in the proposed Specific Plan. As detailed in Section 3, Project Description, of this Initial Study and depicted in Figure 4 on page 18 therein, as part of the Specific Plan, height zones would be established to regulate building heights throughout the Project Site. The height zones and associated

[16] Architectural Resources Group, CBS Television City Historic Resource Assessment, April 11, 2018.

[17] Views of the historic Gilmore Adobe are not available from the adjacent public rights-of-way.

Image 1: View from Beverly at Genesee

Image 2: North Facade of Service Building

Image 3: Western Site Edge and West Addition

Image 4: Southern Site Edge

Figure 9
Existing Site Photographs

Source: Hackman Capital Partners, 2021

Image 5: East Addition Facade and Equipment

Image 6: Southeastern Site and Truck Dock

Image 7: East Bungalow Trailers and Stage

Image 8: Southeastern Site Corner with Storage Sheds

Figure 10
Existing Site Photographs

Source: Hackman Capital Partners, 2021

frontage areas and building stepbacks would guide future development in a manner that concentrates height toward the center of the Project Site. In particular, in accordance with the HCM designation, a Viewshed Restoration Area (Height Zone A) would be established for a length of 430 feet along Beverly Boulevard in the central northern portion of the Project Site, and building heights in this area would be limited to ⅔ the height of the existing HCM buildings (88 feet in height), in accordance with the HCM designation. The proposed frontage areas would function as buffers around the Project Site perimeter, and building stepbacks would be required for those portions of buildings greater than the base height limit to reduce building massing and vary building forms. The base height limit is consistent with the height of the existing buildings on-site, and limited height allowances would be permitted in Height Zones C and D, as shown in Figure 4 on page 18. Furthermore, new construction within the Project Site would be required to comply with the applicable provisions of the Specific Plan, including historic regulations. The Project proposes to rehabilitate and preserve the integrity of the HCM buildings and all of the historic character-defining features. Accordingly, views of the HCM would become available, particularly from Beverly Boulevard.

In the vicinity of the Project Site, views would continue to be available on an intermittent basis along nearby roadway segments following infill development under the Project. In particular, given the Project's Site's location south of Beverly Boulevard and between Fairfax Avenue and The Grove Drive, the Project would not block existing public views of the distant Hollywood Hills from Beverly Boulevard or Fairfax Avenue, nor would views of Pan Pacific Park from Beverly Boulevard or The Grove Drive be affected. Any obstruction of long-range northerly views towards the Hollywood Hills from vantage points to the south would be intermittent from single, fixed locations where existing intervening development already dominates such views. Substantial blockage across broad distances, such as along the length of a public roadway, would not occur. Furthermore, a myriad of other views of the Hollywood Hills at various locations would continue to be available throughout the surrounding area. Therefore, any reduction in publicly-available intermittent views of the Hollywood Hills that could result from the Project would not be considered a substantial obstruction of views of these visual resources.

Overall, as the area is fully developed and urbanized, the Project would not have a substantial adverse effect on a publicly available scenic vista. Moreover, pursuant to Senate Bill 743 and ZI No. 2452, the Project's aesthetics impacts would not be considered significant. Therefore, no further evaluation of this topic in an EIR is required.

b. Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. The Project Site is not located along or near a state scenic highway. The nearest officially eligible state scenic highways are Route 1 in the City of Santa Monica, over 8 miles to the southwest, and the Foothill Freeway (I-210), approximately 19 miles northeast of the Project Site.[18] Therefore, the Project would not substantially damage scenic resources within a state -designated scenic highway as no scenic highways are located adjacent to the Project Site. Additionally, as discussed in Response to Checklist Question No. I.a., above, the Project would rehabilitate and preserve the integrity of the HCM buildings on-site, considered a scenic resource, consistent with the HCM designation. The

[18] California Department of Transportation, Scenic Highways, https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed April 7, 2021.

Project would have no effect on scenic resources located off-site in the Project vicinity. Moreover, pursuant to Senate Bill 743 and ZI No. 2452, the Project's aesthetics impacts would not be considered significant. Therefore, no further evaluation of this topic in an EIR is required.

c. In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. As previously described, the Project is located in an urbanized area. As such, this analysis focuses on whether the Project would conflict with applicable zoning and other regulations governing scenic quality. The Project would be consistent with applicable zoning regulations regarding scenic quality, as discussed below.

With regard to land use and zoning designations, as discussed in Section 3, Project Description, of this Initial Study, most of the Project Site is located in the City's Wilshire Community Plan area, more specifically within the Beverly-Fairfax Community Commercial Center, and is designated as Community Commercial, Neighborhood Commercial, and Limited Commercial in the Wilshire Community Plan. Additionally, Beverly Boulevard and Fairfax Avenue are designated as Mixed-Use Boulevards on the Community Plan Land Use Diagram. The land use designation for the approximately 0.63-acre unincorporated County parcel within the Project Site is Major Commercial per the Los Angeles County 2035 General Plan. In terms of zoning, APNs 5512-001-003 and 5512-002-002 are zoned C2-1-O (Commercial, Height District 1, Oil Drilling Overlay), while APN 5512-002-009 is zoned C2-1-O and C1.5-2D-O (Limited Commercial, Height District 2 subject to a Development Limitation, Oil Drilling Overlay). The unincorporated County parcel, APN 5512-002-001, is zoned C-MJ (Major Commercial). While these zones permit unlimited building height (65 to 75 feet within the County portion) and an average floor area ratio (FAR) of 1.5:1 (3.0:1 in the County portion), a Zone Change to the TVC 2050 Specific Plan Zone (TVC Zone) is proposed across the Project Site, with a maximum 1.75:1 FAR and height zones established in the Specific Plan. In addition, a General Plan Amendment is proposed to change the land use designation of the entire Project Site to Regional Center Commercial, which would be consistent with the TVC Zone.

As detailed in Section 3, Project Description, of this Initial Study, the proposed Specific Plan would establish a clear and cohesive development framework for the entire Project Site, allowing for the modernization and expansion of existing production facilities within the Project Site, while ensuring the compatibility of new development with the existing designated HCM (CHC-2018-476-HCM) located on-site. The Specific Plan would permit a total of up to approximately 1,874,000 square feet of sound stage, production support, production office, general office, and retail uses within the Project Site upon buildout, as well as associated circulation improvements, parking, landscaping, and open space.[19] More specifically, the Specific Plan would permit approximately 1,626,180 square feet of new development, the

[19] Per the proposed TVC 2050 Specific Plan, all floor area numbers are defined in accordance with LAMC Section 12.03 T, with the following exemptions: the Mobility Hub, base camp uses, outdoor eating areas (covered or uncovered), trellis and shade structures, covered storage areas; covered walkways and circulation areas (including the existing marquee structure); and all temporary uses including sets/façades, etc. The proposed approximately 1.874 million square feet of floor area per the Specific Plan definition is equivalent to approximately 1.984 million square feet based on the LAMC Section 12.03 T definition and approximately 2.103 million gross square feet.

retention of an estimated 247,820 square feet of existing uses, and the demolition of up to approximately 495,860 square feet of existing media production facilities. Both the existing and proposed uses would be consistent with the proposed TVC zoning designation and the proposed Regional Center Commercial land use designation. As it relates to visual character, height zones would be established as part of the Specific Plan to regulate building heights, as shown in Figure 4 on page 18. Proposed frontage areas would function as buffers around the Project Site perimeter, and building stepbacks would be required for those portions of buildings greater than the base height limit of 88 feet throughout the Project Site to reduce building massing and vary building forms. The height zones and associated frontage areas and building stepbacks would guide future development in a manner that concentrates height toward the center of the Project Site and permits views of the HCM on-site. Further, the base height limit is consistent with the height of the existing buildings on-site. Additionally, the Project's open space and landscaping plan has been designed to open up views of the HCM from Beverly Boulevard, improve the public realm, and provide transitions between off-site and on-site uses, as illustrated in Figure 5 on page 22. The Project also proposes to rehabilitate and preserve the integrity of the HCM buildings and all of the historic character-defining features. At full buildout, the Project would have a FAR of 1.75:1 and would comply with the land use, height, and FAR limitations established for the TVC Zone.

In summary, for all the foregoing reasons, the Project would not conflict with applicable zoning and other regulations governing scenic quality. Moreover, pursuant to Senate Bill 743 and ZI No. 2452, the Project's aesthetics impacts would not be considered significant. Therefore, no further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. Nighttime illumination of varying intensities is characteristic of most urban land uses, including those in the Project area. New light sources introduced by a project may increase ambient nighttime illumination levels. Additionally, nighttime spillover of light onto adjacent properties has the potential to interfere with certain functions, including vision, sleep, privacy, and general enjoyment of the natural nighttime condition. The significance of the impact depends on the type of use(s) affected, proximity to the affected use(s), the intensity of the light source, and the existing ambient light environment. Uses considered sensitive to nighttime light include, but are not limited to, residential, some commercial and institutional uses, and natural areas.

Glare occurs during both daytime and nighttime hours. Daytime glare is caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass or reflective materials, and, to a lesser degree, from broad expanses of light-colored surfaces. Daytime glare generation is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials from which the sun can reflect, particularly following sunrise and prior to sunset. Daytime glare generation is typically related to sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the year. Glare can also be produced during evening and nighttime hours by artificial light directed toward a light-sensitive land use.

Construction

While the majority of Project construction would occur during daylight hours, there is a potential that construction could occur in the evening hours and require the use of artificial lighting, particularly during

the winter season when daylight is no longer sufficient earlier in the day. Outdoor lighting sources, such as floodlights, spot lights, and/or headlights associated with construction equipment and hauling trucks, typically accompany nighttime construction activities. To the extent evening construction includes artificial light sources, such use would be temporary and would cease upon completion of Project construction. Furthermore, construction-related illumination would be used for safety and security purposes only, in compliance with LAMC light intensity requirements.[20] Additionally, as part of the Project, construction lighting would be shielded to minimize the potential for light spillover to affect adjacent residential properties. Project construction lighting, while potentially bright, would be focused on the particular area undergoing work.

Daytime glare could potentially occur during construction activities if reflective construction materials are positioned in highly visible locations where the reflection of sunlight could occur. However, any glare would be highly transitory and short-term, given the movement of construction equipment and materials within the construction area, and the temporary nature of construction activities. In addition, large, flat surfaces that are generally required to generate substantial glare are typically not an element of construction activities. Furthermore, temporary construction fencing would be placed along the periphery of construction activity to screen public views at the street level from off-site locations. Therefore, any daytime or nighttime glare associated with Project construction activities would be minimal and temporary in nature.

Based on the above, light and glare associated with temporary Project construction activities would not substantially alter the character of off-site areas surrounding the Project Site or adversely impact day or nighttime views in the area. Moreover, pursuant to Senate Bill 743 and ZI No. 2452, the Project's aesthetics impacts would not be considered significant. Therefore, no further evaluation of this topic in an EIR is required.

Operation

The Project would include low-level exterior lights around the Project Site perimeter, at pedestrian gates, along on-site pedestrian pathways, and at building entries for aesthetic, security, and wayfinding purposes. New street and pedestrian lighting within the public right-of-way would be introduced to provide appropriate and safe lighting levels on both sidewalks and roadways. In addition, low-level lighting to accent signage would be incorporated. All lighting would comply with current energy standards, City design requirements, and approval by the Bureau of Street Lighting, as needed. Project lighting would be designed to provide efficient and effective on-site lighting while minimizing light spill-over from the Project Site, reducing sky-glow, and improving nighttime visibility through glare reduction.

