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

INITIAL STUDY

Alameda Crossing

Case Number: ENV-2022-8775-EIR

Project Location: 1600–1620, and 1621 East 7th Place; 1524–1732 East 7th Street; 712–726, and 735 South Lawrence Street; 713–735 South Decatur Street; and 725 South Channing Street, Los Angeles, California 90021

Community Plan Area: Central City North

Council District: 14—Jurado

Project Description: The Alameda Crossing Project (Project) would develop a 364,027 square foot entertainment studio campus comprised of four buildings on an approximately nine-acre site[1], and consisting of 174,356 square feet of sound stage uses, 132,657 square feet of ancillary office uses, and 57,014 square feet of accessory uses (such as mill, production support, commissary, and cafe). Building heights would range from 64 feet for the sound stage uses to a maximum of 132 feet for a single office building. The Project also proposes to merge the adjacent Channing Street, Lawrence Street, and 7th Place public rights-of-way into the Project Site. Two existing buildings totaling 136,438 square feet would be demolished.

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

PREPARED BY:
Eyestone Environmental, LLC

APPLICANT:
1614 E 7th Street LLC

[1] The Project Site's existing lot area is 361,461 square feet (8.3 acres); however, the Project would involve street dedications, mergers, and vacations, which would increase the Project Site area to approximately 9.485 acres.

March 2025

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1 INTRODUCTION

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

This Initial Study evaluates the potential environmental effects that could result from the construction, implementation, and operation of the 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, Section 15000 et seq.), and the City 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 that 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

CEQA 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 nor Mitigated Negative Declaration is appropriate, an EIR is normally required.[2]

[2] 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 Project may have a significant effect on the environment. This Initial Study determined that the 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 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 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 a revision 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 program.

2 EXECUTIVE SUMMARY

PROJECT TITLE	**Alameda Crossing**
ENVIRONMENTAL CASE NO.	ENV-2022-8775-EIR
RELATED CASES	CPC-2022-8774-SN-VCU-SPR and VTT-83546

PROJECT LOCATION	1600–1620, and 1621 East 7th Place; 1524–1732 East 7th Street; 712–726, and 735 South Lawrence Street; 713–735 South Decatur Street; and 725 South Channing Street, Los Angeles, California 90021
COMMUNITY PLAN AREA	Central City North
GENERAL PLAN DESIGNATION	Heavy Manufacturing
ZONING	M3-1-RIO
COUNCIL DISTRICT	14—Ysabel Jurado

LEAD AGENCY	**City of Los Angeles**
CITY DEPARTMENT	Department of City Planning
STAFF CONTACT	Kiersten Turner, Planning Assistant
ADDRESS	221 N. Figueroa Street, Suite 1350 Los Angeles, CA 90012
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APPLICANT	**1614 E 7th Street LLC**
ADDRESS	2141 Rosecrans Avenue, Suite 1151, El Segundo, CA 90245
PHONE NUMBER	(562) 376-9233

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.

Kiersten Turner, Planning Assistant	March 6, 2025
PRINTED NAME, TITLE	**DATE**

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 Alameda Crossing Project (Project) would develop a 364,027 square foot entertainment studio campus comprised of four buildings on an approximately 9.5-acre site[3], consisting of 174,356 square feet of sound stage uses, 132,657 square feet of ancillary office uses, and 57,014 square feet of accessory uses (such as mill, production support, commissary, and cafe). Building heights would range from 64 feet for the sound stage uses to a maximum of 132 feet for the single office building with accessory uses. The Project also proposes to merge the adjacent Channing Street, Lawrence Street, and 7th Place public rights-of-way into the Project Site. Two existing buildings totaling 136,438 square feet would be demolished.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

The Project Site is located at 1600–1620, and 1621 East 7th Place; 1524–1732 East 7th Street; 712–726, and 735 South Lawrence Street; 713–735 South Decatur Street; and 725 South Channing Street within the Central City North Community Plan of the City. As shown in Figure 1 on page 8, the Project Site is bounded by 7th Street to the north, Decatur Street to the east, and Alameda Street to the west. The Project Site also includes three interior streets—Channing Street, Lawrence Street, and 7th Place. These internal streets only serve the Project Site. Local access to the Project Site is provided by 7th Street located north of the Project Site and Alameda Street located west of the Project Site. Regional access to the Project Site is provided by the Hollywood Freeway (US-101), the Santa Monica Freeway (I-10), and the Golden State Freeway (I-5), which are within approximately one mile of the Project Site. In addition, the Project Site is located approximately 13.4 miles from the Pacific Ocean.

The Project Site is also served by a variety of public transit options, including various local and regional bus lines serviced by the Los Angeles County Metropolitan Transit Authority (Metro) and the Los Angeles Department of Transportation (LADOT) that provide connections to Downtown subway stations. In particular, the Project Site is located within 0.5 miles of Metro Line 53 and 50 at the intersection of 7th Street and Central Avenue, Metro Line 53 and 720 at the intersection of 6th Street and Central Avenue, and Metro Line 53 and 66 at the intersection of Central Avenue and Olympic Avenue which are Major Transit Stops served by two or more bus lines with a 20-minute service interval during the morning and afternoon commute periods.[4] Additionally, the Little Tokyo/Arts District Station (Metro A and E Lines) is located approximately one-mile north of the Project Site, and Union Station

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[3] The Project Site's existing lot area is 361,461 square feet (8.3 acres); however, the Project would involve street dedications, mergers, and vacations, which would increase the Project Site area to approximately 9.485 acres.

[4] 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." California Assembly Bill 2553, which went into effect on January 1, 2025, amends Section 21064.3 of the Public Resources Code to revise the definition of "major transit stop." The new definition increases the service interval frequency to 20 minutes, whereas the previous definition required a frequency of 15 minutes or less during peak commute periods.

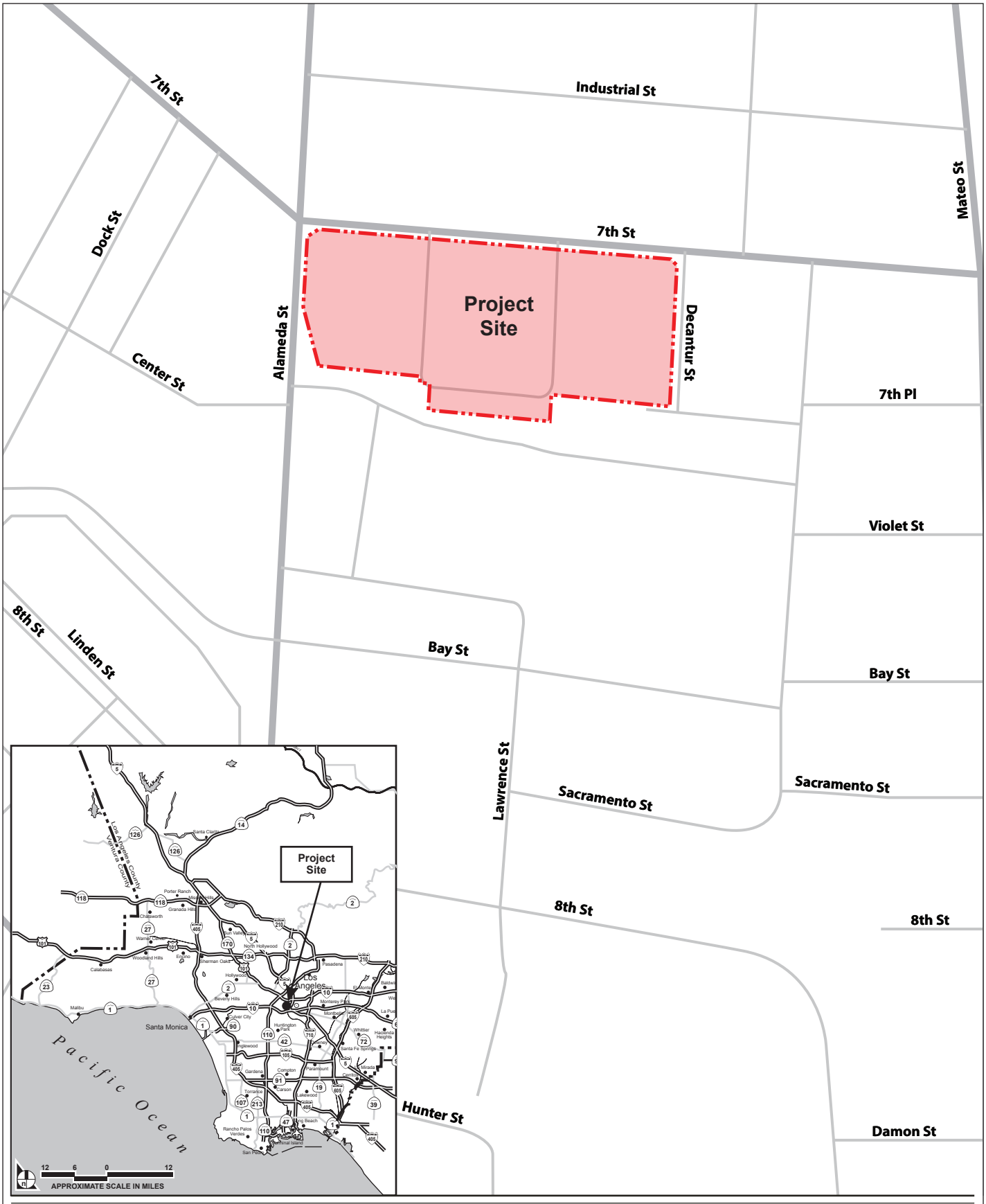

Figure 1
Project Location Map

Source: Eyestone Environmental, 2025.

(Metro A, B, D, and J Lines, other local/regional transit lines, and commuter rail) is located approximately 1.5 miles north of the Project Site; both are along Alameda Street.

3.2.2 Existing Conditions

As shown in the aerial photograph provided in Figure 2 on page 10, the Project Site is currently developed with an industrial building, an office building, and surface parking that previously served the Greyhound bus station and maintenance facility. The existing buildings comprise a total of approximately 136,438 square feet. The Project Site is relatively flat with limited ornamental landscaping. A total of 85 trees and 34 palms were identified within and surrounding the Project Site. Of the 85 trees, 13 are on-site trees within the Project Site and 72 are off-site trees (of which five (5) are off-site street trees and 67 are off-site private trees). Of the 34 palms identified, 21 palms are on-site and 13 palms are off-site. The trees identified consist of non-native species. Based on the Arborist Report included in Appendix IS-1 of this Initial Study, none of the trees are considered to be protected by the City of Los Angeles Protected Tree and Shrubs Ordinance No. 186,873.[5,6] In addition, no protected shrub species were found within or surrounding the Project Site.

The Project is located with the Downtown Community Plan (DTLA 2040) which became effective on January 27, 2025. Since the application for this Project was filed before DTLA 2040 became effective, the provisions of DTLA 2040 do not apply to this Project. As such, the Central City North Community Plan is still the operative land use document for the Project Site, and therefore, DTLA 2040 is not applicable to the Project or Project Site.

The Project Site is designated as Heavy Manufacturing and is zoned as M3-1-RIO (Heavy Industrial, Height District 1, River Improvement Overlay District). The M3 zone is an expressly corresponding zone to the Project Site's Heavy Manufacturing land use designation. The Project Site's zoning is therefore consistent with the Project Site's Community Plan land use designation.

The M3 zone allows for motion picture, television, video, and other media production (and supporting office) uses by right. The "1" in the Project Site's zoning designation refers to the Project Site's location in Height District 1. All uses located in the M3 zone and within Height District 1 are restricted to a maximum FAR of 1.5 times the property's buildable area.[7] Height District 1 does not impose a vertical height limitation on the Project Site. In addition, the M3 zone does not impose any setback requirements for commercial or industrial uses.

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5 Dudek, Arborist Report—Alameda Crossing Project, August 2024. See Appendix IS-1 of this Initial Study.

6 Pursuant to the Ordinance No. 186,873 and as defined in LAMC Section 17.02, a protected tree or shrub includes any of the following Southern California indigenous tree species, which measure 4 inches or more in cumulative diameter, 4.5 feet above the ground level at the base of the tree, or any of the following Southern California indigenous shrub species, which measure 4 inches or more in cumulative diameter, 4.5 feet above the ground level at the base of the shrub: Oak tree; Southern California Black Walnut tree; Western Sycamore tree; California Bay tree; Mexican Elderberry shrub; and Toyon shrub.

7 FAR and height restrictions can be found at LAMC Section 12.21.1.A.1.

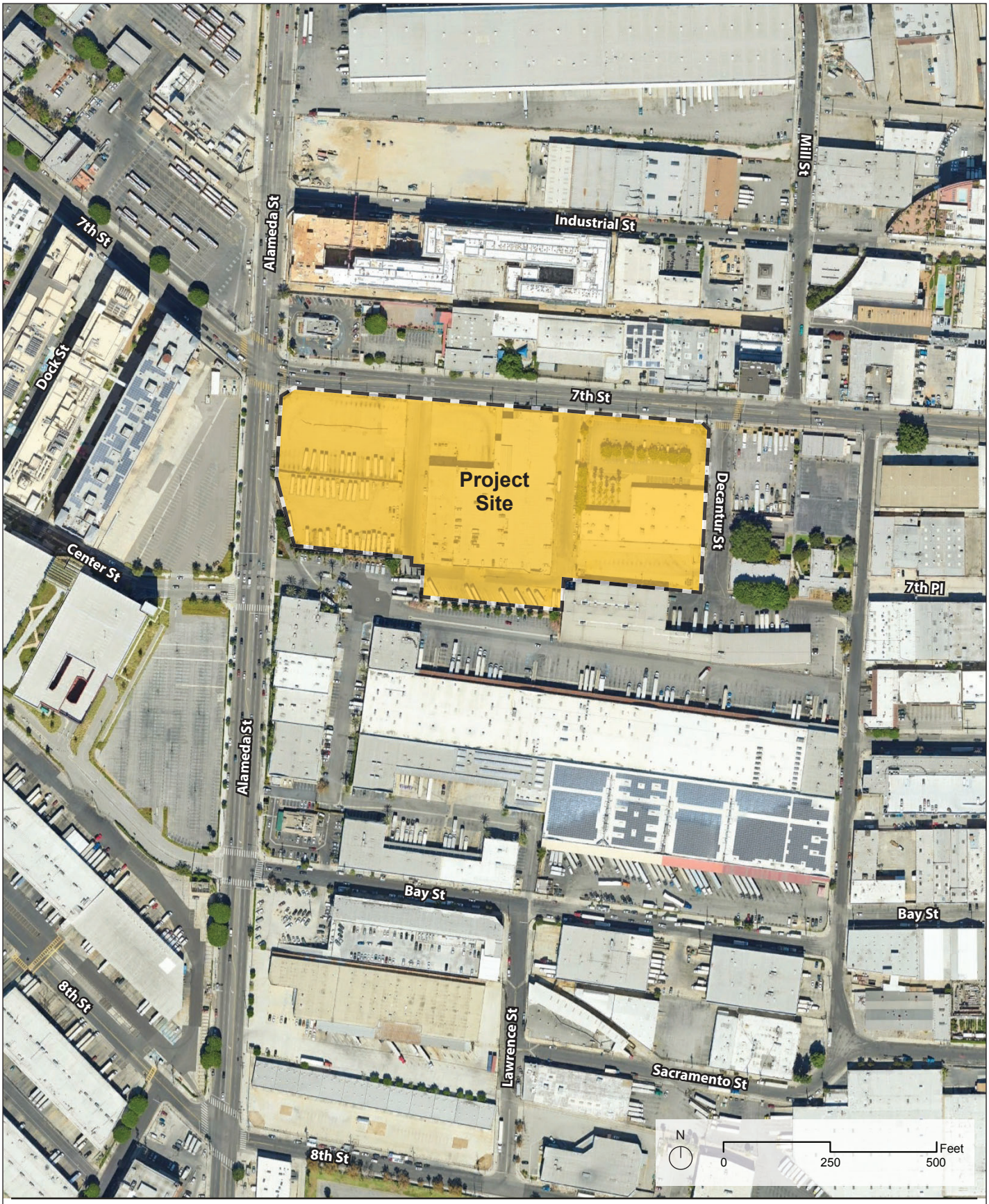

Figure 2
Aerial Photograph of the Project Vicinity

Source: Google Earth Pro, 2025; Eyestone Environmental, 2025.