With regard to lighting associated with signage, the Project would not include signage with flashing or mechanical properties, although internal digital on-site signage would be permitted. In accordance with the proposed Sign District, except for temporary signs which may not be illuminated, all signs may be illuminated by either internal or external means. Methods of signage illumination may include electric

[20] LAMC Chapter 9, Article 3, Section 93.0117(b) provides that no exterior light source may cause more than 2 foot-candles (21.5 lx) of light intensity or generate direct glare onto exterior glazed windows or glass doors; elevated porch, deck, or balcony; or any ground surface intended for uses such as recreation, barbecue or lawn areas or any property containing a residential unit or units.

lamps, such as neon tubes; fiber optics; incandescent lamps; LED; LCD; cathode ray tubes exposed directly to view; shielded spot lights and wall wash fixtures. Exterior lighting for signage would be directed onto signs to avoid creating off-site glare. Illumination used for Project signage would comply with the light intensities set forth in the LAMC Section 93.0117 as measured at the property line of the nearest residentially zoned property.

As it relates to glare, sun reflection from Project development could occur when the sun is low on the horizon, and motor vehicle operations could be affected when the point of reflection within the Project Site is in front of the driver. The Project would feature a variety of surface materials, including, but not limited to, glass, concrete, timber, and metal. As part of the Project, glass used in building façades would have high-performance coatings that would not be highly reflective, thereby minimizing glare from reflected sunlight. In addition, windows on the upper levels of the building would include exterior shading elements such as overhangs and architectural screens to further reduce glare.

Nighttime glare could result primarily from on-site illumination and vehicle headlights. As described above, the Project's illuminated signs would not exceed the prescribed LAMC lighting requirements. Furthermore, while headlights from vehicles entering and exiting the studio would be visible during the evening and nighttime hours, such lighting sources would be typical for the area. Thus, nighttime glare would not result in a substantial adverse impact.

Based on the above, with adherence to regulatory requirements, lighting associated with Project operation would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Moreover, pursuant to Senate Bill 743 and ZI No. 2452, the Project's aesthetic impacts would not be considered significant. Therefore, no further evaluation of this topic in an EIR is required.

II. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

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

No Impact. The Project Site is located in an urbanized area of the City. The Project Site is currently developed with studio uses and surface parking. No agricultural uses or operations occur on-site or in the vicinity of the Project Site. The Project Site and surrounding area are not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency Department of Conservation.[21] As such, the Project would not convert farmland to a non-agricultural use. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

b. Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

[21] City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5512-001-003, 5512-002-001, 5512-002-002, and 5512-002-009, available at http://zimas.lacity.org, accessed March 25, 2021.

No Impact. As previously discussed, the Project Site is currently zoned for commercial uses and comprises the C1.5, C2, and C-MJ zones. As such, the Project Site is not zoned for agricultural use. Furthermore, no agricultural zoning is present in the surrounding area. The Project Site and surrounding area also are not enrolled under a Williamson Act Contract.[22] Therefore, the Project would not conflict with any existing zoning for agricultural uses or a Williamson Act Contract. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

c. Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. As previously discussed, the Project Site is located in an urbanized area and is zoned for commercial uses. The Project Site does not include any forest land or timberland and is not zoned as forest land or timberland.[23] Therefore, the Project would not conflict with existing zoning for, or cause the rezoning of, forest land or timberland. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

d. Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As discussed above, the Project Site is located in an urbanized area and does not include forest land. As such, the Project would not result in the conversion of forest land to non-forest use. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

No Impact. As described above, the Project Site is located within an urbanized area and does not include farmland or forest land. The Project Site and surrounding area are not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance; are not zoned for farmland, agricultural use, or forest land; and do not contain any agricultural or forest uses.[24] As such, the Project would not result in the conversion of farmland to non-agricultural use or forest land to non-forest use. No impacts would occur, and no mitigation measures are required. No further analysis of this topic in the EIR is required.

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22 City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for APNs 5512-001-003, 5512-002-001, 5512-002-002, and 5512-002-009, available at http://zimas.lacity.org, accessed March 25, 2021.

23 City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for APNs 5512-001-003, 5512-002-001, 5512-002-002, and 5512-002-009, available at http://zimas.lacity.org, accessed March 25, 2021.

24 City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for APNs 5512-001-003, 5512-002-001, 5512-002-002, and 5512-002-009, available at http://zimas.lacity.org, accessed March 25, 2021.

III. AIR QUALITY

Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

a. Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. The Project Site is located within the 6,700-square-mile South Coast Air Basin (Basin). Pursuant to the federal and state Clean Air Acts, within the Basin, the South Coast Air Quality Management District (SCAQMD) is required to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone [O_3], particulate matter less than 2.5 microns in size [$PM_{2.5}$], particulate matter less than 10 microns in size [PM_{10}], and lead).[25] The SCAQMD's 2016 Air Quality Management Plan (AQMP) contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards.[26] These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG). SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment.[27] With regard to future growth, SCAG has prepared the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS), which provides population, housing, and employment

[25] Partial Nonattainment designation for lead for the Los Angeles County portion of the Basin only.

[26] The SCAQMD is undergoing the process of preparing an update to the 2016 AQMP; however, a draft of the new 2022 AQMP is not yet available as of publication of this Initial Study.

[27] SCAG serves as the federally designated metropolitan planning organization (MPO) for the Southern California region.

projections for cities under its jurisdiction.[28] The growth projections in the 2016–2040 RTP/SCS are based on growth projections in local general plans for jurisdictions in SCAG's planning area.

Construction and operation of the Project may result in an increase in stationary and mobile source air emissions, including but not limited to emissions associated with energy usage, resource and water consumption, and vehicle trips. As a result, development of the Project may have a potential adverse effect on the SCAQMD's implementation of the AQMP. Therefore, the EIR will provide further analysis of the Project's consistency with the SCAQMD's AQMP.

b. Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Potentially Significant Impact. As discussed above, construction and operation of the Project would result in the emission of air pollutants in the Basin, which is currently in non-attainment of federal air quality standards for ozone, $PM_{2.5}$ and lead, and state air quality standards for ozone, PM_{10}, and $PM_{2.5}$). Therefore, implementation of the Project may potentially contribute to air quality impacts, which could cause a cumulative impact in the Basin. The EIR will provide further analysis of cumulative air pollutant emissions associated with the Project.

c. Would the Project expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. As discussed above, the Project would result in increased short- and long-term air pollutant emissions from the Project Site during construction (short-term) and operation (long-term). Sensitive receptors located in the vicinity of the Project Site include residential uses, nearby schools, and Pan Pacific Park. Therefore, the Project may expose sensitive receptors to substantial pollutant concentrations, and the EIR will provide further analysis of the Project's potential to result in substantial adverse impacts to sensitive receptors.

d. Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. No objectionable odors are anticipated as a result of either construction or operation of the Project. Specifically, construction of the Project would involve the use of conventional building materials typical of construction projects of similar type and size. Any odors that may be generated during construction would be localized and temporary in nature and would not be sufficient to affect a substantial number of people. With respect to Project operations, according to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project would not involve these types of uses. On-site trash receptacles would be contained, located, and maintained in a manner that promotes odor control and would not result in substantially adverse odor impacts.

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[28] As of September 3, 2020, the 2020 RTP/SCS is the adopted Regional Transportation Plan for the region. However, it has not been incorporated into the applicable AQMP for the region. As such, analysis of consistency with growth forecasts in the applicable plan (2016 AQMP) are measured against the 2016–2040 RTP/SCS.

Construction and operation of the Project would also comply with SCAQMD Rules 401, 402, and 403, regarding visible emissions violations. In particular, SCAQMD Rule 402 provides that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Based on the above, the potential odor impact during construction and operation of the Project would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

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

Less Than Significant Impact. The Project Site is located in an urbanized area and is currently developed with the Television City Studio. Landscaping within the Project Site is limited to minimal ornamental landscaping and hardscape features. Due to the urbanized and disturbed nature of the Project Site and the surrounding areas, species likely to occur on-site are limited to small terrestrial and avian species typically found in urbanized developed settings. Based on the lack of habitat on the Project Site, it is unlikely any special status species listed by the California Department of Fish and Wildlife (CDFW) or by the U.S. Fish and Wildlife Service (USFWS) would be present on-site. Furthermore, the Project Site is not located in or adjacent to a Biological Resource Area as defined by the City.[29] Therefore, the Project would not have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the CDFW or USFWS. Impacts would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

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

No Impact. The Project Site is located in an urbanized area and is currently developed with the Television City Studio. No riparian or other sensitive natural community exists on the Project Site or in the surrounding area.[30,31] Furthermore, the Project Site and surroundings are not located in or adjacent to a Biological Resource Area or Significant Ecological Area as defined by the City or County of Los Angeles.[32,33] In addition, there are no other sensitive natural communities identified by the CDFW or the USFWS.[34,35,36] Therefore, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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29 City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, P. 2-18-4.

30 California Department of Fish and Wildlife, Biogeographic Information and Observation System (BIOS), https://apps.wildlife.ca.gov/bios/, accessed March 25, 2021.

31 United States Fish and Wildlife Service, National Wetlands Inventory, www.fws.gov/wetlands/data/Mapper.html, accessed March 25, 2021.

32 City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, P. 2-18-4.

33 Los Angeles County, Los Angeles County General Plan, Figure 9.3, Significant Ecological Areas and Coastal Resource Areas Policy Map, October 6, 2015.

34 California Department of Fish and Wildlife, BIOS, https://apps.wildlife.ca.gov/bios/, accessed March 25, 2021.

35 California Department of Fish and Wildlife, CDFW Lands, www.wildlife.ca.gov/Lands, accessed March 25, 2021.

36 U.S. Fish and Wildlife Service, National Wetlands Inventory, www.fws.gov/wetlands/index.html, accessed March 25, 2021.

c. Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The Project Site is located in an urbanized area and is currently occupied by the Television City Studio. No water bodies or state or federally protected wetlands exist on the Project Site or in the immediate vicinity.[37] As such, the Project would not have an adverse effect on state or federally protected wetlands. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. As discussed above, the Project Site is located in an urbanized area and is developed with the Television City Studio. In addition, the areas surrounding the Project Site are fully developed, with the exception of Pan Pacific Park which includes substantial trees, vegetation, and open space but is developed with active and passive recreational uses and a museum and thus is not expected to provide linkages to natural open spaces areas or serve as a wildlife corridor. Furthermore, the Project Site is not located in or adjacent to a Biological Resource Area or Significant Ecological Area as defined by the City of Los Angeles or County of Los Angeles.[38,39]

Under existing conditions, the Project Site perimeter is enclosed with chain link, wrought iron, or combination block wall/chain link fencing, much of which is lined with trees, shrubs, bougainvillea and climbing vines, and segments of which include green screening. Additional existing landscaping within the Project Site interior includes limited trees, succulents and shrubs, and some of the parking areas include landscaped infiltration basins. Street trees are also located along the Beverly Boulevard and Fairfax Avenue edges. As discussed in the Tree Inventory Report included in Appendix IS-1 of this Initial Study and evaluated in more detail below (see Response to Checklist Question IV.e.), a total of 181 trees and palms were inventoried on and surrounding the Project Site.[40,41] None of the surveyed trees are considered protected species by the City of Los Angeles Protected Tree Ordinance No. 177,404 (LAMC Chapter IV, Article 6) and Ordinance No. 186,873. As indicted in the Tree Inventory Report, all of the existing on-site trees and three street trees would be removed as part of the Project and replaced in compliance with applicable City requirements. All other trees would be avoided or preserved in place.

Although unlikely, the existing trees could potentially provide nesting sites for migratory birds. However, the Project would comply with the Migratory Bird Treaty Act, which prohibits the take, possession, import,

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37 U.S. Environmental Protection Agency, NEPAssist, www.epa.gov/nepa/nepassist, accessed March 25, 2021.

38 City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, P. 2-18-4.

39 Los Angeles County, Los Angeles County General Plan, Figure 9.3 Significant Ecological Areas and Coastal Resource Areas Policy Map, October 6, 2015.

40 Palms often are not considered trees because they lack a vascular cambium, which causes tree trunk diameters to expand over time; thus, they are listed separately herein. Palms are not specifically addressed in City requirements.

41 Carlberg Associates, Tree Inventory Report—Television City Specific Plan Project, August 21, 2020.

export, transport, sell, purchase, barter, or offer for sale, purchase, or barter, of any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to federal regulations. Additionally, California Fish and Game Code Section 3503 states that "[i]t is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto." No exceptions are provided in the Code, and CDFW has never promulgated any regulations interpreting these provisions.

In order to ensure regulatory compliance with the Migratory Bird Treaty Act and California Fish and Game Code, if vegetation removal activities must occur during the nesting season (February 1 through August 31), a biological monitor would be present during the removal activities to ensure that no active nests would be impacted. If any active nests are detected, the area would be flagged with a buffer (ranging between 50 and 300 feet, as determined by the monitoring biologist), and the area would be avoided until the nesting cycle has been completed or the monitoring biologist has determined that the nest has failed.

With compliance with the Migratory Bird Treaty Act, the Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. Project impacts would be less than significant, and no further evaluation of this topic in an EIR is required.

e. Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

Less Than Significant Impact. The City of Los Angeles Protected Tree and Shrub Ordinance No. 186,873 regulates the relocation or removal of all Southern California native oak trees (excluding scrub oak), California black walnut trees, Western sycamore trees, and California Bay trees of at least four inches in diameter at breast height, as well as the protected shrubs Mexican elderberry and toyon. Trees or shrubs that have been planted as part of a landscape or planting program are exempt from the City's Protected Tree Ordinance and are not considered protected. The City's Protected Tree Ordinance prohibits, without a permit, the removal of any regulated protected tree or shrub, including "acts which inflict damage upon root systems or other parts of the tree or shrub…" and requires that all regulated protected trees and shrubs that are removed be replaced on at least a 4:1 basis with species of a protected variety.

Based on the Tree Inventory Report included in Appendix IS-1 of this Initial Study, the Project would not involve the removal of any trees or shrubs considered protected species under the City of Los Angeles Protected Tree Ordinance, either within the Project Site or in the adjacent right-of-way (i.e., street trees). A total of 181 trees and palms were inventoried on and surrounding the Project Site.[42,43] These include 62 trees/palms located on-site, 88 off-site trees whose canopies overhang the Project Site, and 31 street trees located within the City right-of-way adjacent to the Project Site. Species include floss silk, Chinese flame, coral tree, queen palm, king palm, river red gum, shoestring acacia, Hong Kong orchid, London plane, Brisbane box, lemon scented gum, silk oak, Canary Island pine, paperbark, southern magnolia, and maidenhair trees. As indicted in the Tree Inventory Report, all of the existing on-site trees and three

[42] Palms often are not considered trees because they lack a vascular cambium, which causes tree trunk diameters to expand over time; thus, they are listed separately herein. Palms are not specifically addressed in City requirements.

[43] Carlberg Associates, Tree Inventory Report—Television City Specific Plan Project, August 21, 2020.

street trees would be removed as part of the Project. All other trees would be avoided or preserved in place.

As part of the proposed landscaping plan, all on-site trees to be removed would be replaced at a 1:1 ratio in accordance with Department of City Planning policy, and street trees would be replaced on a 2:1 basis in accordance with the Bureau of Street Services, Urban Forestry Division's requirements. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

No Impact. The Project Site is located in an urbanized area and is currently developed with the Television City Studio. As previously described, the Project Site does not support any known habitat or natural community. Accordingly, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the Project Site.[44] Thus, the Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other related plans, and no impact would occur. No further analysis of this topic in the EIR is required.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☒	☐	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☒	☐	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

a. Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

Potentially Significant Impact. Section 15064.5 of the CEQA Guidelines generally defines a historical resource as a resource that is: (1) listed in, or determined to be eligible for listing in the California Register of Historical Resources (California Register); (2) included in a local register of historical

[44] California Department of Fish and Wildlife, California Regional Conservation Plans, October 2017.

resources (pursuant to PRC Section 5020.1(k)); or (3) identified as significant in an historical resources survey (meeting the criteria in PRC Section 5024.1(g)). In addition, any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register. The California Register automatically includes all properties listed in the National Register of Historic Places (National Register) and those formally determined to be eligible for listing in the National Register. The local register of historical resources is managed by the Los Angeles Office of Historic Resources, which operates SurveyLA, a comprehensive program to identify significant historical resources throughout the City.

As previously described, the Project Site is currently developed with the Television City Studio. The original Primary Studio Complex includes two attached buildings—the Service Building and the Studio Building—which together are designated as a Los Angeles Historic-Cultural Monument (CHC-2018-476-HCM) and appear eligible for listing in the National Register of Historic Places and the California Register of Historic Resources.[45] Therefore, further evaluation of the Project's potential impacts on historical resources will be included in the EIR.

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

Potentially Significant Impact. CEQA Guidelines Section 15064.5(a)(3)(D) generally defines archaeological resources as any resource that "has yielded, or may be likely to yield, information important in prehistory or history." Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community. The Project Site is located within an urbanized area of the City of Los Angeles and has been subject to grading, excavation and fill activities, and development in the past. Therefore, surficial archaeological resources that may have existed at one time have likely been previously disturbed. Nevertheless, the Project would result in excavation depths of up to approximately 45 feet below existing grade. Thus, the Project could have the potential to disturb previously undiscovered archaeological resources, and the EIR will provide further analysis of the Project's potential impacts to archaeological resources.

c. Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. The Project Site is located within an urbanized area and has been subject to previous grading and development. No known traditional burial sites have been identified on the Project Site. Nevertheless, as the Project would require excavation at depths greater than those that have previously occurred on-site, the potential exists to uncover existing but undiscovered human remains. If human remains are discovered during Project construction, work in the immediate vicinity of the construction area would be halted, and the County Coroner, construction manager, and other entities

[45] Architectural Resources Group, CBS Television City Historic Resource Assessment, April 11, 2018.

would be notified per California Health and Safety Code Section 7050.5. In addition, disposition of the human remains and any associated grave goods would occur in accordance with PRC Section 5097.98 and CEQA Guidelines Section 15064.5(e), which requires that work stop near the find until a coroner can determine that no investigation into the cause of death is required and if the remains are Native American. Specifically, in accordance with CEQA Guidelines Section 15064.5(e), if the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission who shall identify the most likely descendent. The most likely descendent may make recommendations regarding the treatment of the remains and any associated grave goods in accordance with PRC Section 5097.98. Therefore, due to the low potential that any human remains are located on the Project Site and because compliance with the regulatory standards described above would ensure appropriate treatment of any potential human remains unexpectedly encountered during grading and excavation activities, Project impacts related to human remains would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐

a. Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Potentially Significant Impact. Under the proposed Specific Plan, portions of the Project Site would be redeveloped with new studio-related uses, including associated circulation improvements, parking facilities, landscaping, and open space. The Project would generate an increased demand for electricity and natural gas services provided by the Los Angeles Department of Water and Power (LADWP) and the Southern California Gas Company, respectively, compared to existing conditions. While development of the Project would not be anticipated to cause wasteful, inefficient, and unnecessary consumption of energy resources, further analysis of the Project's demand on existing energy resources will be provided in the EIR.

b. Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Potentially Significant Impact. First established in 2002 under SB 1078, California's Renewable Portfolio Standards (RPS) initially required retail sellers of electric services to increase procurement from

eligible renewable energy resources to 20 percent of total retail sales by 2017.[46] The program was accelerated in 2015 with SB 350 which mandated a 50 percent RPS by 2030. In 2018, SB 100 was signed into law, which again increased the RPS to 60 percent by 2030 and requires all the State's electricity to come from carbon-free resources by 2045.

The LADWP provides electrical service throughout the City and many areas of the Owens Valley. LADWP generates power from a variety of energy sources, including hydropower, coal, gas, nuclear sources, and renewable resources, such as wind, solar, and geothermal sources. In accordance with SB 100, LADWP is required to procure at least 60 percent of its energy portfolio from renewable sources by 2030.

Regarding energy efficiency, the California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) were adopted to ensure that building construction, system design, and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2019 Title 24 standards, which became effective on January 1, 2020.[47] The 2019 Title 24 standards include efficiency improvements to the residential standards for attics, walls, water heating, and lighting and efficiency improvements to the non-residential standards include alignment with the American Society of Heating and Air-Conditioning Engineers *(*ASHRAE) 90.1 2017 national standards.[48]

The Project has been designed and would be constructed to incorporate environmentally sustainable building features and systems and construction protocols required by the Los Angeles Green Building Code and CALGreen Code. While the Project is not anticipated to conflict with or obstruct a state or local plan for renewable energy or energy efficiency, the Project's compliance with LADWP's plans for renewable energy, as well as the Project's compliance with California Building Energy Efficiency Standards, will be further evaluated in the EIR.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				

[46] CPUC, California Renewables Portfolio Standard (RPS) Program, www.cpuc.ca.gov/rps, accessed March 26, 2021.

[47] California Energy Commission, 2019 Building Energy Efficiency Standards, www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency, accessed March 26, 2021.

[48] California Energy Commission, 2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings, December 2018.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☒	☐	☐	☐
ii. Strong seismic ground shaking?	☒	☐	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☒	☐	☐	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☒	☐	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐

a. Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Potentially Significant Impact. Fault rupture occurs when movement on a fault deep within the earth breaks through to the surface. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active, potentially active, or inactive. Active faults are those having historically produced earthquakes or shown evidence of movement within the past 11,000 years (during the Holocene Epoch). Potentially active faults have demonstrated displacement within the last 1.6 million years (during the Pleistocene Epoch) while not displacing Holocene Strata. Inactive faults do not exhibit displacement within the last 1.6 million years. In addition, buried thrust faults, which are faults with no surface

exposure, may exist in the vicinity of the Project Site; however, due to their buried nature, the existence of buried thrust faults is usually not known until they produce an earthquake.

CGS establishes regulatory zones around active faults, called Alquist-Priolo Earthquake Fault Zones (previously called Special Study Zones). These zones, which extend from 200 feet to 500 feet on each side of a known fault, identify areas where a potential surface fault rupture could prove hazardous for buildings used for human occupancy. Development projects located within an Alquist-Priolo Earthquake Fault Zone are required to prepare special geotechnical studies to characterize hazards from any potential surface ruptures. In addition, the City of Los Angeles designates Fault Rupture Study Areas along the sides of active and potentially active faults to establish areas of potential hazard due to fault rupture.

The Project Site is not located within an Alquist-Priolo Earthquake Fault Zone as mapped by CGS.[49,50] The closest active fault is the Hollywood Fault located approximately 1.7 miles from the Project Site.[51] However, previously unmapped faults could potentially exist beneath the Project Site. Therefore, further analysis of potential impacts will be provided in the EIR.

ii. Strong seismic ground shaking?