The "RIO" in the Project Site's zoning designation refers to the Project Site's location in the Los Angeles River Improvement Overlay Zone. The RIO does not impose any use, FAR, height, or setback restrictions or standards. Pursuant to Los Angeles Municipal Code (LAMC) Section 13.17, projects in the Los Angeles River's outer core, including the Project, are required to comply with various screening standards and LAMC Section 13.17 requires that new landscaping utilize native species. The Project will comply with all landscaping, screening, and fencing requirements in LAMC Section 13.17.

The Project Site is also identified by the City in the Zoning Information and Map Access System (ZIMAS) as being in a Transit Priority Area as defined by Senate Bill (SB) 743 and the City Zoning Information (ZI) File No. 2452.[8] As described above, the Project Site is located within 0.5 miles of existing and planned major transit stops provided by Metro and LADOT. The Project Site is also located within a Methane Buffer Zone.[9]

3.2.3 Surrounding Land Uses

The Project Site is located in an area of the Community Plan that has predominantly included industrial, manufacturing, and commercial uses. Over the last several years, with the evolution of the Arts District neighborhood, nearby areas now include multifamily residential and live/work units, creative office, and community-serving uses, such as restaurants, breweries, and retail stores. The land uses in the immediate vicinity of the Project Site are characterized by a mix of low- to high-intensity industrial, commercial, and educational buildings. To the north of the Project Site, across 7th Street, are properties zoned as M3-1-RIO and [T][Q]C2-2D-RIO further to the north. These properties include surface parking lots and industrial, commercial, educational, and residential uses, including a McDonald's Restaurant, Para Los Niños School, the Institute of Contemporary Art (Los Angeles), various warehouse and retail uses, and a mid-rise multifamily residential building. The Project is also adjacent to the Downtown Los Angeles Industrial Historic District which is across 7th Street to the north. To the south of the Project Site, properties are zoned as M3-1-RIO and include wholesale produce and food distribution facilities. To the east of the Project Site, across Decatur Street, are properties zoned as [T][Q]C2-2D-RIO and PF-1XL-RIO and include a surface parking lot (with approved entitlements for a mixed-use residential and commercial project) and the Metropolitan Continuation High School. To the west of the Project Site, across Alameda Street, is land zoned M2-2D that includes the ROW DTLA complex with creative office, retail, restaurant, and other commercial uses within low- to mid-rise buildings, including an above-grade parking structure and surface parking.

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[8] SB 743 established new rules for evaluating aesthetic and parking impacts under CEQA for certain types of projects. Specifically, Public Resources Code Section 21099(d) states: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center on an infill site within a TPA shall not be considered significant impacts on the environment." TPAs are areas within 0.5 miles of a major transit stop that are existing or planned. Thus, in accordance with SB 743 and the City's ZI No. 2452, the Project's aesthetic and parking impacts are not considered significant as a matter of law.

[9] City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5166-032-011; 5166-034-008; -009; -016, http://zimas.lacity.org/, accessed March 22, 2024 and February 24, 2025.

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

The Project includes the development of a film/television studio production campus with sound stages and accessory uses, including production support, office, commissary, café, and mill spaces. The Project includes four buildings referred to as the Main Building and Buildings A, B, and C. The Main Building would comprise eight stories with a maximum height of 132 feet (measured from grade to the top of the parapet and mechanical screening) and would include production support, mill, commissary, and café uses along with supportive lobby, loading, bicycle parking, and back-of-house spaces on the ground floor, with one level of production support space on the second level, and six levels of office space adjacent to six levels of integrated parking. Buildings A, B, and C would each be one-story in height with a maximum height of 64 feet (measured from grade to the top of the parapet and mechanical screening) and each would be occupied by three sound stages (for a total of nine sound stages). The Project also includes approximately 48,500 square feet of ancillary basecamp area (i.e., uncovered paved areas that would support the production studio operations such as temporary parking of production vehicles, tents or trailers for different departments, such as makeup, wardrobe, etc.).

As detailed in Table 1 on page 13, the Project would comprise a total floor area of approximately 364,027 square feet with a FAR of 0.88:1. Approximately 718 vehicular parking spaces and 94 short-term and long-term bicycle parking spaces would be provided for the Project's proposed uses. Approximately 29,805 square feet of landscaped areas on-site and within the adjacent public right-of-way would also be provided. The existing industrial and office buildings consisting of approximately 136,438 square feet and the existing surface parking would be demolished as part of the Project. The Project would require minor off-site improvements that would generally be contained within the adjacent rights-of-way to the Project Site. Offsite improvements would consist of sidewalk, curb, and gutter repair, planting of street trees, and removal and installation of various underground utility infrastructure requiring minor trenching.

The Project also requests to merge Channing Street, Lawrence Street, and 7th Place into the Project Site, vacating these public streets. The Project would maintain the form of these public streets as private driveways for the Project's internal circulation, with controlled access along 7th Street and Decatur Street in the form of security guard booths and secured man doors, and/or card/RFID activated gate arms. Vehicle access would be provided at these locations, with two forty-foot wide driveways on 7th Street and one 22-foot wide driveway on Decatur Street, both permitting vehicle access before secured entry.

3.3.2 Design and Architecture

As discussed above and illustrated in Figure 3 on page 14, the Project includes a Main Building, and Buildings A, B, and C. The Main Building would be located within the northern portion of the Project Site along 7th Street. The Main Building would comprise approximately 189,671 square feet of floor area and would include production support uses, office space, mill space, a commissary, and a café. Six levels of parking would be integrated into the southern portion of the Main Building. As such, the visibility of the above-grade parking would be limited from off-site areas. The Main Building would include eight stories with a maximum height of 128 feet, as measured from grade, to the top of the building and 132 feet when including the parapet and mechanical screening. Building A would be

Table 1
Summary of Existing and Proposed Floor Area[a]

Land Use	Floor Area
Existing (All to Be Removed)	
Industrial	106,238 sf
Office	30,200 sf
Total Existing Floor Area to Be Removed	*136,438 sf*
New Construction	
Soundstages	174,356 sf
Production Support	27,492 sf
Mill Space	17,555 sf
Office	132,657 sf
Café	622 sf
Commissary	6,103 sf
Covered Outdoor Areas	5,242 sf
Total Floor Area Upon Completion	*364,027 sf[b]*

sf = square feet

[a] *Square footage is calculated pursuant to the Los Angeles Municipal Code (LAMC) definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."*

[b] *As described above, the Project also includes 48,500 square feet of ancillary basecamp area; however, this area is not included as part of the total floor area since it is not floor area per LAMC Section 12.03.*

Source: Eyestone Environmental, 2025.

located along the western portion of the Project Site and would be comprised of approximately 60,765 square feet to be used for three soundstages. Building B would be located within the southern portion of the Project Site and would be comprised of approximately 52,980 square feet to be used for three sound stages. Building C would be located within the eastern portion of the Project Site and would be comprised of approximately 60,611 square feet to also be used for three sound stages. Buildings A, B, and C would have maximum heights of 63 feet, 64 feet, and 64 feet, respectively, measured from grade to the top of the parapet and mechanical screening.

As illustrated in Figure 3 on page 14, the areas on the ground level adjacent to each of the buildings would be used as basecamp areas, which would be uncovered paved areas that would support ancillary production studio operations (e.g., temporary parking of production vehicles, tents or trailers for different departments, such as makeup, wardrobe, first aid, security, catering, etc.).

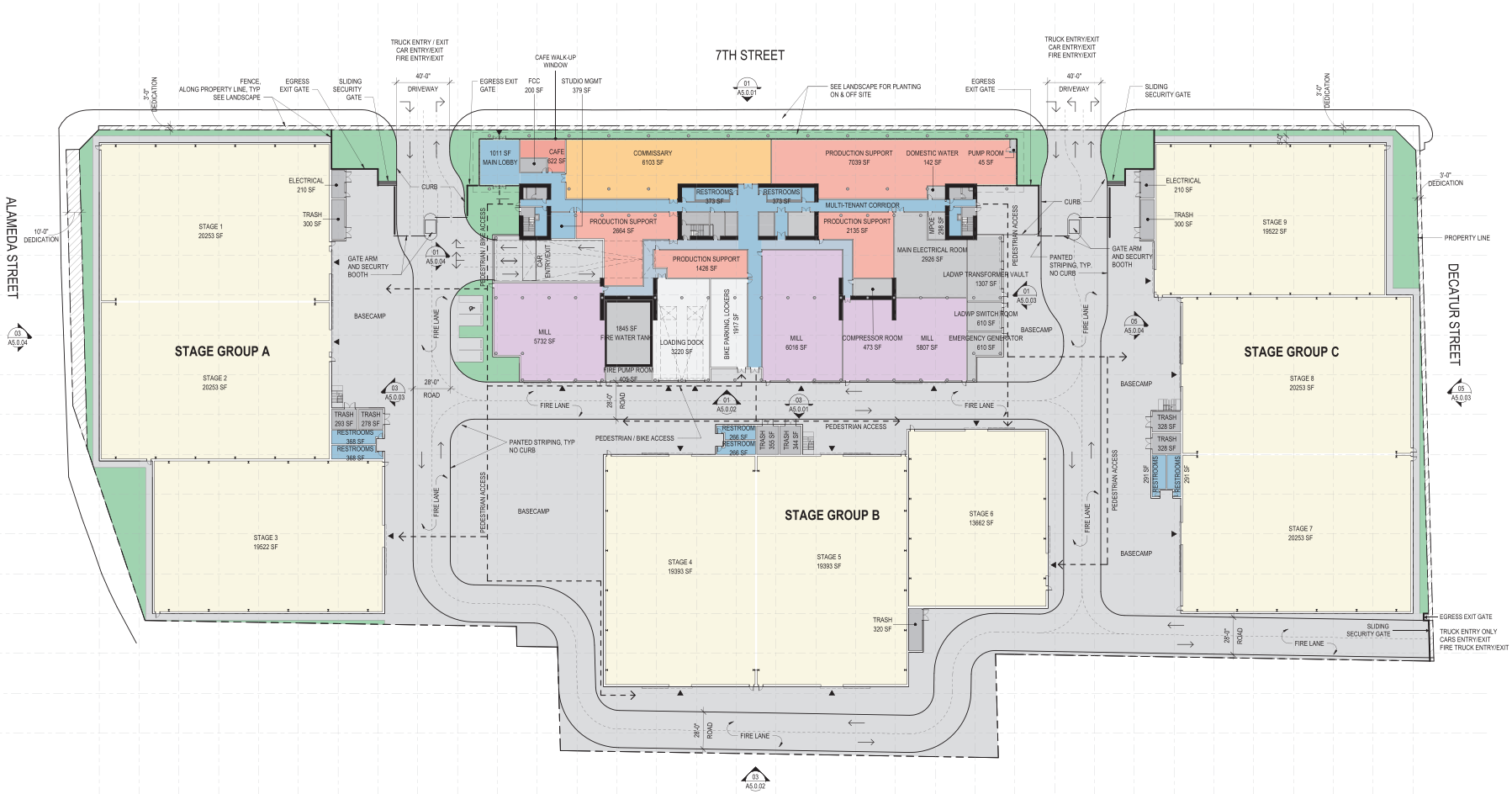


Figure 3
Conceptual Site Plan

Source: Skidmore, Owings & Merrill, 2024.

The sound stages are designed to be bold, yet simple, and are scaled to the public realm and internal user production needs. The public realm in the Arts District is often defined by long, simple buildings with an expressed structural or construction logic. The Project draws from the varied architectural styles of the area, incorporating strong vertical articulation to create a rhythm with the massing of the building, while using materials and themes from the surrounding buildings. Additionally, layering in landscape, a decorative fence and street trees would create a human scaled edge condition at the perimeter of the studio campus. Related to production needs, the nine sound stages are broken down into groups of three, the ideal size for typical production operations. Within these sound stage clusters the mass is further shifted to create a group of one and two stages. This shifting of the mass breaks down the wall of the sound stages and responds to the site geometry.

The position and proportion of the central building establishes both a clear site organization and a meaningful civic presence. The long face of the seven-story office building fronts 7th Street, engaging the City. With a ground floor commissary and cafe and floor-to-ceiling glass in the office floors above, the building's frontage engages with the public realm of 7th Street. The elongated proportions and utilitarian material palette of the building embraces the scale and materiality of its Arts District context. Thin concrete floor slabs supported by carefully proportioned exterior columns accentuate the industrial character of the buildings. The large, open office floor plates are punctuated at each end of the upper levels with double-height amenity terraces, offering views west toward the downtown skyline and east toward the Los Angeles River.

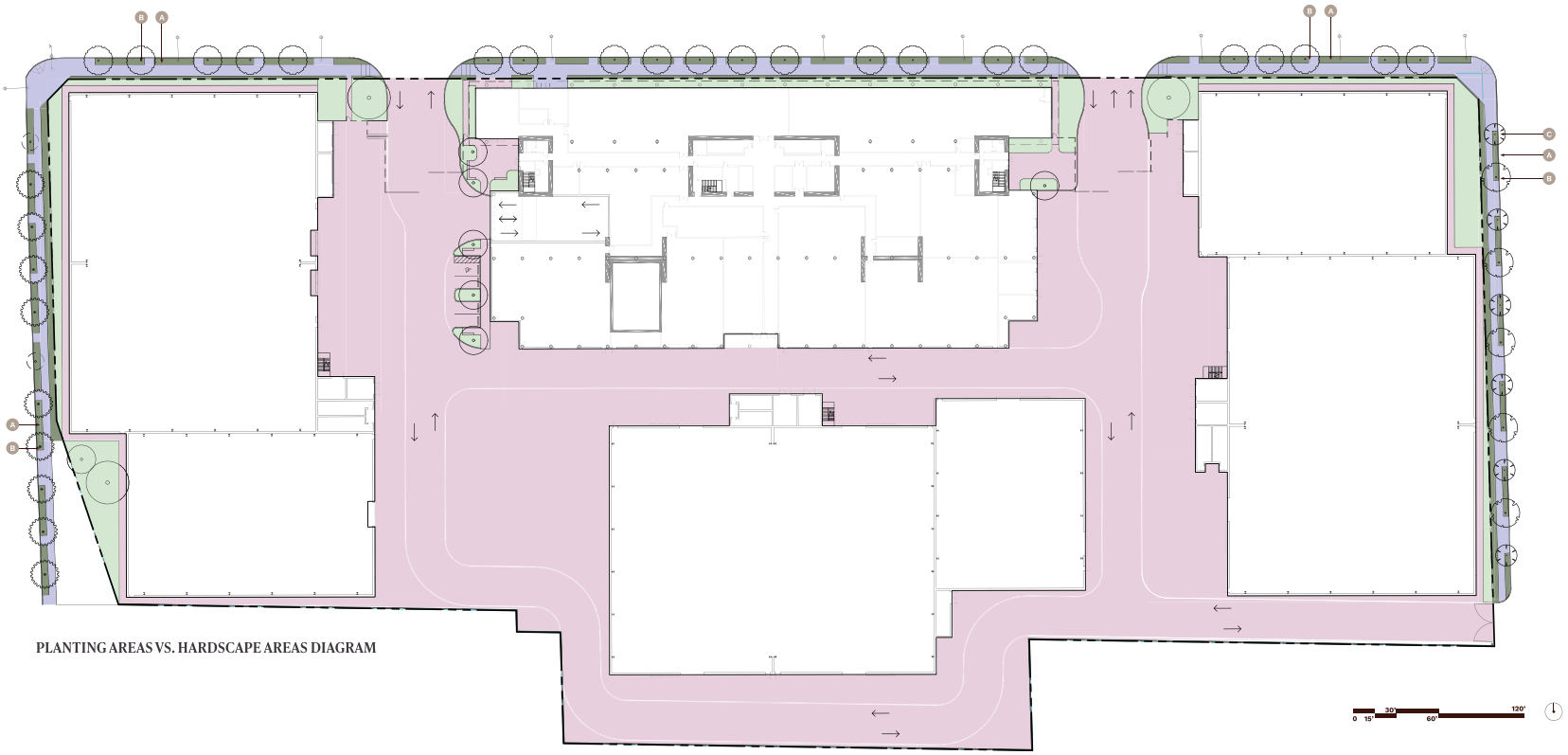
The design of the Project is intended to engage with the creative office and live/work residential uses of the Arts District. The primary pedestrian entry to the studio campus would be located in the northwestern corner of the Main Building along 7th Street, engaging with the intersection of 7th Street and Alameda Street. This entry lobby would include floor-to-ceiling glass along the street level, which would add porosity and provide a glimpse to the daily activity of the campus. The Project's pedestrian-friendly landscaping, pathway lighting and widened sidewalks would also further enhance the pedestrian experience near the Project Site. In addition, fencing around the Project Site would be designed as an extension of the planters along the façades with similar materials and finishes as the sound stage buildings. A conceptual rendering of the Project is illustrated in Figure 4 on page 16.

3.3.3 Outdoor Areas and Landscape Improvements

As a non-residential development, the Project is not required to provide open space in accordance with the LAMC. The Project's landscaping plan has been designed to enhance the public realm and provide usable outdoor areas on-site. As shown in Figure 5 on page 17, landscaping with cohesive plant palette would be used on the perimeter of the Project Site to enhance the streetscape and pedestrian access and used within the covered and uncovered patios/balconies on the Main Building's seventh and eighth levels. Specifically, the Project would provide approximately 29,805 square feet of landscaped areas, of which approximately 17,367 square feet would be within the Project Site and approximately 12,438 square feet would be within the adjacent public right-of-way. Plantings would include resilient, drought-tolerant native and adaptive tree, shrub, and groundcover species, including shade trees. In addition, the outdoor patio/balconies would include lounge seating areas.

Figure 4
Conceptual Rendering

Source: Skidmore, Owings & Merrill, 2025.



PLANTING AREAS VS. HARDSCAPE AREAS DIAGRAM

PLANTING AREA VS. HARDSCAPE AREA CALCULATIONS

	ONSITE		OFFSITE		
HARDSCAPE:	141,967 SF (90 %)	HARDSCAPE:	13,921 SF (53%)	**TOTAL HARDSCAPE AREA: 155,888 SF**	
SOFTSCAPE:	17,367 SF (10%)	SOFTSCAPE:	12,438 SF (47%)	**TOTAL SOFTSCAPE AREA: 29,805 SF**	
TOTAL:	159,334 SF	TOTAL:	26,359 SF		

SUMMARY OF NEW TREES PROVIDED

OFFSITE:	41
ONSITE:	9
TOTAL:	50

Figure 5
Conceptual Landscape Plan

Source: SALT Landscape Architects, 2025.

As part of the Project, the existing on-site trees and palms and the three non-protected street trees along 7th Street would be removed. The Project would plant 50 new trees including 41 street trees within the Project Site's adjacent public right-of-way, which would exceed the off-site non-protected tree replacement of six trees (removed street trees must be replaced at a 2:1 ratio) required by the LAMC. The Project would maintain the two existing street trees along the Alameda Street right-of-way adjacent to the Project Site.

3.3.4 Access, Circulation, and Parking

Vehicular access to the Project Site would be provided from two driveways along 7th Street, and an additional driveway on Decatur Street. A driveway located between Building A and the Main Building would include access for employee and visitor parking that would lead to the parking levels within the Main Building. A second driveway located between Building C and the Main Building would be used as a secondary driveway for internal access throughout the Project Site. Both of the driveways along 7th Street would also provide access for trucks entering and exiting the Project Site, as well as provide emergency fire access. The driveway along Decatur Street would provide ancillary access to the Project Site for vehicles and trucks, and also provide emergency fire access. Overall, the curb cuts along 7th Street would be reduced from five to two, the single curb cut along Alameda Street would be eliminated, and the single curb cut along Decatur Street would be maintained.

Due to the security requirements of studio campuses, access would be limited to controlled access gates adjacent to the two driveways along 7th Street, for pedestrians and cyclists accessing the site. In addition, the proposed Main Building would include a large lobby and a café at the ground level to enhance pedestrian activity along the street frontage while maintaining essential security. The proposed café located within the Main Building's ground floor would include a walk-up service window along 7th Street that is accessible to the public.

The Project is not required to provide parking pursuant to Assembly Bill (AB) 2097, which is a State law that prohibits public agencies or cities from imposing a minimum automobile parking requirement on most development projects, including studio campus developments like the Project, located within a half-mile radius of a major transit stop.[10] However, as previously discussed, approximately 718 parking spaces would be provided including 714 parking spaces within levels three through eight within the southern portion of the Main Building and four parking spaces at the surface parking area located to the west of the Main Building. Of these spaces, approximately 216 spaces would be EV parking spaces. Additionally, the Project would provide 94 short-term and long-term bicycle parking stalls that would be located on the ground level of the Main Building and integrated in the landscape zones along the Main Building's 7th Street frontage within the public right-of-way to meet the LAMC requirement. Lockers and showers associated with the long-term bicycle parking would be provided on the ground level of the Main Building.

[10] City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5166-032-011; 5166-034-008; -009; -016, http://zimas.lacity.org/, accessed March 22, 2024 and February 24, 2025.

3.3.5 Lighting and Signage

All Project lighting would comply with current energy standards and codes (i.e., California Code of Regulations, Title 24, Part 11; referred to as the CALGreen Code) in effect at the time of construction 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, 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 City's 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 Project proposes to establish a Signage Supplemental Use District (Sign District). Signage regulations included in the Sign District would set forth the requirements governing signage, including the allowable sign types, locations, maximum size or coverage, illumination, and refresh rates for signage at the Project Site. New Project signage would be integrated with and complement the overall aesthetic character of proposed on-site development and surroundings. Project signage may include awning signs, banner signs, channel letter signs, digital displays, identification signs, illuminated architectural canopy signs, information signs, monument signs, mural signs, pole signs, project signs, security markings, supergraphic signs, temporary signs (including temporary signs on temporary construction walls), wall signs, and wayfinding signs. Project signage may also include both externally and internally lit signs. The Sign District regulations would only allow on-site signs, and off-site signs would be prohibited.

3.3.6 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.

3.3.7 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). In compliance with Code requirements, a number of specific sustainable design components would be incorporated into the Project, potentially including, but not limited to: Energy Star appliances; 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; short- and long-term bicycle parking; use of daylighting where feasible; and energy-efficient lighting. The Project would also include a PV system with storage batteries for the office building in compliance with Title 24. Preliminary calculations indicate that the system required for the site will be PV panels with a total output of 100 kW (approximately 8,000 square feet), along with a 160 kWh battery storage system. Such measures would address energy conservation, water conservation, and waste reduction and will be further defined in the EIR.

3.3.8 Anticipated Construction Schedule

Project construction would begin with the demolition of the existing buildings and surface parking areas structures. The next phase would include grading and excavation for foundations. The foundation would then be laid, followed by building construction, and then finally paving and landscaping installation. Project construction is anticipated to commence in 2027 and be completed in 2029. Project excavation would extend to a depth of up to 20 feet below ground surface. It is estimated that up to 17,000 cubic yards of export would be hauled off the Project Site (however, some of the export may be rebalanced on the Project Site) and up to 96,750 cubic yards of soil would be imported to the Project Site. Haul trucks would generally travel out of the Project Site onto 7th Street and along Alameda Street to and from Interstate 10 and the Project Site.

3.4 REQUESTED PERMITS AND APPROVALS

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:

- Pursuant to LAMC Section 12.32 S, the establishment of a Sign District (SN Supplemental Use District) for the Project Site;
- Pursuant to LAMC Section 12.24 T and 12.24 U.14, a Vesting Conditional Use for a Major Development Project which creates or adds 100,000 sf or more of floor area of non-residential or non-warehouse uses in the M3 Zone;
- Pursuant to LAMC Section 16.05, a Site Plan Review for a development that results in an increase of 50,000 sf or more non-residential floor area and/or generates more than 1,000 average daily trips.
- Pursuant to LAMC Section 17.15 and 17.03, a Vesting Tentative Tract Map for the merger and re-subdivision of the site, and the merger of portions of the Channing Street, Lawrence Street, and 7th Place rights-of-way, into one ground lot and four airspace lots; and a Haul Route for 17,000 cubic yards of soil export and 96,750 cubic yards of import; and
- 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, off-site or right-of-way encroachment permits, on-site and off-site tree removal permits, and sign permits.

3.5 RESPONSIBLE PUBLIC AGENCIES AND TRUSTEE 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 (State CEQA Guidelines Section 15381). No responsible agency has been identified for the Project.

A Trustee Agency under CEQA is a State agency that has jurisdiction by law over natural resources affected by a project, that are held in trust for the people of the State of California (PRC Section 21070). To be considered a Trustee Agency for a project, the project must affect natural resources within the agency's jurisdiction (State CEQA Guidelines Section 15386). No trustee agency has been identified for the Project.

4 ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

Senate Bill (SB) 743 [Public Resources Code (PRC) Section 21099(d)] sets forth new guidelines for evaluating project transportation impacts 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 miles 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."[11] *PRC Section 21099 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. 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 City's 2006 L.A. CEQA Thresholds Guide, including those established for aesthetics, obstruction of views, shading, and nighttime illumination.*

The related City's Department of City Planning (Department of City Planning) Zoning Information (ZI) File 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."[12]

PRC Section 21099 applies to the Project as an employment center project located on an infill site within a TPA. The Project Site is located on an infill site, as that term is defined in PRC Section 21099(a)(4), because the Project Site is located within a highly urbanized area of the City and includes lots that have been previously developed. In addition, as illustrated in Figure 6 on page 23, the Project Site is located within a TPA because it is located within 0.5 miles of an existing "major transit stop." In particular, the Project Site is located within 0.5 miles of Metro Line 53 and 50 at the intersection of 7th Street and Central Avenue, Metro Line 53 and 720 at the intersection of 6th Street and Central Avenue, and Metro Line 53 and 66 at the intersection of Central Avenue and Olympic Avenue. The City's Zone Information and Map Access System (ZIMAS) also confirms the Project Site's location within a TPA, as defined in ZI No. 2452. Therefore, in accordance with PRC Section 21099(d)(1), the Project is exempt from an analysis of aesthetic impacts under CEQA.

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[11] California Assembly Bill 2553, which went into effect on January 1, 2025, amends Section 21064.3 of the Public Resources Code to revise the definition of "major transit stop." The new definition increases the service interval frequency to 20 minutes, whereas the previous definition required a frequency of 15 minutes or less during peak commute periods.

[12] Department of City Planning, ZI No. 2452, TPAs/Exemptions to Aesthetics and Parking Within TPAs Pursuant to CEQA.

Figure 6
Project Site Location within TPA

Source: Gibson Transportation Consulting, Inc., 2025.

The analysis regarding aesthetics in this Initial Study (or in the EIR, if any aesthetic impact discussion is included) 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 pursuant to PRC Section 21099(d)(1).

	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. Pursuant to PRC Section 21099, the Project is an employment center project that would be located on an infill site within a TPA. Therefore, in accordance with PRC Section 21099(d)(1), the Project's aesthetics impacts shall not be considered significant impacts on the environment and therefore do not have to be evaluated under CEQA. Impacts would be less than significant, and no further evaluation of this topic 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 a state scenic highway. The nearest officially eligible State scenic highway is along the Foothill Freeway (I-210) between Interstate 5 and State Route (SR) 134, located approximately 15.6 miles north of the Project Site, and the nearest designated State scenic highway is SR-2 north of Interstate 210, which is located outside the City,

approximately 20 miles northeast of the Project Site.[13] Therefore, the Project would not substantially damage scenic resources within a State scenic highway as no scenic highways are located near the Project Site. Notwithstanding, as described above, pursuant to PRC Section 21099, the Project is an employment center project that would be located on an infill site within a TPA. Therefore, in accordance with PRC Section 21099(d)(1), the Project's aesthetics impacts shall not be considered significant impacts on the environment and therefore do not have to evaluated under CEQA. Impacts would be less than significant, and no further evaluation of this topic 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. Pursuant to PRC Section 21099, the Project is an employment center project that would be located on an infill site within a TPA. Therefore, in accordance with PRC Section 21099(d)(1), the Project's aesthetics impacts shall not be considered significant impacts on the environment and therefore do not have to evaluated under CEQA. Impacts would be less than significant, and no further evaluation of this topic 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. Pursuant to PRC Section 21099, the Project is an employment center project that would be located on an infill site within a TPA. Therefore, in accordance with PRC Section 21099(d)(1), the Project's aesthetics impacts shall not be considered significant impacts on the environment and therefore do not have to be evaluated under CEQA. Impacts would be less than significant, and no further evaluation of this topic 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.

[13] California Department of Transportation, Scenic Highways, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed February 24, 2025.

	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. As described in Section 3, Project Description, of this Initial Study, the Project Site is currently occupied by an industrial building, an office building, and surface parking that previously served the Greyhound bus station and maintenance facility. No agricultural uses or operations involving farmland occur on-site or in the vicinity of the Project Site. Furthermore, 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.[14,15] As such, the Project would not convert farmland to a non-agricultural use. No impacts would occur, and no further evaluation of this topic in an EIR is required.

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[14] City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5166-032-011; 5166-034-008; -009; -016, http://zimas.lacity.org/, accessed March 22, 2024 and February 24, 2025.

[15] California Department of Conservation, California Important Farmland Finder, https://maps.conservation.ca.gov/DLRP/CIFF/App/index.html?marker=-118.29152006048791%2C34.02551004278704%2C%2C%2C%2C&markertemplate=%7B%22title%22%3A%22%22%2C%22longitude%22%3A-118.29152006048791%2C%22latitude%22%3A34.02551004278704%2C%22isIncludeShareUrl%22%3Atrue%7D&level=14, accessed February 24, 2025.