Potentially Significant Impact. The Project Site is located in the seismically active Southern California region and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. As previously stated, the closest active fault is the Hollywood Fault, located approximately 1.7 miles from the Project Site. The Project would increase the amount of development on-site, thereby increasing the number of people on-site exposed to potential adverse effects from ground shaking. Although Project construction must comply with the most current Los Angeles Building Code regulations, which specify structural requirements for different types of buildings in a seismically active area, further analysis of the potential for strong seismic ground shaking will be provided in the EIR.

iii. Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. Liquefaction is a phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs when three general conditions exist: shallow groundwater; low density, fine, clean sandy soils; and strong ground motion. Much of the Project Site is designated by the State Geologist as located within a liquefaction zone.[52] Therefore, the EIR will include a more detailed analysis of potential impacts.

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49 State of California, California Geological Survey, Seismic Hazard Zones, Burbank Quadrangle, March 25, 1999.

50 State of California, California Geological Survey, Seismic Hazard Zones, Van Nuys Quadrangle, February 1, 1998.

51 City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for APNs 5512-001-003, 5512-002-001, 5512-002-002, and 5512-002-009, http://zimas.lacity.org, accessed March 26, 2021.

52 City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for APNs 5512-001-003, 5512-002-001, 5512-002-002, and 5512-002-009, http://zimas.lacity.org, accessed March 26, 2021.

iv. Landslides?

No Impact. Landslides generally occur in loosely consolidated, wet soil and/or rocks on steep sloping terrain. The Project Site and surrounding area are fully developed and the Project Site is generally characterized by relatively level topography. Given the largely impervious (developed/paved) nature of the Project Site, large areas of exposed soil or rocks that could slide or become loose are not present. In addition, the Project Site is not located in a landslide area as mapped by the State, nor is the Project Site mapped as a landslide area by the City of Los Angeles. Therefore, the Project would not directly or indirectly cause potential substantial adverse effects involving landslides. As such, no impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

b. Would the Project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Given the largely impervious (developed/paved) nature of the Project Site, there are no open spaces with exposed topsoil. However, development of the Project would require grading, excavation, and other construction activities that have the potential to disturb existing soils within the Project Site and expose these soils to rainfall and wind during construction, thereby potentially resulting in soil erosion. This potential would be reduced by implementation of standard erosion controls imposed during site preparation and grading activities during Project construction. Specifically, all grading activities would require grading permits from the City of Los Angeles Department of Building and Safety (LADBS), which would include requirements and standards designed to limit potential effects associated with erosion to acceptable levels. In addition, on-site grading and site preparation would comply with all applicable provisions of LAMC Chapter IX, Article 1, which addresses grading, excavations, and fills. Furthermore, the Project would be required to comply with the City's LID ordinance and implement standard erosion controls to limit stormwater runoff, which can contribute to erosion. Therefore, with compliance with applicable regulatory requirements, impacts regarding soil erosion or the loss of topsoil would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

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

Potentially Significant Impact. As discussed above, the Project Site is susceptible to ground shaking. In addition, most of the Project Site is located in an identified liquefaction zone, and thus the potential for lateral spreading may be present. As such, geologic stability will be addressed in the EIR.

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

Potentially Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. The Project Site may contain soils that are considered to have a moderate to high expansive potential. Therefore, further analysis of potential impacts will be provided in the EIR.

e. Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project Site is located within a community served by existing wastewater infrastructure. As such, the Project would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, the Project would have no impact related to the ability of soils to support septic tanks or alternative wastewater disposal systems. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

f. Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. No unique geologic features are located on-site. Paleontological resources are the fossilized remains of organisms that have lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. This type of fossil record represents the primary source of information on ancient life forms, since the majority of species that have existed on earth from this era are extinct. Although the Project Site has been previously graded and developed, the Project would require grading, excavation up to a maximum depth of 45 feet, and other construction activities that could have the potential to disturb existing but undiscovered paleontological resources. Therefore, the EIR will provide further analysis of the Project's potential impacts to paleontological resources.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

a. Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. Gases that trap heat in the atmosphere are called greenhouse gases (GHGs) since they have effects that are analogous to the way in which a greenhouse retains heat. Greenhouse gases are emitted by both natural processes and human activities. The accumulation of greenhouse gases in the atmosphere affects the earth's temperature. The State of California has undertaken initiatives designed to address the effects of GHG emissions, and to establish targets and emission reduction strategies for greenhouse gas emissions in California. Activities associated with the

Project, including construction and operational activities, could result in GHG emissions that may have a significant impact on the environment. Therefore, the EIR will provide further analysis of the Project's GHG emissions.

b. Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact. As the Project would have the potential to emit GHGs, the EIR will include further evaluation of Project-related emissions and associated emission reduction strategies to determine whether the Project conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs (e.g., Assembly Bill [AB] 32, SCAG's RTP/SCS, and the City of Los Angeles Green Building Code).

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☐	☐	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	☒	☐	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

a. Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Potentially Significant Impact. The types and amount of hazardous materials potentially used in connection with the construction and operation Project are anticipated to be typical of those used for studio, office, and commercial uses. Specifically, Project operations would likely involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and petroleum products. Project construction and set fabrication during Project operation also would involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. Accordingly, further analysis of these potential impacts will be provided in the EIR.

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

Potentially Significant Impact. Operation of a former gas station and ongoing fueling activities for production vehicles within the Project Site may have affected on-site soil and groundwater conditions. In addition, the Project Site is located in a City-designated methane zone.[53] Moreover, given the age of the existing structures on-site, some of which would be demolished as part of the Project, asbestos containing materials and lead-based paint may be present. As such, further analysis will be provided in the EIR to determine the Project's potential impacts with respect to reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

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

Potentially Significant Impact. Ohel Chana High School and Morasha Hebrew Academy are located on Beverly Boulevard approximately 0.1 mile and 0.2 mile east of the Project Site, respectively. The nearest the Los Angeles Unified School District (LAUSD) schools, Hancock Park Elementary and Fairfax Senior High School, are located just over 0.25 mile to the south and north, respectively. While the Project is not expected to involve hazardous emissions or handle acutely hazardous materials, substances, or waste, due to the Project's proximity to schools, further evaluation of this topic will be included in the EIR.

[53] City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for APNs 5512-001-003, 5512-002-001, 5512-002-002, and 5512-002-009, http://zimas.lacity.org, accessed March 26, 2021.

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

Potentially Significant Impact. Given the former gas station and ongoing fueling activities for production vehicles within the Project Site, the Project Site might be on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. In addition, properties in the surrounding area have the potential to be listed on various environmental databases. Therefore, further evaluation of potential impacts will be included in the EIR.

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

No Impact. The Project Site is not located within two miles of an airport or within an airport planning area. The nearest airport is the Santa Monica Airport located approximately 8.4 miles southwest of the Project Site. Given the distance between the Project Site and this airport, the Project would not have the potential to exacerbate current environmental conditions that would result in a safety hazard or excessive noise. Therefore, no impact would occur, and no mitigation measures are required. No further analysis of this topic in the EIR is required.

f. Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The City of Los Angeles General Plan Safety Element addresses public protection from unreasonable risks associated with natural disasters (e.g., fires, floods, earthquakes) and sets forth guidance for emergency response. More specifically, the Safety Element includes Exhibit H, Critical Facilities and Lifeline Systems, which identifies emergency evacuation routes, or disaster routes, along with the location of selected emergency facilities. According to the Safety Element, the nearest disaster routes within the Project area are Beverly Boulevard, adjacent to the Project Site's northern property line, and La Cienega Avenue, approximately 1.0 mile to the west.[54,55] While it is expected that the majority of Project construction activities would be confined to the Project Site, limited off-site construction activities may occur within adjacent street rights-of-way during certain periods of the day, which could potentially require temporary lane closures. However, if lane closures are necessary, the remaining travel lanes would be maintained in accordance with standard construction management plans that would be implemented to ensure adequate circulation and emergency access.

Operation of the Project would generate traffic in the Project vicinity and would result in limited modifications to Project Site access, primarily in expanding the number of access points. Additionally, the Project would comply with Los Angeles Fire Department LAFD access requirements and would not impede emergency access within the Project vicinity.

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54 Los Angeles General Plan Safety Element, November 1996, Exhibit H, Critical Facilities and Lifeline Systems, p. 61.

55 County of Los Angeles Department of Public Works, Disaster Route Maps, City of Los Angeles Central Area, August 2008.

Therefore, the Project would not cause an impediment along the City's designated disaster routes or impair implementation of the City's emergency response plan. Impacts related to the implementation of the City's emergency response plan would be less than significant, and no mitigation measures are required. No further analysis of this topic in the EIR is required.

g. Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The Project Site is located in an urbanized area without any wildlands in the vicinity. The Project Site is not located within a City-designated Very High Fire Hazard Severity Zone or a City-designated fire buffer zone.[56,57] Furthermore, the Project would be developed in accordance with LAMC requirements pertaining to fire safety, and the proposed studio uses would not create a fire hazard that has the potential to exacerbate wildfire risks. Therefore, the Project would not expose people or structures, directly or indirectly, to a significant risk of loss, injury, or death as a result of exposure to wildland fires. No impact would occur, and no further analysis of this topic in the EIR is required.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☒	☐	☐	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☒	☐	☐	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	☒	☐	☐	☐
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☒	☐	☐	☐

[56] City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for APNs 5512-001-003, 5512-002-001, 5512-002-002, and 5512-002-009, http://zimas.lacity.org, accessed March 26, 2021.

[57] City of Los Angeles General Plan Safety Element, November 1996, Exhibit D, Selected Wildfire Hazard Areas, p. 53.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☒	☐	☐	☐
iv. impede or redirect flood flows?	☒	☐	☐	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☒	☐	☐	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

a. Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Potentially Significant Impact. Project construction activities would have the potential to convey pollutants into municipal storm drains, particularly during precipitation events. In addition, potential changes in on-site drainage patterns resulting from Project implementation and the introduction of new land uses could affect the quality of storm water runoff. Therefore, further analysis of potential impacts will be included in an EIR.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Potentially Significant Impact. A significant impact may occur if a project includes deep excavations which have the potential to interfere with groundwater movement or includes the withdrawal of groundwater or paving of existing permeable surfaces that are important to groundwater recharge. Given the largely impervious (developed/paved) nature of the Project Site, reductions to existing groundwater recharge are not anticipated as a result of Project implementation. During a storm event, stormwater runoff would continue to flow to the adjacent roadways where it is directed into the City's storm drain system. As such, the Project Site is not a source of groundwater recharge. Following redevelopment of the Project Site, groundwater recharge would remain negligible, similar to existing conditions.

However, the proposed excavation activities for subterranean parking would extend to a maximum depth of 45 feet and have the potential to encounter groundwater, which is generally present at 20 to 30 feet below the existing ground surface but has shown a historically high groundwater level of 8 feet. Therefore, temporary dewatering may be required during the construction of the proposed subterranean parking levels. As such, further analysis of potential impacts will be provided in an EIR.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site;

Potentially Significant Impact. As discussed in Response to Checklist Question VII.b., potential erosion impacts resulting from Project grading, excavation, and other construction activities that have the potential to disturb existing soils would be adequately reduced through compliance with LADBS grading permits, LAMC requirements, and the City's LID ordinance. However, given the potential for changes to existing drainage patterns on-site as a result of Project development, further evaluation of erosion and siltation in the context of potential hydrological changes on-site will be provided in an EIR.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Potentially Significant Impact. Potential changes in drainage patterns on-site could affect the rate or amount of surface water runoff on-site in a manner that could result in flooding on- or off-site. Thus, further analysis of potential impacts will be included in an EIR.

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

Potentially Significant Impact. Potential changes in drainage patterns on-site could create or contribute runoff which could exceed the capacity of the local stormwater drain system, and Project construction activities as well as the introduction of new land uses could provide additional sources of polluted runoff. Therefore, further analysis of potential impacts will be included in an EIR.

iv. Impede or redirect flood flows?