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

No Impact. The Project Site is zoned M3-1-RIO (Heavy Industrial, Height District 1, River Improvement Overlay District). The M3 zone allows a variety heavy industrial and commercial uses, including but not limited to motion picture, television, video, and other media production (and supporting office) uses.[16] The Project Site is not zoned for agricultural use. Furthermore, uses surrounding the Project Site are zoned M3-1-RIO, C2-2D-RIO, PF-1XL-RIO, and M2-2D. As such, no agricultural zoning is present in the surrounding area. Additionally, the Project Site and surrounding area are not enrolled under the California Land Conservation Act and are not subject to a Williamson Act Contract.[17] Therefore, the Project would not conflict with any zoning for agricultural uses or a Williamson Act Contract. No impacts would occur, and 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 discussed above in Response to Checklist Question II.a, the Project Site is located in an urbanized area and is currently occupied by an industrial building, an office building, and surface parking. The Project Site does not include any forest land or timberland. In addition, the Project Site is not zoned for forest land and is not used as forest land.[18] Therefore, the Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland as defined by the PRC. No impacts would occur, and 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 in Response to Checklist Question II.a, the Project Site is located in an urbanized area and does not include any forest land. Therefore, the Project would not result in the loss or conversion of forest land to non-forest use. No impacts would occur, and 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 discussed above in Response to Checklist Question II.a, the Project Site is located in an urbanized area of the City and does not include farmland or forest land. Furthermore, the Project Site and surrounding area are not mapped as farmland or forest land, are not zoned for

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16 Department of City Planning, List of Uses Permitted in Various Zones, December 2022

17 California Department of Conservation, The Williamson Act Status Report 2020–21, May 2022.

18 ZIMAS, Parcel Profile Report for APNs 5166-032-011; 5166-034-008; -009; -016, http://zimas.lacity.org/, accessed March 22, 2024 and February 24, 2025.

farmland/agricultural use or forest land, and do not contain any agricultural or forest uses.[19] As such, the Project would not result in the conversion of farmland to non-agricultural use or in the conversion of forest land to non-forest use. No impacts would occur, and no further evaluation of this topic in an EIR is required.

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). Within the Basin, the South Coast Air Quality Management District (SCAQMD) is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone, particulate matter less than 2.5 microns in size [$PM_{2.5}$], and lead[20]). SCAQMD's Air Quality Management Plan (AQMP) contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG). 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

[19] ZIMAS, Parcel Profile Report for APNs 5166-032-011; 5166-034-008; -009; -016, http://zimas.lacity.org/, accessed March 22, 2024 and February 24, 2025.

[20] Partial Nonattainment designation for lead for the Los Angeles County portion of the South Coast Air Basin only.

the environment.[21] With regard to future growth, SCAG has prepared their Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which provides population, housing, and employment projections for cities under its jurisdiction. The growth projections in the 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. As a result, development of the Project could have a potential adverse effect on SCAQMD's implementation of the AQMP. Therefore, further evaluation of the Project's potential conflicts with the AQMP will be included in the EIR.

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, particulate matter less than 10 microns in size (PM_{10}), and $PM_{2.5}$. Construction related pollutants are typically associated with sources such as construction worker vehicle trips, trucks exporting debris or soil, operation of construction equipment, removal of the surface parking lot, site grading and preparation activities, and the application of architectural coatings. During Project operation, air pollutants would be emitted on a daily basis from motor vehicle travel, energy consumption, and other on-site activities. As a result, implementation of the Project could potentially contribute to air quality impacts, which could cause a cumulative impact in the Basin. Therefore, further evaluation of the Project's potential cumulative air pollutant emissions will be included in the EIR.

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

Potentially Significant Impact. According to the California Air Resources Board, sensitive receptors include children, the elderly, asthmatics, and others who are at a heightened risk of negative health outcomes due to exposure to air pollution. The locations where these sensitive receptors congregate are considered sensitive receptor locations. As discussed above, the Project could 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 to the north and institutional (school) uses to the north and east. Therefore, further evaluation of the Project's potential to result in substantial adverse impacts to sensitive receptors will be included in the EIR.

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

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

sufficient to affect a substantial number of people. With respect to Project operation, 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. As a film /television studio production campus, the Project would not involve operation of these types of uses. In addition, 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.

Construction and operation of the Project would also comply with SCAQMD Rules 401, 402, and 403, which would reduce impacts related to visible emissions, public nuisance, and fugitive dust, respectively.[22] In particular, 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.[23]

Based on the above, the Project would not result in other emissions such as those leading to odors or visible emissions. As such, impacts regarding other emissions during construction and operation of the Project would be less than significant, and no further evaluation 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?	☐	☐	☒	☐

[22] SCAQMD, Visible Emissions, Public Nuisance, and Fugitive Dust, www.aqmd.gov/home/rules-compliance/compliance/inspection-process/visible-emissions-public-nuisance-fugitive-dust, accessed February 24, 2025.

[23] SCAQMD, Rule 402, Nuisance, adopted May 7, 1976.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 occupied by an industrial building, an office building, and surface parking. As described in Section 3, Project Description, of this Initial Study, the Project Site is relatively flat with limited ornamental landscaping. According to the Arborist Report prepared for the Project included in Appendix IS-1 of this Initial Study, a total of 85 trees were identified within and surrounding the Project Site, including 13 on-site trees (within the Project Site) and 72 off-site trees (within 50 feet of the Project Site). None of the inventoried trees are of a protected species pursuant to the City's Protected Tree and Shrubs Ordinance. Of the 72 off-site trees, five (5) are considered protected City street trees.[24,25] A total of 34 palms were observed within the survey area, including 21 on-site palms (within the Project Site) and 13 off-site palms (within 50 feet of the Project Site).

[24] Dudek, Arborist Report—Alameda Crossing Project, August 2024. See Appendix IS-1 of this Initial Study.

[25] Pursuant to the Ordinance No. 186,873 and as defined in LAMC Section 17.02, a protected tree or shrub includes any of the following Southern California indigenous tree species, which measure 4 inches or more in cumulative diameter, 4.5 feet above the ground level at the base of the tree, or any of the following Southern California indigenous shrub species, which measure 4 inches or more in cumulative diameter, 4.5 feet above the ground level at the base of the shrub: Oak tree; Southern California Black Walnut tree; Western Sycamore tree; California Bay tree; Mexican Elderberry shrub; and Toyon shrub.

Due to the urbanized and disturbed nature of the Project Site and the surrounding areas, along with the lack of large expanses of open space areas within and in the vicinity of the Project Site, species likely to occur on-site are limited to small terrestrial and avian species typically found in urbanized developed settings. As such, due to the developed nature of the Project Site as well as 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)[26] or by the U.S. Fish and Wildlife Service (USFWS)[27] 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.[28] Additionally, the Project would include the planting of additional street trees along Alameda Street, Decatur Street, and 7th Street and would replace the existing street trees along 7th Street to be removed. 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 further evaluation 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?

Less Than Significant Impact. The Project Site is located in an urbanized area and is currently occupied by an industrial building, office building, and surface parking. No riparian or other sensitive natural community exists on the Project Site or in the immediate surrounding area.[29,30] 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.[31,32] There are no other sensitive natural communities identified by the CDFW or the USFWS.[33,34] Additionally, although the Project Site is in proximity to the Los Angeles River, development of the Project would not have an adverse effect on any riparian habitat in the Los Angeles River since the Project Site is located approximately 0.4 miles west of the Los Angeles River and is separated by the Los Angeles River by several City blocks and intervening development, and therefore, the Project would not encroach into the Los Angeles River. Also, the Los Angeles River in this area is concrete lined and the primary areas

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26 California Department of Fish and Wildlife, California Natural Diversity Database, Special Animals List, January 2024.

27 United States Fish and Wildlife Service, ECOS Environmental Conservation Online System, Listed species believed to or known to occur in California, https://ecos.fws.gov/ecp/report/species-listings-by-state?stateAbbrev=CA&stateName=California&statusCategory=Listed, accessed February 24, 2025.

28 City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, Figure BR-1C—Biological Resources Areas (Central Geographical Area), January 19, 1995, p. 2-18-5.

29 City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5166-032-011; 5166-034-008; -009; -016, http://zimas.lacity.org/, accessed March 22, 2024 and February 24, 2025.

30 United States Fish and Wildlife Service, National Wetlands Inventory, www.fws.gov/wetlands/data/Mapper.html, accessed February 24, 2025.

31 City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, Figure BR-1C—Biological Resources Areas (Central Geographical Area), January 19, 1995, p. 2-18-5.

32 County of Los Angeles, Department of Regional Planning, Figure 9.3 Significant Ecological Areas and Coastal Resource Areas Policy Map, February 2015.

33 California Department of Fish and Wildlife, Biogeographic Information and Observation System (BIOS), Hollywood Quad Species List, https://apps.wildlife.ca.gov/bios/, accessed February 24, 2025.

34 California Department of Fish and Wildlife, CDFW Lands, https://apps.wildlife.ca.gov/lands/, accessed February 24, 2025.

of the river that presently support riparian habitat are the Sepulveda Basin (approximately 25.6 miles northwest of the Project Site) and the Glendale Narrows (approximately 7 miles north of the Project Site).[35] The Project would also comply with the City's RIO District landscaping requirements, as applicable. Therefore, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. Impacts would be less than significant, and no further evaluation of this topic in an EIR is required.

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?

Less Than Significant Impact. As discussed above, the Project Site is located in an urbanized area and is currently occupied by an industrial building, an office building, and surface parking. No State and federally protected wetlands exist on the Project Site or in the immediate surroundings of the Project Site.[36] As previously discussed, the Project Site is located approximately 0.4 miles west of the Los Angeles River and is separated by the Los Angeles River by several City blocks and intervening development. As such, the Project would not have an adverse effect on State or federally protected wetlands. Impacts would be less than significant, and 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 described above, the Project Site is located in an urbanized area and is currently occupied by an industrial building, an office building, and surface parking. In addition, the areas surrounding the Project Site are fully developed and there are no large expanses of open space areas within or surrounding the Project Site that provide linkages to natural open spaces areas which may serve as wildlife corridors. Furthermore, the Project Site is not located in or adjacent to a Biological Resource Area or Significant Ecological Area as defined by the City or County of Los Angeles.[37,38]

According to the Arborist Report prepared for the Project by Dudek in August 2024, which is included in Appendix IS-1 of this Initial Study, a total of 85 trees were identified within and surrounding the Project Site, including 13 on-site trees (within the Project Site) and 72 off-site trees (within 50 feet of the Project Site). None of the inventoried trees are of a protected species pursuant to the City's Protected Tree

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35 City of Los Angeles, Los Angeles River Revitalization, Ecosystem, http://lariver.org/ecosystem, accessed February 24, 2025.

36 United States Fish and Wildlife Service, National Wetlands Inventory, www.fws.gov/wetlands/data/Mapper.html, accessed February 24, 2025.

37 City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, Figure BR-1C—Biological Resources Areas (Central Geographical Area), January 19, 1995, p. 2-18-5.

38 County of Los Angeles, Department of Regional Planning, Figure 9.3 Significant Ecological Areas and Coastal Resource Areas Policy Map, February 2015.

and Shrubs Ordinance. Of the 72 off-site trees, five (5) are considered protected City street trees.[39,40] A total of 34 palms were observed within the survey area, including 21 on-site palms (within the Project Site) and 13 off-site palms (within 50 feet of the Project Site).

As part of the Project, the 13 existing on-site trees and three (3) street trees would be removed. In addition, 21 palms within the Project Site and two (2) off-site palms would be removed as part of the Project. The trees to be removed could potentially provide nesting sites for migratory birds. Furthermore, the palms to be removed could also be used by small terrestrial and avian species, such as bats. Bats are considered non-game mammals and are afforded protection by State law from take and/or harassment. Specifically, CCR Title 14, Section 251.1, prohibits harassment (defined in that section as an intentional act that disrupts an animal's normal behavior patterns, including breeding, feeding, or sheltering) of nongame mammals, and California Fish and Game Code Section 4150), prohibits "take" or possession of all nongame mammals or parts thereof. Any activities resulting in bat mortality, such as the destruction of an occupied bat roost that results in the death of bats; or disturbance that causes the loss of a maternity colony of bats, which may also result in the death of young bats; or various modes of nonlethal pursuit or capture may be considered "take" as defined in Section 86 of the California Fish and Game Code.

The Project would comply with the Migratory Bird Treaty Act (MBTA), which prohibits the take, possession, import, export, transport, sale, 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 (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." In compliance with existing regulations, and as set forth in Project Design Feature BIO-PDF-1, tree or vegetation removal activities associated with the Project would occur outside of the nesting season (February 1–August 31), to the extent feasible. Should tree or vegetation removal activities occur during the nesting season, the Applicant would retain a biological monitor during the removal activities to ensure that no active nests would be impacted. If active nests are found during removal activities, a buffer would be established until the fledglings have left the nest. The size of the buffer area varies with species and local circumstances (e.g., presence of busy roads) and would be based on the professional judgement of the monitoring biologist, in coordination with the CDFW, as appropriate. Therefore, with compliance with existing regulatory requirements and incorporation of best management practices during the nest season as outlined in Project Design Feature BIO-PDF-1, below, and as set forth in the Arborist Report, 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. Impacts would be less than significant, and no further evaluation of this topic in an EIR is required.

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[39] Dudek, Arborist Report—Alameda Crossing Project, August 2024. See Appendix IS-1 of this Initial Study.

[40] Pursuant to the Ordinance No. 186,873 and as defined in LAMC Section 17.02, a protected tree or shrub includes any of the following Southern California indigenous tree species, which measure 4 inches or more in cumulative diameter, 4.5 feet above the ground level at the base of the tree, or any of the following Southern California indigenous shrub species, which measure 4 inches or more in cumulative diameter, 4.5 feet above the ground level at the base of the shrub: Oak tree; Southern California Black Walnut tree; Western Sycamore tree; California Bay tree; Mexican Elderberry shrub; and Toyon shrub.

Project Design Feature BIO-PDF-1: The Project Applicant will include on the Project plans an acknowledgement of the requirements to comply with the Migratory Bird Treaty Act and California Fish and Game Code Section 3503 and best management practices recommended by a Qualified Biologist to avoid impacts to active nests, including checking for nests prior to construction activities during nesting season (February 1 to August 31) and what to do if an active nest is found, including inadvertently during grading or construction activities. To the extent feasible tree removal would occur outside of nest season. Such best management practices will include giving an adequate construction and grading buffer to avoid the active nest during construction, such as the following:

- **Pre-Construction Survey:** For any Project requiring tree or vegetation removal during the bird nesting season (February 1 to August 31), a pre-construction nesting bird survey of all suitable habitat will be conducted no more than 10 days prior to the initiation of demolition or tree or vegetation removal to determine if nesting birds are present. The pre-construction nesting bird survey will be conducted on foot within the Project Site boundaries by a Qualified Biologist.
- **Buffer for Active Nests:** If any active bird nest is found during a pre-construction nesting bird survey or is discovered inadvertently during construction related activities, a Qualified Biologist will recommend an avoidance buffer which will be no less than is necessary to protect the nest, eggs and/or fledglings, from damage or disturbance in consideration of the following factors: the bird species, the availability of suitable habitat within the immediate area, the proposed work activity, and existing disturbances associated with surrounding land uses. The buffer will be demarcated using bright orange construction fencing, flagging, or other means to mark the boundary of the buffer. All construction personnel will be notified of the buffer zone and will avoid entering the protected area. No ground disturbing activities or vegetation removal will occur within this buffer area until the Qualified Biologist has confirmed that breeding/nesting is complete and the young have fledged the nest and/or that the nest is no longer an active nest.

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's Protected Tree and Shrub Ordinance (Ordinance 186873, LAMC Chapter IV, Article 6) regulates the relocation or removal of all Southern California native oak trees (excluding scrub oak), Southern California black walnut trees, Western sycamore trees, California Bay trees, Mexican Elderberry shrubs, and Toyon shrubs of at least 4 inches in diameter at breast height or 4.5 feet above the ground level at the base of the tree or shrub. These native tree and shrub species are defined as "protected" by the City. Trees or shrubs that have been planted as part of a tree planting program are exempt from the City's Protected Tree and Shrub Ordinance and are not protected. The City's Protected Tree and Shrub Ordinance prohibits, without a permit, the removal of any regulated protected tree, including "acts that inflict damage upon root system or other parts of the tree or shrub …" The protected tree or shrub must be replaced within the property by at least four specimens of a protected variety, except where the protected species is relocated pursuant to the LAMC. In addition, a protected tree shall only be replaced by other protected tree varieties and shall not be replaced by shrubs. A protected shrub shall only be replaced by other protected shrub varieties and shall not be

replaced by trees, to the extent feasible as determined by the Advisory Agency, Board of Public Works, or a licensed or certified arborist.

According to the Arborist Report prepared for the Project included in Appendix IS-1 of this Initial Study, 85 existing trees and 34 palms were identified within and surrounding the Project Site. Of the 85 trees, 13 are on-site trees within the Project Site and 72 are off-site trees. Of the 34 palms identified, 21 palms are on-site and 13 palms are off-site. As provided in the Arborist Report, none of the tree within and surrounding the Project Site are of a protected species under the City's Tree Preservation Ordinance No. 186,873. In addition, no protected shrub species were found within or surrounding the Project Site.

As part of the Project, three existing street trees adjacent to the Project Site would be removed. In accordance with City requirements, these trees would be replaced at a 2:1 ratio. In addition, the Project would include the planting of additional street trees along 7th Street, Decatur Street, and Alameda Street. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources. Impacts would be less than significant, and 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. As described above, the Project Site is located in an urbanized area and is currently occupied by an industrial building, an office building, and surface parking. No Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the Project Site.[41] Thus, the Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other related plans. No impact would occur, and no further evaluation of this topic in an 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?	☒	☐	☐	☐

[41] California Department of Fish and Wildlife, California Natural Community Conservation Plans, August 2023.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 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 a 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 described in Section 3, Project Description, of this Initial Study, the Project Site is currently developed with an industrial building, an office building, and surface parking that previously served the Greyhound bus station and maintenance facility. The industrial building was constructed in approximately 1971 and thus meets the National Register's 50-year threshold for evaluating a potential historic resource. In addition, the Project Site is located adjacent to the Downtown Los Angeles Industrial Historic District (across 7th Street). As such, further evaluation of the Project's potential impacts to historic resources will be provided in an 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 a highly urbanized area of the City and has been subject to grading, excavation, and development in the past. Thus, surficial archaeological resources that may have existed at one time have likely been previously disturbed. Nevertheless, the Project would require grading to a depth of up to 20 feet below grade and other construction activities that could have the potential to disturb previously undiscovered

archaeological resources. Therefore, 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. As discussed above, the Project Site is located in an urbanized area and has been subject to previous grading and development. Therefore, the potential for uncovering human remains on the Project Site is low. The Project would require excavation of the Project Site and adjacent right-of-way to a depth of up to 20 feet. If human remains were discovered during construction of the Project, work in the immediate vicinity of the construction area would be halted, the County Coroner, construction manager, and other entities 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 determined the remains to be Native American, the coroner shall contact the Native American Heritage Commission who shall identify the person or persons it believes to be most likely descended from the deceased Native American. 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, the Project's impact related to human remains would be less than significant. 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. The Project would generate an increased demand for electricity and, potentially, 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 due to compliance with existing regulations, further evaluation 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 Renewables Portfolio Standard (RPS) requires all electric load serving entities to procure 60 percent of its electricity portfolio from eligible renewable energy resources by 2030.[42] 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.

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 2022 Title 24 standards, which became effective on January 1, 2023.[43]

As previously described, the Project Site is currently occupied by an industrial building, an office building, and surface parking. The Project Site does not include any renewable energy sources used by LADWP. The Project has been designed and would be constructed to incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and the State's Green Building Standards Code (CALGreen). While the Project would not be anticipated to conflict with or obstruct a State or local plan for renewable energy or energy efficiency, further evaluation of 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 provided 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:				

[42] CPUC, California Renewables Portfolio Standard (RPS) Program, www.cpuc.ca.gov/RPS_Overview/, accessed February 24, 2025.

[43] CEC, 2019 Building Energy Efficiency Standards, www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency, accessed February 24, 2025.

	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 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?	☒	☐	☐	☐

The following analysis regarding geology and soils is based on the Preliminary Geotechnical Investigation (Geotechnical Investigation) prepared by Southern California Geotechnical, dated April 2024 as well as a prior geotechnical investigation performed for the Project Site as referenced by Southern California Geotechnical in their Geotechnical Investigation. All specific information on geology and soils conditions on the Project Site in the discussion below is based on the Geotechnical Investigation and previously prepared reports referenced therein unless otherwise noted. Additionally, the Geotechnical Investigation was approved by the Los Angeles Department of Building and Safety (LADBS) on February 5, 2025.[44] The Geotechnical Investigation is included as Appendix IS-2 of this Initial Study.

[44] City of Los Angeles, Department of Building and Safety, Soils Report Approval Letter, February 5, 2025. Refer to Appendix IS-2 of this Initial Study.

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.

Less Than 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 11,700 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 designates Fault Rupture Study Areas along the sides of active and potentially active faults to establish areas of potential hazard due to fault rupture.

Based on City and CGS data, the Project Site is not located within a City-designated Fault Rupture Study Area or an Alquist-Priolo Earthquake Fault Zone as mapped by CGS.[45,46] As provided in ZIMAS, the closest known active fault to the Project Site is the Puente Hills Blind Thrust fault, mapped approximately 0.5 miles from the Project Site. Therefore, since no active faults with the potential for surface fault rupture are known to pass directly beneath the Project Site, the potential for surface rupture due to faulting occurring beneath the Project Site is low. Furthermore, as a film/television studio development, the Project does not include uses such as fracking or mining that have the potential to affect the underlying seismic conditions. Thus, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death related to fault rupture. Impacts associated with surface rupture from a known earthquake fault would be less than significant, and no further evaluation of this topic is an EIR is required.

ii. Strong seismic ground?

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45 City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5166-032-011; 5166-034-008; -009; -016, http://zimas.lacity.org/, accessed March 22, 2024 and February 24, 2025.

46 California Department of Conservation, Earthquake Zones of Required Investigation, https://maps.conservation.ca.gov/cgs/EQZApp/, accessed February 24, 2025.

Less Than 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, no active faults with the potential for surface fault rupture are known to pass directly beneath the Project Site. As provided in ZIMAS, the closest known active fault to the Project Site is the Puente Hills Blind Thrust fault, mapped approximately 0.5 miles from the Project Site. State and local code requirements ensure that buildings are designed and constructed in a manner that, although the buildings may sustain damage during a major earthquake, would reduce the substantial risk that buildings would collapse. Specifically, the State and City mandate compliance with numerous regulations and policies related to seismic safety, including the Alquist-Priolo Earthquake Fault Zoning Act, Seismic Safety Act, Seismic Hazards Mapping Act, the California Building Code, the City's General Plan Safety Element, and the Los Angeles Building Code. Pursuant to those laws and building requirements, the Project must demonstrate compliance with the applicable provisions of these safety requirements before permits can be issued for construction of the Project. Accordingly, the design and construction of the Project would comply with all applicable existing regulatory requirements, the applicable provisions of the Los Angeles Building Code relating to seismic safety, and the application of accepted and proven construction engineering practices, including the specific geotechnical design recommendations set forth for the Project in the Geotechnical Investigation.

Specifically, the Project would comply with the Los Angeles Building Code, which incorporates current seismic design provisions of the California Building Code, with City amendments, to minimize seismic impacts. The California Building Code incorporates the latest seismic design standards for structural loads and materials, as well as provisions from the National Earthquake Hazards Reduction Program to mitigate losses from an earthquake and maximize earthquake safety. The LADBS is responsible for implementing the provisions of the Los Angeles Building Code, and the Project would be required to comply with the plan review and permitting requirements of LADBS, including the recommendations provided in a final, site-specific geotechnical report subject to review and approval by LADBS. The final geotechnical report would include the recommendations of the Geotechnical Investigation and its final recommendations would be enforced by the LADBS for the construction of the Project. Furthermore, as a film/television studio development, the Project does not include uses such as fracking or mining that have the potential to affect the underlying seismic conditions. Through compliance with regulatory requirements, site-specific geotechnical recommendations contained in a final design-level geotechnical engineering report, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death related to strong seismic ground shaking. Thus, impacts related to strong seismic ground shaking would be less than significant, and no further evaluation of this topic is an EIR is required.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction potential is greatest where the groundwater level is shallow, and submerged loose, fine sands occur within a depth of about 50 feet or less. Liquefaction potential decreases as grain size and clay and gravel content increase. As ground acceleration and shaking duration increase during an earthquake, liquefaction potential increases. The Project Site is

not located within an area identified by the City or CGS as having a potential for liquefaction.[47,48] In addition, according to the Geotechnical Investigation, the historical high groundwater level at the Project Site is mapped at a depth in excess 100 feet. As such, impacts regarding liquefaction would be less than significant, and no further evaluation of this topic in an EIR is required.

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 and surroundings, large areas of exposed soil or rocks that could slide or become loose are not present within or surrounding the Project Site. 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.[49,50,51] Therefore, the Project would not directly or indirectly cause potential substantial adverse effects involving landslides. As such, no impact would occur, and 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. 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 adjacent right-of-way 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 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 Low Impact Development (LID) Ordinance and implement standard erosion controls to limit stormwater runoff, which can contribute to erosion. Regarding soil erosion during Project operations, the potential for erosion is low since the Project Site would be fully developed and no underlying soils would be left exposed. Therefore, with compliance with applicable regulatory requirements, the Project's potential impacts due to soil erosion or the loss of topsoil would be less than significant, and no further evaluation of this topic in an EIR is required.

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47 City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5166-032-011; 5166-034-008; -009; -016, http://zimas.lacity.org/, accessed March 22, 2024 and February 24, 2025.

48 California Geological Survey, Earthquake Zones of Required Investigation, https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed February 24, 2025.

49 California Geological Survey, Earthquake Zones of Required Investigation, https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed February 24, 2025.

50 City of Los Angeles, 2018 Local Hazard Mitigation Plan, East LA APC, Figure 11-7, Landslide Susceptibility Zones, p. 247.

51 City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5166-032-011; 5166-034-008; -009; -016, http://zimas.lacity.org/, accessed March 22, 2024 and February 24, 2025.

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

Less Than Significant Impact. As discussed above in response to Geology and Soils threshold question (a) iv., the Project Site is not located in a landslide area as mapped by the State or City. In addition, the Project would not alter exposed soils on a hill, nor inject water into the soil upslope that could cause a landslide downhill due to the flat topography of the Project Site. Therefore, no impact related to landslides would occur.

Liquefaction-related effects include lateral spreading. Since the Project Site is not located in an identified liquefiable area, as discussed above, the potential for liquefaction-related lateral spreading would also be low. As such, the Project would not be located on a geologic unit or soil that is unstable, which could potentially result in lateral spreading. Impacts related to lateral spreading would be less than significant, and no further evaluation of this topic in an EIR is required.

Subsidence generally occurs when a large portion of land is displaced vertically, usually due to the rapid and intensive withdrawal of subterranean fluids such as groundwater or oil. As discussed in Section 3, Project Description, of this Initial Study, grading and excavations for the Project would extend to a maximum depth of 20 feet. As discussed in the Geotechnical Investigation, the mapped historic-high groundwater level beneath the Project Site is in excess of 100 feet below ground surface. Therefore, dewatering operations are not expected during construction. Moreover, no large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring, or is planned at the Project Site. Therefore, there is little to no potential for ground subsidence due to withdrawal of fluids or gas at the Project Site. As such, the Project would not be located on a geologic unit or soil that is unstable, which could potentially result in subsidence. Impacts related to subsidence would be less than significant, and no further evaluation of this topic in an EIR is required.

As discussed above in response to Geology and Soils threshold question (a) iii., the Project Site is not located within an area susceptible to liquefaction. As such, the Project would not be located on a geologic unit or soil that is unstable, which could potentially result in liquefaction. Impacts associated with liquefaction would be less than significant, and no further evaluation of this topic in an EIR is required.

Collapsible soils consist of loose, dry, low-density materials that collapse and compact under the addition of water or excessive loading.[52] According to the Geotechnical Investigation, soils underlying the Project Site consist of undocumented artificial fill soils extending to depths of approximately two to eight feet below the existing grades and native alluvium soils beneath the artificial fill soils extending to at least the maximum depth explored of 130 feet below existing grades. The fill soils generally consist of very loose to very dense silty sands, well-graded sands, and gravelly sands with varying silt, clay, and gravel content. The near-surface alluvium generally consists of loose to medium dense well-graded sands and silty sands, with varying fine gravel content and occasional gravelly sands, extending to depths of 12 to 30 feet. At greater depths and extending to the maximum depth explored of 130 feet, the alluvium generally consists of dense to very dense gravelly sands, silty sands and poorly-graded to

[52] ScienceDirect, Expansive Soils, www.sciencedirect.com/topics/engineering/expansive-soil, accessed February 24, 2025.

well-graded sands with varying fine to coarse gravel content. Based on the consolidation/collapse analysis included in Appendix C of the Geotechnical Investigation, the potential for collapse of the soils underlying the Project Site ranges from approximately 0.16 percent to 1.27 percent based on the type of soil. As discussed in the Geotechnical Investigation, these results indicate that some of the near-surface soils possess variable strengths when loaded. The native soils at depths of 20 to 30 feet possess high strengths and favorable consolidation characteristics. Based on the varying conditions of the underlying soils, the Geotechnical Investigation recommends certain ground improvements for certain areas of the Project Site based on the types of structures to be constructed, including from over excavation of the artificial fill to removal of the artificial fill layer entirely. In addition, the Geotechnical Investigation recommends the excavated soils be replaced as compacted structural fill. Overall, with implementation of the design recommendations set forth in the preliminary Geotechnical Investigation, as well as the final design-level geotechnical investigation prepared as part of the building permit process, the Project Site soils would not be collapsible soils. As such, the Project would not 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 collapse. Impacts associated with collapsible soils would be less than significant, and no further evaluation of this topic in an EIR is required.

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?

Less Than 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. As discussed in the Geotechnical Investigation, the results of the expansion index testing demonstrates that the expansive potential of the soils underlying the Project Site is very low. Therefore, impacts regarding expansive soils would be less than significant, and no further evaluation of expansive soils 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 in an urban area, and the Project Site includes wastewater infrastructure for the former bus station and maintenance uses. 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 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. Based on a field visit to the Project Site, the Project Site is flat and has no unique geologic features 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 further grading and excavation of the Project Site and adjacent right-of-way, which could have the potential to

disturb existing but undiscovered paleontological resources. Therefore, further evaluation of the Project's potential impacts to paleontological resources will be provided in the EIR.

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 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, further evaluation of the Project's GHG emissions will be provided in the EIR.

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. The Project would have the potential to emit GHGs. Therefore, 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 will be included in an EIR.

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?	☐	☐	☒	☐
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 of the 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, and pesticides for landscaping. Project construction and set fabrication during Project operation may also 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. The prior bus station and maintenance facility uses of the Project Site may have affected on-site soil and groundwater conditions. In addition, given the age of the existing structures on-site, 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. The Project Site is located within approximately 0.25 miles of Los Niños Elementary School (across 7th Street to the north) and Metropolitan High School (across Decatur Street to the east). While the Project is not expected to involve hazardous emissions or handle acutely hazards materials, substances, or waste, due to the Project's proximity to schools, further evaluation of this topic will be included in the EIR.