Potentially Significant Impact. Although the majority of the Project Site is mapped by the Federal Emergency Management Agency (FEMA) as an area with a 0.2 percent annual chance of a flood hazard (Zone X), the City has mapped the Project Site within a 100-year floodplain.[58,59] Additionally, the Project Site is located within the inundation area for the Hollywood Reservoir.[60] Therefore, further analysis of potential impacts will be included in an EIR.

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

Potentially Significant Impact. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant disturbance undersea, such as a tectonic displacement of sea floor associated

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58 Federal Emergency Management Agency, Flood Insurance Rate Maps, Flood Map Number 06037C1605F, effective September 26, 2008.

59 Los Angeles General Plan Safety Element, November 1996, Exhibit F, 100-Year & 500-Year Flood Plains, p. 57.

60 Los Angeles General Plan Safety Element, Exhibit G, Inundation & Tsunami Hazard Areas, November 1996, p. 59.

with large, shallow earthquakes. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. The General Plan Safety Element does not map the Project Site within a tsunami hazard area. Additionally, there are no standing bodies of water near the Project Site that may experience a seiche. Therefore, no tsunami or seiche events would be expected to impact the Project Site.

However, as discussed above in Response to Checklist X.c.iv., the Project Site is mapped by the City as within a 100-year floodplain and the inundation area for the Hollywood Reservoir. As such, the EIR will evaluate flood hazards and any associate release of pollutants due to Project Site inundation.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. Under Section 303(d) of the Clean Water Act, states are required to identify water bodies that do not meet their water quality standards. Biennially, the Los Angeles Regional Water Quality Control Board (LARWQCB) prepares a list of impaired waterbodies in the region, referred to as the 303(d) list. The 303(d) list outlines the impaired waterbody and the specific pollutant(s) for which it is impaired. All waterbodies on the 303(d) list are subject to the development of a Total Maximum Daily Load (TMDL). The Project Site is located within the Ballona Creek Watershed. According to the State Water Resources Control Board (SWRCB), constituents of concern listed for the Ballona Creek Watershed include trash, toxic pollutants (cyanide), bacteria and viruses, metals (lead, copper, zinc), and sediment.[61]

The County of Los Angeles, the City of Los Angeles, and all other cities in the regional watershed are responsible for the implementation of watershed improvement plans or Enhanced Watershed Management Programs (EWMP) to improve water quality and assist in meeting the TMDL milestones. The objective of the EWMP Plan for the Ballona Creek is to determine the control measures (often referred to as best management practices [BMPs]) that will achieve required pollutant reductions while also providing multiple benefits to the community and leveraging sustainable green infrastructure practices. Compliance with the NPDES program would ensure that stormwater pollutants do not substantially degrade water quality. Further, the Project would be required to comply with the City's SUSMP requirements,

The Project Site is also located in the Coastal Plain of Los Angeles Groundwater Basin, Hollywood Subbasin. This subbasin is listed as very low priority by the California Department of Water Resources and thus is not subject to a groundwater sustainability plan (GSP) or management by a groundwater sustainability agency (GSA) per the Sustainable Groundwater Management Act (SGMA).[62,63]

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61 California Environmental Protection Agency, State Water Resources Control Board, Impaired Water Bodies, www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2014_2016.shtml?wbid=CAT4051700020000301101951, accessed May 21, 2020.

62 California Department of Water Resources, SGMA Basin Prioritization Dashboard, https://gis.water.ca.gov/app/bp-dashboard/final, accessed April 1, 2021.

63 California Department of Water Resources, Basin Prioritization, https://water.ca.gov/Programs/Groundwater-Management/Basin-Prioritization, accessed April 1, 2021.

Potential pollutants generated by the Project would be typical of studio and related commercial land uses and may include sediment, nutrients, pesticides, metals, pathogens, and oil and grease. The implementation of BMPs required by the City's LID Ordinance would target these pollutants to minimize pollutant loads in stormwater runoff. Implementation of LID features as part of the Project could result in an improvement in surface water quality runoff as compared to existing conditions. As such, the Project would not introduce new pollutants or an increase in pollutants that would conflict with or obstruct any water quality control plans for the Ballona Creek Watershed. By complying with existing regulatory requirements and implementation of LID BMPs, the Project would not conflict with or obstruct implementation of a water quality control plan or a sustainable groundwater management plan. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☒	☐
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐

a. Would the project physically divide an established community?

Less than Significant Impact. A significant impact may occur if a project is sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community (e.g., a project involving a continuous right-of-way such as a roadway that divides a community and impedes access between parts of the community). As previously discussed, the Project Site is currently developed with the Television City Studio and is located in an urbanized area that is developed with a diverse mix of land uses. In general, the major arterials in the Project vicinity, including Beverly Boulevard, 3rd Street, and Fairfax Avenue, are lined with commercial, institutional, and some residential uses, with residential neighborhoods interspersed between the major arterials. Land uses immediately surrounding the Project Site include a six-story apartment complex, Broadcast Center Apartments, to the east which includes a ground floor grocery store and café. To the south are large-scale commercial uses, including The Grove, a regional outdoor shopping and entertainment center that includes groupings of one- to three-story retail shops, a movie theater, restaurants, and a seven-level (plus rooftop) parking garage; and The Original Farmers Market with one- and two-story restaurants and other food-related businesses including a four-story mixed-use office and retail building, as well as the Farmer's Market Storage Facility, the historic Gilmore Adobe, and surface parking. Along Fairfax Avenue to the west are primarily low-rise community-serving commercial uses, including a gas station, bank, dry cleaner, several restaurants, and retail stores, interspersed with small surface parking lots. Similar development of up to three stories is located to the north along Beverly Boulevard. The organization of such developed uses is defined by the existing street grid, with residential uses concentrated along side streets.

Under the Specific Plan portions of the Project Site would be redeveloped with new studio-related uses, including associated circulation improvements, parking facilities, landscaping, and open space. These uses would be consistent with the existing uses on-site as well as the other commercial developments located adjacent to and in the general vicinity of the Project Site. All proposed development would occur within the boundaries of the existing Television City property on the Project Site. Therefore, the Project would not physically divide an established community. Impacts related to the physical division of an established community would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. As discussed in Section 3, Project Description, of this Initial Study, the Project requires several discretionary approvals, including adoption of the TVC 2050 Specific Plan and an associated General Plan Amendment, Zone Change, Code Amendment, Sign District, and Annexation. While the Project is not anticipated to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, the EIR will provide further analysis of the Project's consistency with applicable land use plans, policies, and regulations that were adopted for the purpose of avoiding or mitigating an environmental effect.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. No mineral extraction operations currently occur on the Project Site. Furthermore, the Project Site is not located within a City-designated Mineral Resource Zone or Surface Mining District where significant mineral deposits are known to be present or within a mineral producing area as classified by the California Geologic Survey.[64,65,66] The majority of the Project Site is located within a

[64] City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995. Figure GS-1.

City-designated oil drilling area but has been developed with the Television City since the 1950s.[67] Therefore, the Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

No Impact. See Response to Checklist Question XII.a., Mineral Resources, above. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. During Project construction activities, the use of heavy equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) would generate noise on a short-term basis. In addition, noise levels from on-site sources may increase during operation of the Project. Furthermore, traffic

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65 State of California Department of Conservation, California Geologic Survey, Aggregate Sustainability in California, 2012.

66 City of Los Angeles, Conservation Element of the Los Angeles City General Plan, January 2001, Exhibit A, p. 86.

67 City of Los Angeles, Safety Element of the Los Angeles City General Plan, Exhibit E, November 26, 1996, p. 55.

attributable to the Project has the potential to increase noise levels along adjacent roadways. Therefore, further evaluation of this topic will be provided in the EIR.

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Construction of the Project could generate groundborne noise and vibration associated with demolition, site grading and excavation, other clearing activities, the installation of building footings, and construction truck travel. As such, the Project would have the potential to generate excessive groundborne vibration and noise levels during short-term construction activities. Therefore, further evaluation of this topic will be provided in the EIR.

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

No Impact. The Project Site is not located within the vicinity of a private airstrip. The closest private airstrip or airport is the Santa Monica Airport, which is approximately 8.4 miles north of the Project Site. In addition, the Project Site is not located within two miles of an airport or within an area subject to an airport land use plan. Given the distance between the Project Site and the closest private airstrip and public airport, the Project would not have the potential to expose people that reside or work in the Project area to excessive noise levels from these sources of noise. No impacts would occur, and no mitigation is required. No further analysis of this topic in the EIR is required.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. A significant impact may occur if a project induces substantial unplanned population growth in an area, either directly or indirectly. As discussed in Section 3, Project Description, of this Initial Study, the Project does not include housing and thus would not directly introduce a new

residential population that would contribute to population growth in the vicinity of the Project Site or the Wilshire Community Plan area.

While construction of the Project would create temporary construction-related jobs, the work requirements of most construction projects are highly specialized such that construction workers remain at a job site only for the time during which their specific skills are needed to complete a particular phase of the construction process. The Project would draw from the existing regional pool of construction workers who typically move from project to project as work is available. Project-related construction workers would not be anticipated to relocate their household's permanent place of residence as a consequence of working on the Project and, therefore, no new permanent residents are expected to be generated during construction of the Project. Accordingly, Project construction would not induce substantial population growth.

With regard to Project employment, using employee generation factors from the City of Los Angeles Department of Transportation (LADOT) and based on the Conceptual Site Plan, as shown in Table 3 on page 68, the Project is estimated to generate a total of 7,832 employees at buildout, for a net increase of 5,702 employees over existing conditions.[68] Compared against employment data from the 2020–2045 RTP/SCS, an estimated 1,947,472 employees are projected within the City of Los Angeles in 2026, the Project's earliest buildout year, with 49,586 new employees projected in the City between 2021 and 2026. The Project's net increase in employment would represent 0.29 percent of the total number of employees in the City in 2026 and 11.50 percent of the growth between 2021 and 2026. In the event of phased development of the Project which could potentially extend to 2043, the Project's net increase in employment would represent 0.27 percent of the total number of employees in the City in 2043 and 2.61 percent of the total projected growth between 2021 and 2043.

While some new Project employees may be anticipated to relocate to the Project vicinity, many would not, nor would existing employees be expected to move as a result of redevelopment of the Project Site. Accordingly, this potential indirect increase in population would not be substantial. Specifically, some employment opportunities may be filled by people already residing in the vicinity of the Project Site, and other employees would be expected to commute to the Project Site from other communities both in and outside of the City, as occurs under existing conditions. Therefore, given that the Project would not directly contribute to substantial population growth in the Project area through the development of residential uses and since many of the employment opportunities generated by the Project would be filled by people already residing in the vicinity of the Project Site or who would commute to the Site, the potential growth associated with Project employees who may relocate their place of residence would not be substantial. Further, as the Project would be located in an urbanized area with an established network of roads and other urban infrastructure, the Project would not require the extension of such infrastructure in a manner that would indirectly induce substantial population growth.

Based on the above, the Project would not induce substantial population growth either directly or indirectly. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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[68] Los Angeles Department of Transportation (LADOT) and Los Angeles Department of City Planning (DCP), City of Los Angeles VMT Calculator Documentation, Version 1.3, May 2020.

Table 3
Estimated Project Employment

Land Use	Size	Employee Generation Rate per sf[a]	Estimated No. of Employees
Existing Employment[b]			2,130 emp
Project at Buildout			
Sound Stages	350,000 sf	0.0056[c]	1,944 emp
Production Support	104,000 sf	0.002	208 emp
Production Office	700,000 sf	0.004	2,800 emp
General Office	700,000 sf	0.004	2,800 emp
Retail	20,000 sf	0.004	80 emp
Total Project			*7,832 emp*
Total Net Increase			**5,702 emp**

sf = square feet

emp = employee

tn/emp/yr = tons per employee per year

[a] *Except where otherwise noted, employee generation rates are from Los Angeles Departments of Transportation and City Planning, City of Los Angeles VMT Calculator Documentation, Version 1.3, May 2020. Assumes general retail rate for production support; general office rate for production office and general office; and high-turnover sit-down restaurant rate is conservatively used for retail to account for up to 5,000 square feet of ancillary restaurant/commissary uses.*

[b] *Existing employment includes full-time staff, temporary and freelance workers, contract employees, etc. as of August 2019; source: Television City.*

[c] *Rounded rate assumes 100 employees for a typical 18,000 sf sound stage as a scaleable density; employment rate from Manhattan Beach Studios (MBS), June 2021.*

Source: Eyestone Environmental, 2021.

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if a project would result in the displacement of a substantial number of existing housing units or residents, necessitating construction of replacement housing elsewhere. As no housing currently exists on the Project Site, the Project would not cause the displacement of any persons, housing, or require the construction of housing elsewhere. Therefore, no impacts related to displacement of people or housing would occur, and no mitigation measures are required. No further analysis of this topic in the EIR is required.

XV. PUBLIC SERVICES

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	☒	☐	☐	☐
b. Police protection?	☒	☐	☐	☐
c. Schools?	☐	☐	☒	☐
d. Parks?	☐	☐	☒	☐
e. Other public facilities?	☐	☐	☒	☐

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services?

Potentially Significant Impact. LAFD provides fire protection and emergency medical services for the Project Site. The Project would increase the floor area and associated occupancy on-site which could result in the need for additional fire protection services during Project operation. Additionally, construction sites can be sources of nuisances and hazards and invite theft and vandalism. Therefore, further analysis of potential impacts will be included in the EIR to determine if the Project would require new or physically altered government facilities resulting in adverse physical impacts.

b. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services?

Potentially Significant Impact. Police protection for the Project Site is provided by the City of Los Angeles Police Department (LAPD). The Project would increase the floor area and associated occupancy on-site which could result in the need for additional police services during Project operation. Additionally, construction sites can be sources of nuisances and hazards and invite theft and vandalism. Therefore, the EIR will provide further analysis of potential impacts to determine if the Project would require new or physically altered government facilities resulting in adverse physical impacts.

c. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for schools?

Less Than Significant Impact. The Project Site is located within the boundaries of LAUSD, which is divided into six local districts. The Project Site is located in Local District (LD) West and is served by

Hancock Park Elementary, John Burroughs Middle, and Fairfax Senior High School.[69,70] As previously discussed, the Project does not include residential uses. Therefore, Project implementation would not result in a direct increase in the number of students within the LAUSD service area due to the introduction of a residential population. In addition, while some new Project employees may be anticipated to relocate to the Project vicinity, many would not, nor would existing employees be expected to move as a result of redevelopment of the Project Site, and thus an associated demand for new or expanded school facilities would not be expected. Furthermore, per SB 50, the Applicant would be required to pay development fees for schools to LAUSD prior to the issuance of building permits. Pursuant to Government Code Section 65995, the payment of these fees is considered full mitigation of Project-related school impacts. Therefore, impacts related to service ratios or other performance objectives for schools would be less than significant, and no mitigation measures would be required. No further analysis of this topic in the EIR is required.

d. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for park services?

Less Than Significant Impact. Parks and recreational facilities in the vicinity of the Project Site are primarily operated and maintained by the Los Angeles Department of Recreation and Parks. Nearby public parks and recreational facilities include Pan Pacific Park, the Fairfax Senior Citizen Center, Poinsettia Recreation Center, William S. Hart Park, De Longpre Park, and Carthay Circle Park, as well as La Cienega Park located in and operated by the City of Beverly Hills. As previously discussed, the Project would not include residential uses and would not generate a new residential population that would regularly utilize nearby parks and recreational facilities. In addition, while some new Project employees may be anticipated to relocate to the Project vicinity, many would not, nor would existing employees be expected to move as a result of redevelopment of the Project Site, and thus an associated demand for new or expanded park facilities would not be expected. While it is possible that some of the employees may utilize local parks and recreational facilities, such use would be anticipated to be limited due to work obligations and the amount of time it would take for employees to access off-site local parks. Moreover, Project employees would be more likely to use parks near their homes during non-work hours. Furthermore, the Project proposes on-site open space areas and may include fitness amenities for Project employees, thus reducing the likelihood that employees would use local parks. Therefore, impacts related to park services would be less than significant, and no mitigation measures would be required. No further analysis of this topic in the EIR is required.

e. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?

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[69] Los Angeles Unified School District, Local District—West Map, https://achieve.lausd.net/site/handlers/filedownload.ashx?moduleinstanceid=22573&dataid=24308&FileName=West.pdf, accessed April 1, 2021.

Less Than Significant Impact. Other public facilities available include libraries. The Los Angeles Public Library (LAPL) provides library services to the City of Los Angeles through its Central Library, eight regional branch libraries, and 64 neighborhood branch libraries, as well as through Web-based resources.[71] The nearest library is Fairfax Branch Library located less than 0.2 mile to the southeast within Pan Pacific Park.[72] As previously discussed, the Project would not include residential uses and would not generate a new residential population that would utilize local libraries. In addition, while some new Project employees may be anticipated to relocate to the Project vicinity, many would not, nor would existing employees be expected to move as a result of redevelopment of the Project Site, and thus an associated demand for new or expanded library facilities would not be expected. While it is possible that some of the employees may utilize local libraries, such use would be anticipated to be limited due to the availability of on-site and web-based resources. Therefore, impacts related to libraries would be less than significant, and no mitigation measures would be required. No further analysis of this topic in the EIR is required.

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

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

Less Than Significant Impact. As discussed above in Response to Checklist Question XV.d., the Project would not generate a new residential population that would regularly utilize nearby parks and recreational facilities, and any use of local parks and recreational facilities is anticipated to be limited. The new employment opportunities generated by the Project may be filled, at least in part, by employees presently residing in the vicinity of the Project Site who already utilize existing parks and recreational

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70 Los Angeles Unified School District, School Finder, https://explorelausd.schoolmint.net/school-finder/home, accessed April 1, 2021.

71 Los Angeles Public Library, Los Angeles Public Library Strategic Plan 2015–2020, www.lapl.org/sites/default/files/media/pdf/about/LAPL_Strategic_Plan_2015-2020.pdf, accessed April 1, 2021.

72 Los Angeles Public Library, Locations and Hours, www.lapl.org/branches?distance%5Bpostal_code%5D=90038&distance%5Bsearch_distance%5D=2&distance%5Bsearch_units%5D=mile&field_branch_resources_services_tid=All, accessed April 1, 2021.

facilities. Therefore, only a fraction of new Project employees would be expected to create new demand for local parks and recreational facilities, and such use is anticipated to be limited due to work obligations and the travel time necessary to access off-site parks and recreational facilities. In addition, Project employees are often more likely to use parks and facilities near their homes during non-work hours. Furthermore, the Project proposes on-site open space areas and may include fitness amenities for Project employees, thus reducing the likelihood that employees would use local parks and recreational facilities. Therefore, impacts related to parks and recreational facilities would be less than significant, and no mitigation measures would be required. No further analysis of this topic in the EIR is required.

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

No Impact. As discussed above in Response to Checklist Question XV.d., the Project would not generate a new residential population that would regularly utilize nearby public parks and recreational facilities and would not require construction or expansion of public recreational facilities. In addition, the Project would not include recreational facilities available to the public. Therefore, no impact with respect to the construction or expansion of recreational facilities would occur, and no mitigation measures would be required. Any impacts related to the potential development of fitness amenities for Project employees would be evaluated as part of overall Project impacts. No further evaluation of this topic in an EIR is required.

XVII. TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☒	☐	☐	☐
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☒	☐	☐	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Potentially Significant Impact. Construction of the Project has the potential to affect the transportation system through the hauling of excavated materials and debris, the transport of construction equipment, the delivery of construction materials, and travel by construction workers to and from the Project Site.

During operation, the Project would generate vehicle and transit trips, resulting in an increase in the use of the Project area's transportation facilities. Therefore, the Project could potentially conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Therefore, further analysis of potential impacts will be provided in the EIR.

b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Potentially Significant Impact. SB 743, which went into effect in January 2014, requires the Governor's Office of Planning and Research to change the way public agencies evaluate transportation impacts of projects under CEQA. Under SB 743, the focus of transportation analysis has shifted from driver delay, which is typically measured by traffic level of service (LOS), to a new measurement that better addresses the State's goals on reduction of greenhouse gas emissions, creation of a multi-modal transportation, and promotion of mixed-use developments. CEQA Guidelines Section 15064.3 states that vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts, replacing LOS.

On July 30, 2019, the City of Los Angeles adopted the CEQA Transportation Analysis Update, which sets forth revised thresholds of significance for evaluating transportation impacts, as well as screening and evaluation criteria for determining impacts. The CEQA Transportation Analysis Update establishes VMT as the City's formal method of evaluating a project's transportation impacts. In conjunction with this update, LADOT adopted its *Transportation Assessment Guidelines* in July 2019 (updated in July 2020), which defines the methodology for analyzing a project's transportation impacts in accordance with SB 743.

Project development and the associated increase in employment would increase VMT over existing conditions. Therefore, further analysis of potential impacts will be provided in the EIR.

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The Project Site is located in an urbanized area developed with numerous roadways and infrastructure. The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves or dangerous intersections. In addition, the Project would not include any new public roads that would result in an increase in hazards due to a design feature.

As previously discussed, the Project would make use of the existing driveways and pedestrian entrances located around the Project Site perimeter, with six new vehicular entry points and eight new pedestrian gates to improve accessibility, walkability, and vehicular circulation. The proposed driveways would be designed to meet all applicable City Building Code and Fire Code requirements regarding Project Site access and would incorporate pedestrian warning systems, as appropriate. Ride-share pick-up/drop-off zones could be located at Beverly Boulevard, Fairfax Avenue and/or at the Southern Shared Access Drive. Pedestrian access would be provided along all street and alley frontages, and all access points would be controlled with gates and/or staffed guard houses. Relative to on-site circulation, as discussed in Section 3, Project Description, of this Initial Study, the Project would incorporate a multi-level circulation plan to meet the demands of modern media production, with a main (ground) level, or production activity level, providing direct access to the sound stages for vehicles and pedestrians, and a lower (subterranean) level, or production operations level, to house stage production vehicles and store

equipment. Additionally, the proposed mobility hub would provide an off-street space for Television City employees and visitors to access passenger pick-up/drop-off zones, carpools, vanpools, shuttles, ride-share, taxi, and other commercial and non-commercial vehicles, and the temporary parking of buses on the Project Site.

The City's *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025* (Vision Zero) has identified the High Injury Network (HIN), a network of streets based on collision data from the last five years, where strategic investments will have the biggest impact in reducing death and severe injury. Within the Project area, Fairfax Avenue, Beverly Boulevard, and West 3rd Street have been identified in the HIN. Vision Zero promotes projects designed to increase safety on these City streets, and improvements such as the installation of a new rectangular rapid flash beacon at Fuller Avenue & Beverly Boulevard and left-turn phasing at the signalized intersection of Martel Avenue/Hauser Boulevard & West 3rd Street are planned within the Study Area. The Project improvements to the pedestrian and vehicular environment would prioritize safety and access for all individuals and thus would not preclude future Vision Zero safety improvements by the City. Thus, the Project would not conflict with Vision Zero or exacerbate safety issues associated with the HIN.