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 prior bus station and maintenance facility uses on the Project Site, there is a potential for the Project Site to be included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, further evaluation of this topic 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. Based on ZIMAS, the Project Site is not located within two miles of an airport or within an airport planning area since the closest airport is the Hollywood Burbank Airport, which is located approximately 12.6 miles northwest of the Project Site. The next closest airport is the Los Angeles International Airport, which is located approximately 18.4 miles southwest of the Project Site.[53] Given the distance between the Project Site and the Hollywood Burbank Airport and the Los Angeles International Airport, the Project would not have the potential to result in a safety hazard or excessive noise for people residing or working near an airport. Therefore, no impact would occur, and no further evaluation of this topic in the EIR is required.

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[53] City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5166-032-011; 5166-034-008; -009; -016, http://zimas.lacity.org/, accessed March 22, 2024.

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

Less Than Significant Impact. California Government Code Section 65302(g)(1) specifies the need to plan for swift evacuation in the event of a fire or other emergency. The City's General Plan Safety Element (Safety Element) responds to this State Code by identifying the dramatic differences and population density based on the time of day or day of the week within the city of Los Angeles. According to the Safety Element, to better accommodate the variety of evacuation scenarios, the City has developed a dynamic approach to evacuation response, one that can respond to different conditions within the city. As specified in the City Emergency Operations Plan (EOP) Evacuations Annex "primary evacuation routes consist of the major interstates, highways, and primary arterials within the City and Los Angeles County." However, in response to a more localized emergency, such as a hillside wildfire, the Los Angeles Fire Department (LAFD) works in coordination with the Los Angeles Department of Transportation (LADOT) and Los Angeles Police Department (LAPD) to identify the most appropriate local egress option and direct individuals to those routes. Other routes are shared in real time depending on which disaster and suitable evacuation routes are identified.[54] While it is expected that the majority of construction activities for the Project would be confined to the Project Site, off-site construction activities could occur in adjacent street rights-of-way, which could potentially require temporary lane closures. However, in accordance with the Project's construction traffic management plan, which would be required by LADOT and implemented during construction, if lane closures are necessary, the remaining travel lanes would remain open such that at least one travel lane in each direction would be available. In the event of an emergency during construction of the Project, the LAFD and the LAPD would instruct businesses and residents of the area as to the specific evacuation plan as set forth in the Safety Element. The Applicant and construction contractor would comply with all instructions of the LAFD and LAPD as to evacuation requirements. In addition, while operation of the Project would generate traffic in the Project Site vicinity and would result in some modifications to the Project Site's access, the Project would comply with LAFD access requirements and would not impede emergency access in the Project Site vicinity. Therefore, the Project would not physically interfere with or impair the implementation of an emergency evacuation plan. The Project's potential impacts would be less than significant, and no further evaluation 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, 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.[55,56] In addition, the Project Site is not located within Fire District No. 1, which consists of areas identified by the City that are required to meet additional development regulations to reduce fire hazard-related risks.[38] Furthermore, the Project would be developed in accordance with LAMC requirements pertaining to fire safety. In particular, LAMC Section 57.106.5.2 provides that the Fire

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54 Safety Element, November 2021, p. 23.

55 City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5166-032-011; 5166-034-008; -009; -016, http://zimas.lacity.org/, accessed March 22, 2024.

56 City of Los Angeles, 2018 Local Hazard Mitigation Plan, East Los Angeles APC, Figure 13-3, Wildlife Severity Zones, p. 278.

Chief shall have the authority to require drawings, plans, and sketches as necessary to identify access points, fire suppression devices and systems, utility controls, and stairwells; LAMC Section 57.118 establishes LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects; and LAMC Section 57.507.3.1 establishes fire water flow standards. In addition, the Project's proposed commercial uses would not create a fire hazard that has the potential to exacerbate the current environmental condition relative to wildfires. 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. As such, no impact would occur, and no further evaluation 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;	☒	☐	☐	☐
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 buildings could affect the quality of stormwater runoff. Additionally, given the prior bus station and maintenance facility uses on the Project Site, there is a potential for hazardous materials to be uncovered during grading and excavation of the Project Site, which could potentially impact water quality. 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, potential excavations associated with the discovery of previously unknown subsurface hazardous conditions may require deeper excavations than currently anticipated as part of the Project. Therefore, 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. While 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, 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 buildings 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?

No Impact. The Project Site is not located within a 100-year flood hazard area as mapped by the Federal Emergency Management Agency (FEMA) or by the City.[57,58] Thus, the Project would not impede or redirect flood flows. No impacts would occur, and no further analysis of this topic in an EIR is required.

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

Less Than Significant Impact. As discussed above, the Project Site is not located within a 100-year flood hazard area as mapped by FEMA or by the City. In addition, the Safety Element does not map the Project Site as being located within a tsunami hazard area since the Project Site is located approximately 13.4 miles from the Pacific Ocean.[59] Therefore, no tsunami or tsunami events would be expected to impact the Project Site and cause any discharge of pollutants. Additionally, there are no standing bodies of water near the Project Site that may experience a seiche, and therefore there is no significant risk that flows from a seiche could result in the discharge of any pollutants from the Project Site caused by the Project.

Earthquake-induced flooding can result from the failure of dams or other water-retaining structures resulting from earthquakes. According to the Safety Element, the Project Site is mapped within an inundation area and the nearest levee is along the Los Angeles River located approximately 0.4 miles east of the Project Site. The U.S. Army Corps of Engineers operates and maintains the 22.5-mile stretch of the Los Angeles River between Lankershim Boulevard in Hollywood and Stuart and Grey Road in Downey, which includes the portion to the east of the Project Site. Their maintenance activities include inspection and cleaning of the channel walls and removing vegetation growing in cracks and joints.[60] In addition, the U.S. Army Corps of Engineers has directed repair of damaged embankments upstream to the Project Site and has installed barriers for those portions of the channel that were identified as at greatest risk of flood waters during the 2015/2016 El Niño storm season. With continued inspection, maintenance and flood control activities by the U.S. Army Corps of Engineers, the potential for

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57 Federal Emergency Management Agency, Flood Insurance Rate Maps, Panel Numbers 06037C1636G, effective December 21, 2018.

58 City of Los Angeles 2018 Local Hazard Mitigation Plan, Figure 10-2, Mapped Flood Areas in East Los Angeles APC, p. 207.

59 California Department of Conservation, Los Angeles County Tsunami Hazard Areas, www.conservation.ca.gov/cgs/tsunami/maps/los-angeles, accessed February 24, 2025.

60 U.S. Army Corps of Engineers, Who We Are, www.spl.usace.army.mil/About/, accessed February 24, 2025.

substantial adverse impacts related to inundation at the Project Site due to proximity to the Los Angeles River would be less than significant. No further evaluation of this topic in an EIR is required.

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

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 buildings could affect the quality of stormwater runoff. Additionally, given the prior bus station and maintenance facility uses on the Project Site, there is a potential for hazardous materials to be uncovered during grading and excavation of the Project Site, which could potentially impact water quality and groundwater quality. Therefore, further analysis of potential impacts will be included in an EIR.

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. The Project Site is located within the highly urbanized Central City North Community Plan area and is currently occupied by an industrial building, an office building, and surface parking areas. The area surrounding the Project Site is highly urbanized and includes a mix of low to mid rise buildings containing a variety of industrial, commercial, and residential uses. Land uses immediately surrounding the Project Site include a surface parking lot and a mix of industrial, commercial, educational, and residential uses to the north; surface parking and a high school to the east; wholesale produce and food distribution facilities to the south; and low- to mid-rise buildings, including an above-grade parking structure and surface parking to the west.

The Project proposes the demolition of the existing buildings for the construction of a new production studio campus. The Project Site would maintain its established zoning designation of M3-1-RIO and the proposed uses on the Project Site would be consistent with the mix of uses located adjacent to and in the general vicinity of the Project Site. Additionally, while it is expected that the majority of the proposed development would occur within the boundaries of the Project Site, off-site construction activities could occur in adjacent street rights-of-way, which could potentially require temporary lane

closures. However, in accordance with the Project's construction traffic management plan, which would be required by LADOT and implemented during construction, if lane closures are necessary, the remaining travel lanes would remain open such that at least one travel lane in each direction would be available. Furthermore, the Project does not propose a freeway or other large infrastructure that could divide the existing surrounding community. Access to all surrounding properties would continue to be available upon buildout of the Project. 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 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. While the Project is not anticipated to conflict with any land use plans, policies or regulations that were 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. The Project Site is located within an urbanized area and 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.[61,62] The

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

[62] State of California Department of Conservation, California Geologic Survey, Aggregate Sustainability in California, 2018.

Project Site is also not located within a City-designated oil field or oil drilling area.[63] 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 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. Refer to Response to Checklist Question XII.a., Mineral Resources, above. No impact would occur, and 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. Noise sensitive uses near the Project Site include residential uses to the north and school uses to the north and east. During construction activities associated with the Project, 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 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.

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

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. In addition, outdoor activities associated with the proposed studio uses and vehicular traffic may have the potential to generate groundborne noise and vibration. As such, the Project would have the potential to generate excessive groundborne vibration and noise levels during short-term construction activities and during operation. 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 in the vicinity of a private airstrip or airport land use plan. According to ZIMAS, the closest private airstrip or airport is the Hollywood Burbank Airport, which is located approximately 12.6 miles northwest of the Project Site.[64] Given the distance between the Project Site and the nearest airport, the Project would not expose people residing or working in the Project area to excessive noise levels. Therefore, no impact would occur, and no further evaluation of this topic 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)?

[64] City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5166-032-011; 5166-034-008; -009; -016, http://zimas.lacity.org/, accessed March 22, 2024.

Less Than Significant Impact. A significant impact may occur if a project induces a 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 a housing component and thus would not directly introduce a new residential population that contributes to population growth in the vicinity of the Project Site or the Central City North 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.

Based on employee generation factors from the City of Los Angeles Department of Transportation (LADOT)'s Vehicle Miles Traveled Calculator, the Project is estimated to generate approximately 1,354 new employees to the Project site.[65] According to SCAG's 2024-2050 RTP/SCS, the employment forecast for the City of Los Angeles Subregion in 2024 is approximately 2,005,813 employees.[66] In 2029, the projected buildout year of the Project, the City of Los Angeles Subregion is anticipated to have approximately 2,057,625 employees.[67] Therefore, the projected employment growth in the City between 2024 and 2029 based on SCAG's 2020–2045 RTP/SCS is approximately 51,812 employees. Thus, the Project's estimated 1,355 new employees would constitute approximately 2.6 percent of the employment growth forecasted between 2024 and 2029.

While some new Project employees may be anticipated to relocate to the vicinity of the Project Site, many would not. 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. Accordingly, the potential indirect increase in population would not be substantial. 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 some of the employment opportunities generated by the Project could be filled by people already residing in the vicinity of the Project Site or others who would commute to the Project Site, the potential

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65 LADOT and Los Angeles Department of City Planning (DCP), City of Los Angeles VMT Calculator Documentation, Version 1.3, May 2020. The Project would produce an estimated 1,355 employees (soundstages 174,356 square feet * 0.004 = 697) + (production support 27,492 square feet * 0.002 = 55) + (Mill Space 17,555 square feet * 0.002 = 35) + (Commissary 6,103 square feet * 0.002 = 12) + (office 132,657 square feet + covered outdoor areas 5,242 * 0.004 = 552) + (café 622 square feet * 0.0067 = 4).

66 SCAG. Connect SoCal (2024-2050 RTP/SCS). Based on a linear interpolation of SCAG's employment data for the City of Los Angeles for 2019 (1,954,000) and 2035 (2,119,800). The 2024 value is extrapolated from the 2019 and 2035 values to find the average increase between years and then applying that annual increase to 2024: [(2,119,800 – 1,954,000) ÷ 16) * 5] + 1,954,000 = ~ 2,005,813.

67 SCAG. Connect SoCal (2024-2050 RTP/SCS). Based on a linear interpolation of SCAG's employment data for the City of Los Angeles for 2019 (1,954,000) and 2035 (2,119,800). The 2029 value is extrapolated from the 2019 and 2035 values to find the average increase between years and then applying that annual increase to 2029: [(2,119,800 – 1,954,000) ÷ 16) * 10] + 1,954,000 = ~ 2,057,625.

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. Therefore, the Project would not induce substantial population growth either directly or indirectly. Impacts would be less than significant, and no further evaluation of this topic is required in the EIR.

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

No impact. The Project Site is currently developed with vacant industrial and office buildings. As no housing currently exists on the Project Site, the Project would not displace any existing persons or housing, or require the construction of replacement housing elsewhere. Therefore, the Project would not create any impacts related to displacement of people or housing, and no further evaluation of this topic in an 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?

Less Than Significant Impact. The Project Site and the surrounding area are currently served by the Los Angeles Police Department's (LAPD) Central Bureau and the Newton Community Police Station, located at 3400 South Central Avenue (approximately 2 miles southwest of the Project Site).[68] The Newton Community Police Station covers a service area of approximately 9 square miles, is staffed by approximately 325 sworn personnel and 13 civilian support staff, and has a service population of approximately 150,000 residents, resulting in an officer-to-resident population ratio of one officer for every 993 residents (2.2 officers per 1,000 residents).[69] This is compared to 8,784 sworn personal and a Citywide service population of 3,985,516 residents (as of 2021), resulting in a Citywide officer-to-resident population ratio of approximately 2.2 officers per 1,000 residents.[70] The LAPD does not currently have plans to improve the Newton Community Police Station.[71]

Construction of the Project would not generate a permanent population on the Project Site that would substantially increase the police service population of the Newton Community Police Station since the daytime population generated at the Project Site during construction would be temporary in nature. In addition, the Project Site would be enclosed with fencing, walls, or other barriers to prevent unauthorized access. Therefore, Project construction would not contribute to an increased demand for police protection services, and impacts would be less than significant.

Project construction could potentially impact the provision of LAPD services in the vicinity of the Project Site as a result of construction impacts to the surrounding roadways. While the majority of construction activities would be contained within the boundaries of the Project Site, access to the Project Site and the surrounding vicinity could be impacted by temporary lane closures, roadway/access improvements, and trenching associated with utility line connections. Project construction activities would also generate traffic associated with the movement of construction equipment, the hauling of soil and construction materials to and from the Project Site, and construction worker traffic. However, construction-related traffic, including hauling activities and construction worker trips, would occur outside the typical weekday commuter morning and afternoon peak periods, thereby reducing the potential for traffic-related conflicts. In addition, a construction traffic management plan would be

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68 Written Correspondence from Gisselle Espinoza, Office of Operations, Los Angeles Police Department, October 16, 2024. See Appendix IS-3 of this Initial Study.

69 Written Correspondence from Gisselle Espinoza, Office of Operations, Los Angeles Police Department, October 16, 2024. See Appendix IS-3 of this Initial Study.

70 Written Correspondence from Gisselle Espinoza, Office of Operations, Los Angeles Police Department, October 16, 2024. See Appendix IS-3 of this Initial Study.

71 Written Correspondence from Gisselle Espinoza, Office of Operations, Los Angeles Police Department, October 16, 2024. See Appendix IS-3 of this Initial Study.

implemented during Project construction to ensure that adequate and safe access remains available within and near the Project Site during construction activities. The Project's construction traffic management plan would include employing temporary traffic controls, such as flag persons, to control traffic movement during temporary traffic flow disruptions. Traffic management personnel would be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access. Appropriate construction traffic control measures (e.g., detour signage, delineators, etc.) would also be implemented, as necessary, to ensure emergency access to the Project Site and traffic flow is maintained on adjacent rights-of-way. Furthermore, the drivers of emergency vehicles are able to avoid traffic by using sirens to clear a path of travel or driving in the lanes of opposing traffic. Therefore, since emergency access to the Project Site would remain unobstructed during construction of the Project, impacts related to LAPD emergency access would be less than significant.

As a film/television studio development, the Project does not include the development of residential uses. Therefore, the Project would not directly affect the existing officer-to-resident ratio within LAPD's Newton Area. However, the Project would introduce a new employee and visitor population to the Project Site, which could result in an indirect demand for police services. These employment opportunities would include a range of full-time and part-time positions, which may be filled, in part, by employees already residing in the vicinity of the Project Site and who are already included in the residential population of the LAPD's Newton Area. Other positions may be filled by persons who would commute and who would not relocate their place of residence as a result of working at the Project Site. Overall, given the LAPD's metrics for evaluating service capacity based on residential population, the Project's increase in the police service population would not affect the officer-to-resident ratio for LAPD's Newton Area and the officer-to-resident ratio would remain at its current level.

However, the Project would incorporate security features to reduce the demand for police protection services. These features would include sufficient lighting throughout the Project Site to ensure safety and visibility and well illuminated entryways, walkways, and parking areas to eliminate areas of concealment. Additionally, prior to the issuance of a building permit, the Applicant would submit the Project plans to LAPD for review regarding the incorporation of feasible crime prevention features as well as access routes and other information that might facilitate police response. In addition to the implementation of these design features, which would help offset the Project-related increase in demand for police services, the Project would generate revenues to the City's General Fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of new police facilities and related staffing in the community, as deemed appropriate.

Overall, the Project would not generate a demand for additional police protection services that would exceed the LAPD's capacity to serve the Project Site. Therefore, as indicated by LAPD (see Appendix IS-3 of this Initial Study), Project operation would not necessitate the provision of new or physically altered government facilities, the construction of which would cause significant environmental impacts, in order to maintain LAPD's capability to serve the Project Site.[72] Therefore, impacts to police protection services would be less than significant, and no mitigation measures are required. No further analysis of this issue in an EIR is required.

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[72] Written Correspondence from Gisselle Espinoza, Office of Operations, Los Angeles Police Department, October 16, 2024. See Appendix IS-3 of this Initial Study.

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 the Los Angeles Unified School District (LAUSD), which is divided into six local districts. According to the School Finder of the Los Angeles Unified School District, the Project Site is located in Local District (LD) East and is served by Hollenback Middle School, 9th Street Elementary, Theodore Roosevelt Senior High School, and Felicitas And Gonzalo Mendez Senior High School.[73,74] In addition, the Metropolitan Continuation High School is located along Decatur Street across from the Project Site.

Construction

The Project would generate part-time and full-time jobs associated with construction of the Project between the start of construction and Project buildout. However, due to the employment patterns of construction workers in Southern California and the operation of the market for construction labor, which require construction workers to commute to job sites that change many times in the course of a year, construction workers are not likely to relocate their households as a consequence of the construction job opportunities presented by the Project. In addition, construction workers would be more likely to utilize schools near their places of residence. Therefore, the construction employment generated by the Project would not result in a notable increase in the resident population or a corresponding demand for schools in the vicinity of the Project Site. Impacts on school facilities during Project construction would be less than significant, and no further evaluation of this topic in an EIR is required.

Operation

As previously discussed, the Project does not propose the development of residential uses. Therefore, implementation of the Project would not result in a direct increase in the number of students within the service area of LAUSD. In addition, the number of students that may be indirectly generated by the Project that could attend LAUSD schools serving the Project Site would not be anticipated to be substantial because only a small percentage of employees hired by the Project are likely to reside in the vicinity of the Project Site. Furthermore, pursuant to Senate Bill 50, the Project 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 legal mitigation of Project-related school impacts. Thus, the Project would not result in the need for new or altered school facilities. Therefore, impacts on school facilities during Project operation would be less than significant, and no further evaluation of this topic in an 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

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73 Los Angeles Unified School District, Local District—East Map.

74 Los Angeles Unified School District, School Finder, https://rsi.lausd.net/ResidentSchoolIdentifier/, accessed February 25, 2025.

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 within an approximate 2-mile radius include Gladys Park (0.45 miles), Arts District Park (0.48 miles), San Julian Park (0.77 miles), Spring Street Park (1.08 miles), the Hollenback Recreation Center (1.08 miles), and the Grand Hope Park (1.40 miles).

Construction

Given the temporary nature of construction activities, construction of a project would not introduce a permanent population to an area which could result in an increase in the use of existing parks and recreational facilities that would result in the need for new parks and recreational facilities or the expansion of existing facilities. Additionally, the use of public parks and recreational facilities by construction workers would be expected to be limited, as construction workers are highly transient in their work locations and are more likely to utilize parks and recreational facilities near their places of residence. Additionally, due to the employment patterns of construction workers in Southern California and the operation of the market for construction labor, which require construction workers to commute to job sites that change many times in the course of a year, construction workers are not likely to relocate their households as a consequence of the construction job opportunities presented by the Project. Thus, construction of the Project would not generate a demand for park facilities that cannot be adequately accommodated by existing or planned facilities and services. Therefore, the construction workers associated with the Project would not result in a notable increase in the residential population within the vicinity of the Project Site, which would result in a corresponding permanent demand for parks in the vicinity of the Project Site. Impacts on parks during Project construction would be less than significant and no further evaluation of this topic in an EIR is required.

Operation

As previously discussed, the Project does not propose the development of residential uses. Therefore, implementation of the Project would not result in on-site residents who would utilize nearby parks and/or recreational facilities. Additionally, the new employment opportunities that would be generated by the Project may be filled, in part, by employees already residing in the vicinity of the Project Site who already utilize existing parks and recreational facilities. Therefore, only a fraction of the new employees generated by the Project could create an additional demand for parks. While it is possible that some of these 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. In addition, Project employees would be more likely to use parks near their homes during non-work hours.

As discussed in Section 3, Project Description, of this Initial Study, landscaping and outdoor areas would be used to unify the various buildings and activities on the Project Site through a cohesive plant palette to be used along the streetscape, within the amenity decks, and within the roof decks of the proposed office building. As such, the Project's on-site landscaping and outdoor areas would help to offset the demand for off-site parks and recreational facilities that could occur from the Project's new employees. Thus, the Project would not result in the need for new or altered park facilities, or

substantially increase the demand for parks. The Project's impacts on parks during Project operation would be less than significant, and no further evaluation of this topic in an 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?

Less Than Significant Impact. Other public facilities provided to the Project Site include library services. The Los Angeles Public Library (LAPL) provides library services to the City through its Central Library, 72 branch libraries, as well as through Web-based resources.[75] The Project area is served by existing LAPL facilities within the Central City North Community Plan area, including the Robert Louis Stevenson branch library (2.2 miles east), Little Tokyo Branch Library (1.2 miles north), Benjamin Franklin Branch Library (1.5 miles east), Central Library (1.4 miles west), and Chinatown Branch Library (1.8 miles north).[76]

Construction

As previously discussed, construction of the Project would result in a temporary increase of construction workers on the Project Site. However, due to the employment patterns of construction workers in Southern California, and the operation of the market for construction labor, construction workers are not likely to relocate their households as a consequence of Project construction. In addition, construction workers would be more likely to use libraries near their places of residence during non-work hours. Therefore, Project-related construction workers would not result in a notable increase in the resident population within the service areas of the libraries serving the Project Site or an overall corresponding demand for library services in the vicinity of the Project Site. As such, construction of the Project would not exceed the capacity of local libraries to adequately serve the existing residential population based on target service populations or as defined by the LAPL. Project construction would not substantially increase the demand for library services for which current demand exceeds the ability of the facility to adequately serve the population. Therefore, impacts on library facilities during Project construction would be less than significant, and no further evaluation of this topic in an EIR is required.

Operation

As previously discussed, the Project does not propose the development of residential uses. Therefore, implementation of the Project would not result in a direct increase in the number of residents within the service population of the local LAPL facilities. In addition, Project employees would have internet access to LAPL and other web-based resources, decreasing the demand on library facilities. Furthermore, as Project employees would be more likely to use library facilities near their homes during non-work hours and given that some of the employment opportunities generated by the Project would be filled by people already residing in the vicinity of the Project Site, Project employees and the potential indirect population generation that could be attributable to those employees would generate minimal

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75 Los Angeles Public Library Strategic Plan, 2015–2020.

76 Los Angeles Public Library, Branch Map, https://lapl.org/branches?distance%5Bpostal_code%5D=90021&distance%5Bsearch_distance%5D=3&distance%5Bsearch_units%5D=mile, accessed February 24, 2025.

demand for library services. There will be no need for any expansion or altering of any library or any other public facility with the implementation of the Project. Therefore, impacts on library facilities during Project operation would be less than significant, and no further evaluation of this topic in an 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 facility 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 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 landscaping and outdoor areas 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 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?

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 public parks and recreational facilities and would not require construction or expansion of public recreational facilities. Therefore, impacts with respect to the construction or expansion of recreational facilities would be less than significant, and 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. The City requires the preparation and submission of a Transportation Assessment for projects that meet the following criteria:

- If the project is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action, a transportation assessment for a Development Project is required.
- If a project is likely to either: (1) induce additional vehicle miles traveled by increasing vehicle capacity; or (2) reduce roadway through-lane capacity on a street that exceeds 750 vehicles per hour per lane for at least two (2) consecutive hours in a 24-hour period after the project is completed, a transportation assessment is generally required.
- A transportation assessment is required by City ordinance or regulation.

As described in Section 3, Project Description, of this Initial Study, the Project would introduce new uses to the Project Site and would increase the floor area over existing conditions. As such, the Project would meet the above criteria for preparation of Transportation Assessment. A Transportation Assessment in accordance with LADOT's Transportation Assessment Guidelines (TAG) will be prepared for the Project. In accordance with the TAG and consistent with the City CEQA Transportation Thresholds (adopted July 30, 2019), the transportation assessment's CEQA-required analyses will include an assessment of whether the Project would result in potential conflicts with transportation-related plans, ordinances, or policies. Therefore, further evaluation of this topic will be included 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 adopted the CEQA Transportation Analysis Update, which sets forth the 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 TAG, which defines the methodology for analyzing a project's transportation impacts in accordance with SB 743. The Project would replace the former industrial uses on the Project with a new studio campus. As a result, VMT would increase over existing conditions. Therefore, further evaluation of this topic 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's design does not include hazardous geometric design features (e.g., sharp curves or dangerous intersections). The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves or dangerous intersections, and the development of the Project would not result in roadway modifications such that safety hazards would be introduced adjacent to the Project Site. In addition, the proposed driveways would be designed to meet all applicable City Building Code and Fire Code requirements regarding site access such that the proposed driveways would not create hazards to the surrounding streets. The proposed uses would also be consistent with the surrounding uses (i.e., residential and commercial) and would not introduce hazards due to incompatible uses. Thus, the Project would not substantially increase hazards due to a geometric design feature or incompatible uses. Impacts would be less than significant, and no further evaluation of this topic in an EIR is required.

d. Would the project result in inadequate emergency access?

Less Than Significant Impact. The Project Site is located in an established urban area that is well-served by the surrounding roadway network. According to the City's GeoHub system, the nearest disaster routes within the Project area are Alameda Street, located immediately adjacent to the Project Site.[77] While it is expected that the majority of construction activities for the Project would be confined to the Project 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

[77] City of Los Angeles GeoHub, Disaster Routes, www.arcgis.com/apps/mapviewer/index.html?layers=6223f108d67d49958d05092e0b488740, accessed February 24, 2025.

lane closures are necessary, both directions of travel would continue to be maintained in accordance with applicable City temporary street closure requirements and standard construction traffic management plans that would be implemented to ensure adequate circulation and emergency access. In addition, while operation of the Project would generate vehicle trips in the Project vicinity and would result in limited modifications to Project Site access, the Project would comply with LAFD access requirements and would not impede emergency access within the Project vicinity. Therefore, the Project would not result in inadequate emergency access. Impacts would be less than significant, and no mitigation measures are required. No further evaluation 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 PRC 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 (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 previously discussed, the Project would require excavations that extend up to 20 feet below ground surface. As such, construction activities could potentially disturb any 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 notified all applicable tribes on February 12, 2025, 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?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
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, Natural Gas, Stormwater)/Less Than Significant Impact (Telecommunications Facilities). 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, potentially, natural gas demand and wastewater generation, further analysis of these topics will be provided in the EIR.

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. As such, potential impacts will be evaluated in the EIR.

Telecommunications Facilities

The Project would be required to construct new on-site telecommunications infrastructure to serve the new buildings and potential upgrades and/or relocation of existing telecommunications infrastructure. Construction impacts associated with the installation of telecommunications infrastructure would primarily involve trenching in order to place the lines below surface. Such activities could involve temporary closure of portions of sidewalks or travel lanes. However, the Project would implement a construction traffic management plan during construction, which would be required by LADOT and would ensure safe pedestrian access, as well as emergency vehicle access and safe vehicle travel in general, to reduce any temporary pedestrian and traffic impacts occurring as a result of construction activities. In addition, when considering impacts resulting from the installation of any required telecommunications infrastructure, all impacts are of a relatively short duration (i.e., months) and would cease to occur when installation is complete. Installation of new telecommunications infrastructure would be limited to on-site telecommunications distribution with minor off-site work associated with connections to the public network. No upgrades to off-site telecommunications systems are anticipated. Any work that may affect services to the existing telecommunications lines would be coordinated with

service providers and the City, as applicable. Therefore, impacts would be less than significant, and no further analysis of this topic in an EIR is required.

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, the Project would increase demand for water provided by LADWP. Therefore, further evaluation of this topic 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 evaluation of this topic 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. While Los Angeles Sanitation and Environment (LASAN) generally provides waste collection services to single-family and some small multi-family developments, private haulers permitted by the City provide waste collection services for most multi-family residential, commercial and institutional 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 Los Angeles County are categorized as either Class III (e.g., landfills permitted to accept non-hazardous and non-designated solid waste) 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, is disposed of in inert waste landfills.[78] Ten Class III landfills and one inert landfill are currently operating within the County.[79] In addition, there is one solid waste transformation facility within Los Angeles County (Southeast Resource Recovery Facility) that converts, combusts, or otherwise processes solid waste for the purpose of energy recovery.[80]

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[78] Inert waste is waste which is neither chemically or biologically reactive and will not decompose. Examples include sand and concrete.

[79] County of Los Angeles, Department of Public Works, Countywide Integrated Waste Management Plan 2021 Annual Report, December 2022. The ten Class III landfills serving the County include the Antelope Valley Landfill, Burbank Landfill, Calabasas Landfill, Chiquita Canyon Landfill, Lancaster Landfill, Pebbly Beach Landfill, San Clemente Landfill, Whittier (Savage Canyon) Landfill, Scholl Canyon Landfill, and Sunshine Canyon City/County Landfill. Azusa Land Reclamation is the only permitted Inert Waste Landfill in the County that has a full solid waste facility permit.

[80] County of Los Angeles, Department of Public Works, Countywide Integrated Waste Management Plan 2021 Annual Report, December 2022.

Based on the 2021 Countywide Integrated Waste Management Plan (CoIWMP) Annual Report, the most recent report available, the total remaining permitted Class III landfill capacity in the County is estimated at 137.09 million tons.[81] The estimated remaining capacity for the County's Class III landfills open to the City is approximately 127.44 million tons.[82] In addition, the permitted inert waste landfill serving the County, the Azusa Land Reclamation facility, has 50.77 million tons of remaining capacity.[83] 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.[84]

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

Construction

As summarized in Table 2 on page 72, based on construction and debris rates established by the USEPA, it is anticipated that construction of the Project would generate a total of approximately 10,574 tons of demolition debris and approximately 801 tons of construction debris, for a combined total of 11,375 tons of construction-related waste before the implementation of required/proposed recycling. It should be noted that soil export is not typically included in the calculation of construction waste to be landfilled 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. Thus, the Project's soil export is not included in these construction-related waste generation totals.