Similarly, the *Mobility Plan 2035: An Element of the General Plan* (Mobility Plan) identifies key corridors as components of various mobility-enhanced networks. Each network is intended to focus on improving a particular aspect of urban mobility, such as transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. Within the Project area, segments of Fairfax Avenue, Beverly Boulevard, and West 3rd Street have been designated as part of the Transit Enhanced Network (TEN) and the Pedestrian Enhanced District (PED), and these same streets as well as The Grove Drive south of Caruso Place have been designated for future bicycle lane or sharrow implementation in the Bicycle Lane Network (BLN). In addition, The Grove Drive/Stanley Avenue north of Caruso Place is part of the Neighborhood Enhanced Network (NEN). The Project's access and circulation improvements and proposed mobility hub would complement these designations and future facilities planned in the area by the City.

In addition, the Project would not introduce any incompatible uses, as the proposed uses are consistent with the types of studio and related commercial uses already present on-site. Thus, a less than significant impact related to increased hazards due to a design feature or incompatible use would occur, and no further analysis of this topic in the EIR is required.

d. Would the project result in inadequate emergency access?

Less Than Significant Impact. According to the City's General Plan Safety Element, the nearest disaster routes in the Project area are Beverly Boulevard, adjacent to the Project Site's northern property line, and La Cienega Ave, approximately 1.0 mile to the west.[73,74] While it is expected that the majority of Project construction activities would be confined on-site, limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day, which could potentially require temporary lane closures. However, if lane closures are necessary, the remaining travel lanes would be maintained in accordance with standard construction management plans that would be implemented to ensure

[73] Los Angeles General Plan Safety Element, November 1996, Exhibit H, Critical Facilities and Lifeline Systems, p. 61.

[74] County of Los Angeles Department of Public Works, Disaster Route Maps, City of Los Angeles Central Area, August 2008.

adequate circulation and emergency access. With regard to operation, the Project does not propose the closure of any local public streets, and primary access to the Project Site would continue to be provided from the adjacent roadways. In addition, the Project would comply with LAFD access requirements, including required fire lane widths, turning radii, secondary access, etc., and plot plans would be submitted to LAFD for approval. Therefore, the Project would not result in inadequate emergency access to the Project Site or surrounding uses. Impacts regarding emergency access would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☒	☐	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☒	☐	☐	☐

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?

b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section

5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Potentially Significant Impact (Checklist Questions XVIII.a. and b.). Assembly Bill (AB) 52 established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in PRC Section 21074. As specified by AB 52, a lead agency must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation.

As noted above, the Project would require excavations of up to approximately 45 feet, which could have the potential to disturb existing but undiscovered tribal cultural resources. Therefore, the potential exists for the Project to impact a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe. In compliance with AB 52, the City will notify all applicable tribes, and the City will participate in any requested consultations for the Project. Further analysis of this topic will be provided in the EIR.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☒	☐	☐	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☒	☐	☐	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Potentially Significant Impact. Water, wastewater, electric power, and natural gas systems consist of two components, the source of the supply or place of treatment (for wastewater) and the conveyance systems (i.e., distribution lines and mains), which link the location of these facilities to an individual development site. Given the Project's increase in floor area within the Project Site and the potential corresponding increase in water, electricity, and natural gas demand and wastewater generation, further analysis of potential impacts in the EIR will be provided.

Regarding stormwater drainage, as discussed above in Response to Checklist Question X.c.iii., potential changes in drainage patterns on-site could create or contribute runoff which could exceed the capacity of the local stormwater drain system. Additionally, new or relocated storm drain infrastructure may be necessary. As such, potential impacts will be evaluated in the EIR.

With respect to telecommunications facilities, the Project would require construction of new on-site telecommunications infrastructure to serve new buildings and potential upgrades and/or relocation of existing telecommunications infrastructure. Analysis of these improvements will be evaluated in the EIR as part of overall Project impacts.

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Potentially Significant Impact. LADWP supplies water to the Project Site. Given the Project's increase in floor area on the Project Site and the associated employee population, the Project would increase demand for water provided by LADWP. Therefore, further analysis of potential impacts will be provided in the EIR.

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

Potentially Significant Impact. Refer to Response to Checklist Question XIX.a., above. As discussed therein, the Project would result in an increase in wastewater generation from the Project Site. Therefore, further analysis of potential impacts will be provided in the EIR.

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. The Bureau of Sanitation generally provides waste collection services to single-family and some small multi-family developments, and private haulers permitted by the City provide waste collection services for most multi-family residential and commercial developments within the City. Solid waste transported by both public and private haulers is either recycled, reused, or transformed at a waste-to-energy facility, or disposed of at a landfill. Landfills within the County are categorized as either Class III or inert waste landfills. Non-hazardous municipal solid waste is disposed of in Class III landfills, while inert waste such as construction waste, yard trimmings, and earth-like waste are disposed of in inert waste landfills.[75] Nine Class III landfills and one inert waste landfill with solid waste facility permits are currently serving the County.[76] In addition, there is one solid waste transformation facility within Los Angeles County that converts, combusts, or otherwise processes solid waste for the purpose of energy recovery.

Based on the 2019 Countywide Integrated Waste Management Plan (CoIWMP) Annual Report, the most recent report available, the total amount of solid waste disposed of at in-county Class III landfills, transformation facilities, and exports to out-of-County landfills was 10.70 million tons in 2019. The total remaining permitted Class III landfill capacity in the County is estimated at 148.40 million tons, with a total estimated daily disposal rate of 34,305 tons per day, and the remaining lifespan of each landfill ranges from 9 to 36 years. In addition, the permitted inert waste landfill serving the County is Azusa Land Reclamation. This facility has 58.84 million tons of remaining capacity and an average daily in-County disposal rate of 854 tons per day. Los Angeles County continually evaluates landfill disposal needs and capacity through preparation of the CoIWMP Annual Reports. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity.[77]

Based on the 2019 CoIWMP Annual Report, the countywide cumulative need for Class III landfill disposal capacity through the year 2034 will exceed the remaining permitted Class III landfill capacity. Therefore, the 2019 CoIWMP Annual Report evaluates seven scenarios to increase capacity and determined the County would be able to meet the disposal needs of all jurisdictions through the 15-year planning period with existing capacity under six of the seven scenarios. The 2019 CoIWMP Annual Report concludes that in order to maintain adequate disposal capacity, individual jurisdictions must continue to pursue strategies to maximize waste reduction and recycling, expand existing landfills, promote and develop alternative technologies, expand transfer and processing infrastructure, and use out-of-county disposal, including waste by rail. The City's Recovering Energy, Natural Resources and Economic Benefit from Waste for

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75 Inert waste is waste which is neither chemically or biologically reactive and will not decompose. Examples of this are sand and concrete.

76 County of Los Angeles, Department of Public Works, Los Angeles County Integrated Waste Management Plan 2019 Annual Report, September 2020. The nine Class III landfills serving the County include the Antelope Valley Landfill, the Burbank Landfill, the Calabasas Landfill, Chiquita Canyon Landfill, Lancaster Landfill, Pebbly Beach Landfill, Savage Canyon Landfill, the Scholl Canyon Landfill, and the Sunshine Canyon City and County Landfill. Azusa Land Reclamation is the only permitted Inert Waste Landfill in the County that has a full solid waste facility permit.

77 County of Los Angeles, Department of Public Works, Los Angeles County Integrated Waste Management Plan 2019 Annual Report, September 2020.

Los Angeles (RENEW LA) Plan sets a goal of becoming a "zero waste" city by 2030. To this end, the City of Los Angeles implements a number of source reduction and recycling programs such as curbside recycling, home composting demonstration programs, and construction and demolition debris recycling.[78] The City of Los Angeles is currently diverting 76.4 percent of its waste from landfills.[79] The City has adopted the goal of achieving 90 percent diversion by 2025, and zero waste by 2030.

The following analysis quantifies the Project's construction and operational solid waste generation and disposal.

Construction

As previously discussed, the Project includes the development of new sound stage, production support, production office, general office, and retail uses. Pursuant to the requirements of SB 1374, the Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous demolition and construction debris. Materials that could be recycled or salvaged include asphalt, glass, and concrete. Debris not recycled could be accepted at the unclassified landfill (Azusa Land Reclamation) within Los Angeles County and within the Class III landfills open to the City. Furthermore, pursuant to LAMC Sections 66.32 through 66.32.5 (Ordinance No. 181,519), the Project's general contractor and/or subcontractors would be required to deliver all remaining construction and demolition waste generated by the Project to a certified construction and demolition waste processing facility. Thus, although the total diversion rate may ultimately exceed 75 percent, this analysis conservatively assumes a diversion rate of 75 percent.

Based on construction and debris rates established by the U.S. Environmental Protection Agency (USEPA) and after accounting for mandatory recycling, as shown in Table 4 on page 80, the Project would require the disposal of approximately 10,398 tons of construction-related waste. It should be noted that soil export is not included in the calculation of construction waste since soil is not disposed of as waste but, rather, is typically used as a cover material or fill at other construction sites requiring soils import. Given the remaining permitted capacity at the Azusa Land Reclamation facility, which is approximately 58.84 million tons, as well as the remaining 148.40 million tons of capacity at the Class III landfills serving the County, the landfills serving the Project Site would have sufficient capacity to accommodate the Project's construction-related solid waste disposal needs. Specifically, the Project's estimated one-time disposal need of an estimated 10,398 tons of construction-related waste represents approximately 0.0177 percent of the remaining capacity (58.84 million tons) at the Azusa Land Reclamation facility and 0.0070 percent of the remaining capacity (148.40 million tons) at the Class III landfills serving the County.

Based on the above, Project construction would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Therefore, construction impacts to solid waste facilities would be less

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78 City of Los Angeles, Solid Waste Integrated Resource Plan FAQ; www.zerowaste.lacity.org/files/info/fact_sheet/SWIRPFAQS.pdf, accessed April 1, 2021.

79 LASAN, Recycling, www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?_adf.ctrl-state=alxbkb91s_4&_afrLoop=18850686489149411#!, accessed April 1, 2021.

Table 4
Estimated Project Construction and Demolition Waste Generation and Disposal

Land Use	Size	Generation Rate (lbs/sf)[a]	Total (tons)
Construction Waste (Proposed Uses)			
Studio/Production and Related Uses	1,626,180 sf	3.89	3,163
Demolition Waste (Existing Uses to be Removed)			
Studio/Production and Related Uses	495,860 sf	155	38,429
Total Construction and Demolition Waste			**41,592**
Total Disposal (After 75% Diversion)			**10,398**

lbs = pound

sf = square feet

[a] *U.S. Environmental Protection Agency, Report No. EPA530-98-010, Characterization of Building-Related Construction and Demolition Debris in the United States, June 1998, Table 4 and Table 6. Generation rates used in this analysis are based on an average of various non-residential building types.*

Source: Eyestone Environmental, 2021.

than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

Operation

As shown in Table 5 on page 81, upon full buildout, the Project would result in a net increase in solid waste disposal of approximately 643 tons per year. While this estimate accounts for recycling and other waste diversion measures consistent with the Citywide diversion rate of 76.4 percent, it does not include implementation of the City's Zero Waste Plan, which is expected to result in a reduction of landfill disposal Citywide with a goal of reaching a Citywide recycling rate of 90 percent by the year 2025. The Project's estimated net increase of 643 tons per year for solid waste disposal represents approximately 0.0004 percent of the remaining capacity (148.40 million tons) at the Class III landfills serving the County.