Pursuant to the requirements of SB 1374,[85] the Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of its non-hazardous demolition and construction debris. In addition, pursuant to LAMC Sections 66.32.1 through 66.32.5 (Ordinance No. 181,519), the Project's construction contractor 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.

After accounting for mandatory recycling, as shown in Table 2, the Project would result in approximately 2,844 tons of construction-related waste in the County's permitted inert landfill (i.e., Azusa Land Reclamation) over the construction period. This amount of construction and debris waste would represent approximately 0.006 percent of the Azusa Land Reclamation Landfill's remaining disposal

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81 County of Los Angeles, Department of Public Works, Countywide Integrated Waste Management Plan 2021 Annual Report, December 2022.

82 County of Los Angeles, Department of Public Works, Los Angeles County Integrated Waste Management Plan 2019 Annual Report, September 2020, Appendix E-2 Table 4. This total excludes Class III landfills not open to the City of Los Angeles for disposal (i.e., Scholl Canyon, Whittier, Burbank, Pebbly Beach, and San Clemente).

83 County of Los Angeles, Department of Public Works, Countywide Integrated Waste Management Plan 2021 Annual Report, December 2022.

84 County of Los Angeles, Department of Public Works, Countywide Integrated Waste Management Plan 2021 Annual Report, December 2022.

85 Senate Bill 1374 requires that jurisdictions include in their annual AB 939 report a summary of the progress made in diverting construction and demolition waste. The legislation also required that CalRecycle adopt a model ordinance for diverting 50 to 75 percent of all construction and demolition waste from landfills.

Table 2
Estimated Project Construction and Demolition Waste Generation and Disposal

Land Use	Size	Generation Rate (lbs/sf)[a]	Total (tons)
Construction Waste (Proposed Uses)			
Soundstages	174,356 sf	3.89	339
Production Support	27,492 sf	3.89	53
Office	132,657 sf	3.89	258
Café	622 sf	3.89	1
Mill Space	17,555 sf	3.89	34
Commissary	6,103 sf	3.89	12
Covered Outdoor Areas	5,242 sf	3.89	10
Basecamp[b]	48,500 sf	3.89	94
Total Construction Waste			*801*
Demolition Waste (Existing Uses to be Removed)			
Office	30,200 sf	155	2,341
Industrial	106,238 sf	155	8,233
Total Demolition Waste			*10,574*
Total Construction and Demolition Waste			**11,375**
Total Disposal (After 75% Diversion)			**2,844**

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.*

[b] *As described in Section II, Project Description, of this Initial Study, the Project also includes 48,500 square feet for basecamp uses. The basecamp area includes uncovered paved areas that would support the production studio operations such as temporary parking of production vehicles, tents or trailers for different departments, such as makeup, wardrobe, etc. It is noted that the basecamp area is not included as part of the total floor area since it is uncovered paved areas that would support the production studio operations and is not considered as floor area per LAMC Section 12.03. However, this area is considered in this evaluation of solid waste impacts for conservative purposes.*

Source: Eyestone Environmental, 2025.

capacity of 50.77 million tons.[86] Thus, the total amount of construction and demolition waste generated by the Project would represent a small fraction of the remaining capacity at the permitted inert landfill serving Los Angeles County. As Azusa Land Reclamation generally does not face capacity shortages, the County's inert waste landfill would be able to accommodate waste from the Project's construction activities, and the Project would not result in the need for an additional disposal facility to adequately handle Project-generated construction-related waste.

[86] (2,844 tons ÷ 50.77 million tons) * 100 = 0.006 percent.

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 and strategies identified in the ColWMP or by the City (refer to Response to Question No. XIX(e) regarding consistency with City solid waste planning goals). Therefore, the Project's potential construction-related impacts on solid waste facilities would be less than significant, and no further analysis of this topic in an EIR is required.

Operation

As shown in Table 3 on page 74, based on solid waste generation factors from LASAN, the Project would generate approximately 1,055 tons of solid waste per year. The estimated amount of solid waste is conservative because the waste generation factors do not account for recycling or other waste diversion measures. For example, the estimate does not account for AB 939, which requires California cities, counties, and approved regional solid waste management agencies responsible for enacting plans and implementing programs to divert 50 percent of their solid waste away from landfills. The estimate also does not account for compliance with AB 341, which requires California commercial enterprises and public entities that generate 4 or more cubic yards per week of waste, and multi-family housing with five or more units, to adopt recycling practices. Likewise, the analysis does not include implementation of the City's recycLA franchising system, 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 solid waste disposal of 1,055 tons per year represents approximately 0.0008 percent of the remaining capacity (127.44 million tons) at the County's Class III landfills that serve the City.[87] The Project's estimated solid waste generation would therefore represent a nominal percentage of the remaining daily disposal capacity of those landfills. As such, Project operation 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 or strategies identified in the ColWMP or by the City (refer to Response to Question No. XIX(e) regarding consistency with City solid waste planning goals). Therefore, the Project's potential impacts to solid waste facilities during operation of the Project would be less than significant, and no further analysis of this topic in an 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,

[87] (1,055 tons per year ÷ 127.44 million tons) * 100 = 0.0008 percent.

Table 3
Estimated Project Operational Solid Waste Generation and Disposal

Building	Size	Employee Generation Rate per sf[a]	Estimated No. of Employees	Solid Waste Generation Rate[b]	Total Generation (tons/year)
Proposed Uses					
Sound Stages	174,356 sf	0.004	697 emp	0.92 tn/emp/yr	641
Production Support	27,492 sf	0.002	55 emp	0.91 tn/emp/yr	50
Office	132,657 sf	0.004	531 emp	0.37 tn/emp/yr	196
Commissary	6,103 sf	0.002	12 emp	2.98 tn/emp/yr	36
Café	622 sf	0.0067	4 emp	0.91 tn/emp/yr	4
Mill Space	17,555 sf	0.002	35 emp	0.91 tn/emp/yr	32
Covered Outdoor Areas	5,242 sf	0.004	21 emp	0.37 tn/emp/yr	8
Basecamp	48,500 sf	0.002	97 emp	0.91 tn/emp/yr	88
Total Project Increase					**1,055[c]**

sf = square feet

emp = employee

tn/emp/yr = tons per employee per year

[a] *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 and mill space; high-turnover restaurant rate for café; and general office rate for sound stages; office, and covered outdoor areas.*

[b] *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, café, mill space, and basecamp; and services—business rate for general office and covered outdoor areas.*

[c] *While existing onsite structures would be removed as part of the Project, this total does not account for existing uses to be removed as these uses are vacant.*

Source: Eyestone Environmental, 2025.

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[88] on and after April 1, 2016, depending on the amount of waste generated per week. Specifically, beginning April 1, 2016, businesses that generate 8 cubic yards of organic waste per week were required to arrange for organic waste recycling services. In addition, beginning January 1, 2017,

[88] 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.

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's Space Allocation Ordinance (Ordinance No. 171,687), which requires that development projects include an on-site recycling area or room of specified size.[89] 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. 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 further evaluation of this topic in an EIR is required.

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?

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

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. As discussed above, the Project Site is located in an urbanized area and is developed with relatively flat topography. The Project Site is not located within a City-designated Very High Fire Hazard Severity Zone or a City-designated fire buffer zone.[90,91] In addition, the Project Site is not located within Fire District No. 1, which consists of areas identified by the City that are required to meet additional development regulations to reduce fire hazard-related risks.[92] Therefore, the Project Site is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones and would not result in impacts related to impairing an adopted emergency response plan or emergency evaluation plan within a wildfire area. No impacts regarding wildfire risks or related post-fire conditions would occur, and no further evaluation of this topic in the 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?	☒	☐	☐	☐

90 City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 5166-032-011; 5166-034-008; -009; -016, http://zimas.lacity.org/, accessed February 24, 2025.

91 City of Los Angeles, 2018 Local Hazard Mitigation Plan, East Los Angeles APC, Figure 13-3, Wildfire Severity Zones, p. 278.

92 LAFD, Find Your Station, www.lafd.org/fire-stations/station-results, accessed February 24, 2025.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Site is located in a highly urbanized area and does not serve as habitat for fish or wildlife species. In addition, no sensitive plant or animal 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, or substantially reduce the number or restrict the range of a rare or endangered plant or animal.

As previously described, the Project Site is located adjacent to the Downtown Los Angeles Industrial Historic District. Also, previously undiscovered archaeological, paleontological, and tribal cultural resources could be discovered. As such further evaluation of the Project's potential impacts related to these topics will be provided 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; energy; geology and soils (paleontological resources); greenhouse gas emissions; hazards and hazardous

materials; hydrology and water quality; land use and planning; noise; public services (fire protection); transportation; tribal cultural resources; and utilities (water supply, wastewater, and energy infrastructure). As to the other environmental subject areas:

- **Aesthetics**—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 vicinity of the Project Site, the majority of 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.

- **Agriculture, Forest, and Mineral Resources**—With regard to agriculture, forest, 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, and mineral resources would be less than significant.

- **Air Quality (Odors)**—Due to the site-specific nature and specific uses, impacts related to other emissions (such as those leading to odors) adversely affecting a substantial number of people are typically assessed on a project-by-project basis. As previously discussed, 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 operation, the studio campus Project would not involve the operation of uses typically associated with strong odors. In addition, 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. Impacts would be less than significant, and could not combine with other projects to result in cumulative impacts. As such, cumulative impacts would be less than significant.

- **Biological Resources**—As it relates to biological resources, the Project Site vicinity is highly urbanized, 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, and vegetation removal would be limited such that it would not occur during the nesting season to ensure significant impacts to migratory birds do not occur. As such, the Project's contribution to to a cumulative effect associated with biological resources would not be cumulatively considerable and, therefore, cumulative impacts would be less than significant.

- **Cultural Resources**—With regard to impacts related to human remains, if human remains were discovered during construction of any related projects, work in the immediate vicinity of the find would be halted, the County Coroner, construction manager, and other entities would be notified per California Health and Safety Code section 7050.5, and disposition of the human remains and any associated grave goods would occur in accordance with PRC Section 5097.91 and 5097.98, as amended. Therefore, in compliance with and with the implementation of regulatory requirements, the Project's contribution to cumulative impacts related to human remains would not be cumulatively considerable and, thus, cumulative impacts would be less than significant.

- **Geology and Soils**—Due to their site-specific nature, geology and soils impacts are typically assessed on a project-by-project basis or for a particular localized area. Therefore, as with the Project, related projects would address site-specific geologic hazards through the implementation of site-specific geotechnical recommendations and/or mitigation measures, as required. Thus, the Project's contribution to impacts related to geology and soils would not be cumulatively considerable and, therefore, cumulative impacts would be less that significant.

- **Land Use and Planning (Physically divide an established community)**—As discussed above, the Project would be implemented within the boundaries of the Project Site, and would not involve the closure of any surrounding streets that could impede access to surrounding properties. As such, Project-level impacts related to physically dividing an established community would be less than significant, and therefore could not combine with other projects in the vicinity of the Project Site to result in cumulative impacts. Cumulative impacts would be less than significant.

- **Population and Housing**—Not all related projects would include residential uses. As discussed in the analysis above, the Project does not propose residential uses and thus would not directly contribute to population growth. As part of the environmental review processes for the related projects, it is expected that mitigation measures would be established as necessary to address potential impacts related to population and housing. Thus, the Project impacts related to population and housing would not be cumulatively considerable, and cumulative impacts would be less than significant.

- **Public Services (Police Protection, Schools, Parks and Recreation, and Libraries)**—Similar to the Project, construction of related projects would generate part-time and full-time jobs associated with construction of the related projects between the start of construction and buildout. However, due to the employment patterns of construction workers in Southern California and the operation of the market for construction labor, which require construction workers to commute to job sites that change many times in the course of a year, construction workers are not likely to relocate their households as a consequence of the construction job opportunities presented by the Project. Therefore, like the Project, the construction employment generated by related projects would not result in a notable increase in the resident population or a corresponding demand for police protection, schools, parks and recreational facilities, and libraries in the vicinity of the Project Site.

  With regard to operation, the Project would not generate a residential population that would directly increase the demand for police protection, schools, parks and recreational facilities, and libraries. Related projects could increase the demand for these services and facilities. With regard to police protection, the cumulative increase in demand for police protection services would increase the demand for additional LAPD staffing, equipment, and facilities over time. Similar to the Project, other projects served by LAPD would implement safety and security features according to LAPD recommendations. LAPD would also continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, vehicles, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's annual budgeting efforts, LAPD's resource needs would be identified, and monies allocated according to the priorities at the time. Any new or expanded police station would be funded via existing mechanisms (e.g., property and sales taxes, government funding, and developer fees) to which the Project and cumulative growth would contribute. As such, the Project's contribution would not be cumulatively considerable, and cumulative impacts would be less than significant.

In the case of schools, the applicants for most related projects would be required to pay school impact fees, which would offset any potential impact to schools associated with the related projects. Similarly, in the case of parks and recreational facilities (i.e., existing neighborhood and regional parks), projects with residential components would be required by the LAMC to include open space and pay park in-lieu fees (as required), which would help reduce the demand on neighborhood and regional parks, thereby reducing the likelihood that there would be substantial deterioration of parks. Employees generated by the non-residential related projects would also be more likely to use parks and library facilities near their homes during non-work hours, as opposed to patronizing local facilities on their way to or from work or during their lunch hours. In addition, each related project would generate revenues to the City's General Fund (in the form of property taxes, sales tax, business tax, transient occupancy tax, etc.) that could be applied toward the provision of enhancing park facilities and library services in the City, as deemed appropriate. These revenues to the City's General Fund would help offset the increase in demand for park facilities and library services as a result of the Project and the related projects. Therefore, the Project and related projects would not result in significant cumulative impacts with respect to schools, parks and recreational facilities, and libraries. As such, the Project's contribution would not be cumulatively considerable, and, therefore, cumulative impacts would be less than significant.

- **Utilities and Service System (Solid Waste)**—The Project in conjunction with related projects would increase the need for solid waste disposal during their respective construction periods. However, as discussed above in Checklist Question No. XIX, unclassified landfills in the County do not generally have capacity concerns, and inert landfills serving the Project and the related projects would have sufficient capacity to accommodate construction waste disposal needs. With regard to operational solid waste disposal needs, the increase in solid waste generated by the Project would be well within the capacity of existing landfills, as discussed in Checklist Question No. XIX of this Initial Study. In addition, with the implementation of solid waste policies and objectives intended to help achieve the requirements of AB 939 and the City's 90 percent diversion goal, it is expected that the Project and related projects would not substantially reduce the projected timeline for landfills within the region to reach capacity. Furthermore, the County of Los Angeles conducts ongoing evaluations to ensure that landfill capacity is adequate to serve the forecasted disposal needs of the region. Therefore, the Project would not contribute considerably to cumulative solid waste impacts, and cumulative solid waste impacts would be less than significant.

- **Wildfire**—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 wildfires. As such, the Project's contribution would not be cumulatively considerable, and cumulative impacts would be less that 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; energy; geology and soils (paleontological resources); greenhouse gas emissions; hazards and

hazardous materials; hydrology and water quality; land use and planning; noise; public services (fire protection); transportation; tribal cultural resources; and utilities (water supply, wastewater, and energy infrastructure). As a result, these potential effects will be analyzed further in the EIR.