The County will continue to address landfill capacity through the preparation of CoIWMP annual reports. The preparation of each annual report provides sufficient lead time (15 years) to address potential future shortfalls in landfill capacity. Solid waste disposal is an essential public service that must be provided without interruption in order to protect public health and safety, as well as the environment. Jurisdictions in the County of Los Angeles continue to implement and enhance the waste reduction, recycling, special waste, and public education programs identified in their respective planning directives. These efforts, together with countywide and regional programs implemented by the County and the cities, acting in concert or independently, have achieved significant, measurable results, as documented in the 2019 Annual Report. The Project would be consistent with and would further City policies that reduce landfill waste streams. Such policies and programs serve to implement the strategies outlined in the 2019 Annual Report to adequately meet future countywide disposal needs without capacity shortages.

Table 5
Estimated Project Operational Solid Waste Generation and Disposal

Building	Size	Employee Generation Rate per sf[a,b]	Estimated No. of Employees	Solid Waste Generation Rate[c]	Total Generation (tons/year)
Existing Uses					
Sound Stages	95,540 sf	0.0029	274 emp	0.92 tn/emp/yr	252
Production Support	325,450 sf	0.0029	932 emp	0.91 tn/emp/yr	848
Production Office	163,090 sf	0.0029	467 emp	0.37 tn/emp/yr	173
General Office	159,600 sf	0.0029	457 emp	0.37 tn/emp/yr	169
Total Existing	*743,860 sf*				*1,442*
Proposed Uses (Buildout)					
Sound Stages	350,000 sf	0.0056	1,944 emp	0.92 tn/emp/yr	1,789
Production Support	104,000 sf	0.002	208 emp	0.91 tn/emp/yr	189
Production Office	700,000 sf	0.004	2,800 emp	0.37 tn/emp/yr	1,036
General Office	700,000 sf	0.004	2,800 emp	0.37 tn/emp/yr	1,036
Retail[d]	15,000 sf	0.004	60 emp	0.91 tn/emp/yr	55
Restaurant[d]	5,000 sf	0.004	20 emp	2.98 tn/emp/yr	60
Total Project	*1874,000 sf*				*4,164*
Total Net Increase					**2,723**
Total Net Disposal (After 76.4% Diversion)[d]					**643**

sf = square feet

emp = employee

tn/emp/yr = tons per employee per year

[a] *Existing employee generation rate is a sitewide average based on actual employment of 2,130 employees as of August 2019; source: Television City.*

[b] *Except for sound stages, Project employee generation rates from Los Angeles Departments of Transportation and City Planning, City of Los Angeles VMT Calculator Documentation, Version 1.3, May 2020. Assumes general retail rate for production support; general office rate for production office and general office; and conservatively assumes high-turnover sit-down restaurant for retail and restaurant. For sound stages, the rounded rate assumes 100 employees for a typical 18,000 sf sound stage; source: Manhattan Beach Studios (MBS), June 2021.*

[c] *Solid waste generation rates from LASAN City Waste Characterization and Quantification Study, Table 4, July 2002. Assumes services—motion picture for sound stages; retail—miscellaneous rate for production support and retail; services—business rate for production office and general office; and retail—restaurants for restaurant.*

[c] *While 20,000 square feet of retail uses are proposed, for purposes of presenting a conservative solid waste analysis it is assumed that up to 5,000 square feet of such uses could be comprised of ancillary restaurant/commissary uses.*

[d] *Consistent with the current Citywide diversion rate of 76.4 percent.*

Source: Eyestone Environmental, 2021.

Based on the above, the landfills that serve the Project Site would have sufficient permitted capacity to accommodate the solid waste generated by construction and operation of the Project. Therefore, impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in the EIR is required.

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Solid waste management in the State is primarily guided by the California Integrated Waste Management Act of 1989 (AB 939), which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB 939 establishes an integrated waste management hierarchy consisting of (in order of priority): (1) source reduction; (2) recycling and composting; and (3) environmentally safe transformation and land disposal. In addition, AB 1327 provided for the development of the California Solid Waste Reuse and Recycling Access Act of 1991, which requires the adoption of an ordinance by any local agency governing the provision of adequate areas for the collection and loading of recyclable materials in development projects. Furthermore, AB 341, which became effective on July 1, 2012, requires businesses and public entities that generate four cubic yards or more of waste per week and multi-family dwellings with five or more units, to recycle. The purpose of AB 341 is to reduce greenhouse gas emissions by diverting commercial solid waste from landfills and expand opportunities for recycling in California. In addition, in March 2006, the Los Angeles City Council adopted RENEW LA, a 20-year plan with the primary goal of shifting from waste disposal to resource recovery within the City, resulting in "zero waste" by 2030. The plan also calls for reductions in the quantity and environmental impacts of residue material disposed in landfills. In October 2014, Governor Jerry Brown signed AB 1826, requiring businesses to recycle their organic waste on or after April 1, 2016, depending on the amount of waste generated per week.[80] Specifically, beginning April 1, 2016, businesses that generate eight cubic yards of organic waste per week were required to arrange for organic waste recycling services. In addition, beginning January 1, 2017, businesses that generate four cubic yards of organic waste per week were required to arrange for organic waste recycling services.

The Project would be consistent with the applicable regulations associated with solid waste. Specifically, the Project would provide adequate storage areas in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that development projects include an on-site recycling area or room of specified size.[81] The Project would also comply with AB 939, AB 341, AB 1826, and City waste diversion goals, as applicable, by providing clearly marked, source-sorted receptacles to facilitate recycling, as well as the City's Curbside Recycling Program. In addition, as discussed above, pursuant to LAMC Sections 66.32 through 66.32.5 (the City's Construction and Demolition Waste Recycling Ordinance No. 181,519), the Project's general contractor and/or subcontractors would be required to deliver all remaining construction and demolition waste generated by the Project to a certified construction and demolition waste processing facility. Since the Project would comply with federal, State, and local management and reduction statutes and regulations related to solid waste, impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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[80] Organic waste refers to food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.

[81] Ordinance No. 171,687, adopted by the Los Angeles City Council on August 6, 1997.

XX. WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

b. Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact (Checklist Questions XVIII.a. through d.). The Project Site is located in an urbanized, generally flat area, and there are no wildlands or steep slopes located in the vicinity of the Project Site. The Project Site is not located within a City-designated Very High Fire Hazard Severity Zone, nor is it

located within a City-designated fire buffer zone.[82,83] Therefore, the Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. No impacts regarding wildfire risks or related post-fire conditions would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

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

Potentially Significant Impact. As discussed above, the Project is located in an urbanized area and does not serve as habitat for fish or wildlife species. In addition, no known sensitive plant or animal

[82] City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for APNs 5512-001-003, 5512-002-001, 5512-002-002, and 5512-002-009, http://zimas.lacity.org, accessed March 26, 2021. The Very High Fire Hazard Severity Zone was first established in the City of Los Angeles in 1999 and replaced the older "Mountain Fire District" and "Buffer Zone" shown on Exhibit D of the Los Angeles General Plan Safety Element.

[83] City of Los Angeles, Safety Element of the Los Angeles City General Plan, November 26, 1996, Exhibit D, p. 53.

community or special status species occur on the Project Site. Therefore, the Project would not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

However, as discussed above, further evaluation of the Project's potential impacts on cultural resources will be included in an EIR.

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

Potentially Significant Impact. The potential for cumulative impacts occurs when the impacts of the Project are combined with impacts from related development projects and result in impacts that are greater than the impacts of the Project alone. Located in the vicinity of the Project Site are other current and reasonably foreseeable projects, the development of which, in conjunction with the Project, may contribute to potential cumulative impacts. Impacts of the Project on both an individual and cumulative basis will be addressed in the EIR for the following subject areas: air quality; cultural resources (historic and archaeological resources); energy; geology and soils (including paleontological resources); greenhouse gas emissions; hazards and hazardous materials; hydrology and water quality; land use and planning; noise; public services (fire protection and police protection); transportation; tribal cultural resources; and utilities and service systems (water supply and wastewater).

Pursuant to Senate Bill 743 and ZI No. 2452, the Project is considered an employment center project on an infill site within a transit priority area, and thus in accordance with PRC Section 21099(d)(1), the Project's aesthetic impacts shall not be considered significant impacts on the environment. Given the level of urbanization and transit in the Project vicinity, most related projects would likewise be subject to SB 743 and could not combine with the Project to generate cumulative impacts under CEQA. Any related projects that are not subject to SB 743 would require appropriate analysis of potential impacts and mitigation, as necessary, to reduce such impacts to the extent feasible.

With regard to agriculture, forest resources, and mineral resources, no such resources are located on the Project Site or in the surrounding area. The Project would have no impact on these resources, and therefore could not combine with other projects to result in cumulative impacts. As such, cumulative impacts to agriculture, forest resources, and mineral resources would be less than significant.

As it relates to biological resources, the Project vicinity is located in an urbanized area, and similar to the Project, other developments occurring in the vicinity would occur on previously disturbed land. The Project Site does not contain any sensitive biological resources, and there are no native or protected trees located on-site or within the adjacent rights-of-way. Like the Project, related projects involving tree removals would be required to comply with the Migratory Bird Treaty Act, which regulates vegetation removal during the nesting season to ensure significant impacts to migratory birds do not occur. As such, the Project would not contribute to a cumulative effect.

With regard to public services such as schools, parks, and other public facilities (libraries), the Project does not include residential uses and therefore would not contribute substantially to a cumulative impact on schools, parks, and libraries. Therefore, cumulative impacts related to these public facilities would be less than significant.

With regard to solid waste, given the level of urbanization present throughout the Project vicinity, it is anticipated that other projects would similarly represent a minor percentage of the remaining capacity of the County's Class III landfills open to the City. The demand for landfill capacity is continually evaluated by the County through preparation of the Countywide Integrated Waste Management Plan annual reports. Each annual Countywide Integrated Waste Management Plan report assesses future landfill disposal needs over a 15 year planning horizon. Based on the 2019 Countywide Integrated Waste Management Plan Annual Report, the County anticipates that future disposal needs can be adequately met for the next 15 years (i.e., 2034) with implementation of strategies to maximize waste reduction and recycling, expand existing landfills, promote and develop alternative technologies, expand transfer and processing infrastructure, and use out of county disposal, including waste by rail. The preparation of each annual Countywide Integrated Waste Management Plan provides sufficient lead time (15 years) to address potential future shortfalls in landfill capacity. Furthermore, in future years, it is anticipated that the rate of declining landfill capacity would slow considering the City's goal to achieve zero waste by 2030. Therefore, cumulative impacts with respect to solid waste would be less than significant.

As discussed above, the Project Site is located in an urbanized area, and there are no wildlands located in the vicinity of the Project Site. Therefore, the Project would not contribute to an increased wildfire risk. Moreover, the Project and related projects would be developed in accordance with LAMC and LAFD requirements pertaining to fire safety. Therefore, the Project and related projects would not result in significant cumulative impacts with respect to wildfire. As such, the Project's contribution would not be cumulatively considerable, and cumulative impacts would be less than significant.

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

Potentially Significant Impact. Based on the analysis contained in this Initial Study, the Project could result in potentially significant impacts with regard to the following topics: air quality; cultural resources (historic and archaeological resources); energy; geology and soils (including paleontological resources); greenhouse gas emissions; hazards and hazardous materials; hydrology and water quality; land use and planning; noise; public services (fire protection and police protection); transportation; tribal cultural resources; and utilities and service systems (water supply and wastewater). As a result, these potential effects will be analyzed further in the EIR.